

# TANDEM CLUB OF AMERICA

## doubletalk

MAY - JUNE 1998

EDITORS : JACK & SUSAN GOERTZ



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TAKES  
TWO”**

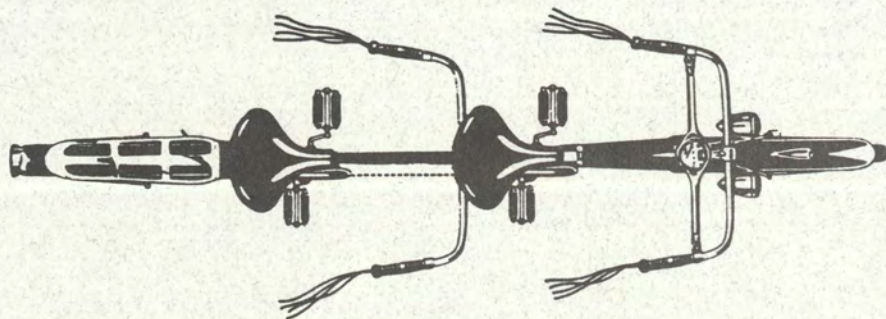
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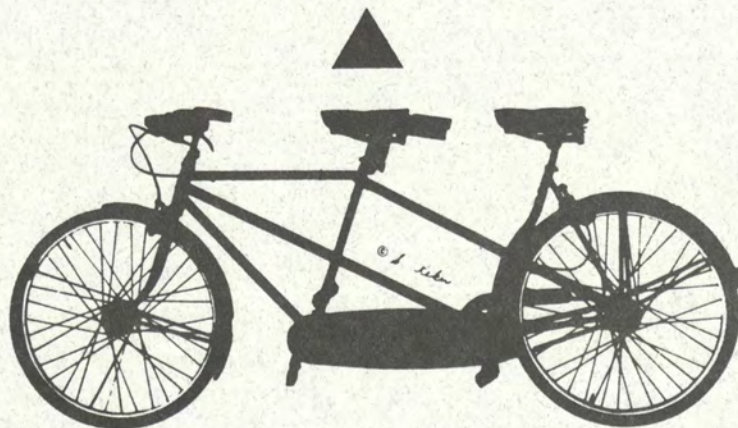
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# DOUBLE TALK

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# DEADLINE FOR THE JULY- AUGUST ISSUE OF DOUBLETALK IS JUNE 1, 1998

## FROM THE EDITORS

Spring has sprung, and with it, the Rally Season is blooming. There have already been rallies in California, Virginia, and Alabama. Yes, it's time to shake off those wintertime blues and get those tandem legs back in action. But before you start getting back into shape, make sure you get your tandem into shape, too. Take the time to check it from front to back, making sure your favorite bicycle survived the wintertime blahs and is ready to take you safely wherever your travels lead you.

If you live in the climes where you haven't had the opportunity to ride through the winter and early spring, don't forget to brush up on your cycling survival skills. Those are very important, too! There's lots of good information available through organizations like the League of American Bicyclists and Adventure Cycling which you can use to help sharpen those skills that may be rusty. Remember, a tandem is a bicycle, bicycles are considered to be vehicles (al-beit with some limitations and restrictions), and all vehicles are expected to be driven in a vehicular (predictable) manner. Let's all ride safely this summer!

Even as the cycling season is starting, DoubleTalk continues to depend on you, the members of the Tandem Club of America, for articles. Tell us what you are doing this summer. Write letters if you have tandem-related questions. Most will enjoy sharing your adventures with you, and if you have a question or a problem, you can count on someone within the TCA having a possible answer and/or solution. It is rare that there is a need to reinvent the wheel when you belong to the TCA!

Okay, you've got a great idea about an article. How do you get it published? First, you have to get it to us, your editors. You can e-mail it, you can snail-mail it, you can hand it to us at a rally. It can be on a diskette (IBM-format only, please). It can be typed. It can be handwritten. We don't care. We

want to see it. We'll edit it as required (we really try to do minimal editing, it IS your article), and we'll print it in a future issue. It may not be the next issue, but we try to print all articles and letters we receive. From time to time we do develop a backlog and find we can not print all submissions as quickly as the author, and editors, would like.

What type of articles offer the best chance to see your name in print? Articles with a technical slant are always appreciated, as are articles about new tours, in areas that haven't been explored within the pages of DoubleTalk before. Have you tandemed in Botswana? Tell us about it! I don't think we've ever published an article about a tandem tour through Botswana. Have you toured in Colorado? Tell us about that, too, many of us can dream about Botswana, but we can turn a Colorado tour into reality. Do you have a new tandem by a custom builder, with just the right geometry for you? Tell us about it! We'd love to share in your excitement! Do you have pictures? Please, share them with us!

Time to close another column. As we finish this column and take it to the printer, we're off to our first rally of the year!



# LETTERS TO DOUBLETALK

Dear DoubleTalk,

Hello, again! I just finished reading the March-April issue of Doubletalk (Great reading, as always!) and I wanted to take a few minutes to write to you about a couple of things. In the article by Fritz & Kara Krueger from Westfield, IN ("The Novice Tandem Experience," page 22), they commented on using a set of handlebars that were shaped like "an oval with a bridge at the middle front." I believe that they are referring to Scott AT-4 handlebars. I installed a set of these bars on our Santana Cilantro mountain tandem in 1990 in preparation for a cross-state on-road tour. I felt that the AT-4's shape would give me a good variety of hand positions, including an aerodynamic one for fast downhill and fighting headwinds, during the long days on the bike during the tour. I liked the bars so much that I left them on the bike after we got back from the tour. They are excellent bars for both road and off-road riding. The earlier versions of the AT-4's had a continuous round bend at the outer ends. A later version (which I believe was called the AT-4 Pro) featured a squared-off shape at the ends very similar to most bar-ends now common on mountain bikes. I did change over to one of these later models of the AT-4, as the squared-off shape was more comfortable to grip during steep climbs and when standing. I don't think that Scott is making these bars anymore, but I am sure that many bike shops will still have some of them on their back shelves. I think they are an excellent upgrade over the plain mountain bike handlebars many mountain tandems come with, especially since most mountain tandems will occasionally be used for long on-road rides and tours. These bars add a lot to the captains comfort on such longer rides.

Williard Wheeler  
Upland, CA

\*\*\*\*\*

Dear DoubleTalk,

Help! This stoker is in need of suggestions on not getting saddle sore! My captain and I undertook two week long bicycle tours during the summer last year and really enjoyed both trips (or at least the first

3 days!). Together we put in a good 1000 miles or so before our first tour. We ride our tandem 3 to 5 times a week and I have no problem with my saddle but those are 30 mile evening rides and 60 mile weekend rides with a few centuries thrown in whenever possible! During both tours, it only took three whole days before I become saddle sore. Each day after become more and more painful. I would look around and see others seeming to have no problems at all.



I use a Terry gel seat at present and that is what I used on both trips. We purchased a Terry ATB Comp and it left me sore after one century ride. Then, we tried borrowing a friends' O2 saddle. Same results. Could it be an incorrect saddle I'm using or maybe the position it is on the bike? (I also tried ALL kinds of ointments!) Any suggestions or advise before this summer's tours begin????

Janie Brown  
Fairway, Kansas

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## CLUB NOTES

WEB Master, Glenn Boutillier, for MTR 97 has just updated last year's rally WEB site! This site is a photo album of the event. Several persons sent photos and along with outs, it is a pretty nice site to check out! If you have photos you wish to include, follow the instructions on the WEB page and send them in. The site will remain open until MTR 98. The address is

<http://www.cinti.net/~gdbout/MTR97.htm> (be sure to use upper case for the MTR). Thanks - and we thank you for checking out our site!

HOOTS (Hoosiers Out On TandemS) now has a website. You can find them at:  
<http://members.aol.com/cibahoots> The e-mail address is [cibahoots@aol.com](mailto:cibahoots@aol.com)

HATS (Houston Area Tandem Society) web page is [www.ghgcorp.com/currie](http://www.ghgcorp.com/currie)

Make a note of the new area code [(828) 437-1068] for Bruce & Judi Bachelder, the TCA membership chairmen. Please phone any TCA officer in the evening. All officers are volunteers with other jobs and no budget. We love to talk to you, but don't have the funds to return all your phone calls.

Chris Hatch, ride coordinator announces, the San Diego Tandem Club has a new web site.  
[Http://www-cse.ucsd.edu/users/esimon/tandem/SDTC.html](http://www-cse.ucsd.edu/users/esimon/tandem/SDTC.html)

Please add the following club to your list of clubs: The New Jersey Tandem Club (NJTC), c/o Team Rutch, 231 Brookside Ave, Laurence Harbor, NJ 08879, 732-566-9536,  
[jrutch@wnmail.wndev.att.com](mailto:jrutch@wnmail.wndev.att.com),  
<http://www.erols.com/jsts/njtc/>

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# 1998 MIDWEST TANDEM RALLY OMAHA, NEBRASKA

During Labor Day weekend, September 4th thru the 7th, 1998, the 23rd Annual Midwest Tandem Rally will be held in Omaha, Nebraska, with the host hotel being the Doubletree Hotel in downtown Omaha. This event, as with previous Midwest Tandem Rallies, will bring in a variety of over 500 tandems and their riders from all parts of the country to enjoy the Heartland and get a dose of the "Good Life" of Nebraska.

A variety of bike routes with food stops are being planned for Saturday and Sunday showing the vast landscape of the Nebraska/Iowa area surrounding Omaha, as well as enjoying the togetherness of riding with other tandem riders. Friday night will consist of an "ice cream walk" for participants to walk through the parks and savor homemade ice cream found in the nearby Old Market area. A banquet is scheduled for Sunday night at the Hotel with special entertainment. On Monday morning, it is planned to

participate in the Labor Day Parade which outlines the downtown area.

Workshops and seminars are also being planned concerning various topics ranging from bike safety to nutrition. The kids will not be left out, however, with activities being planned during the day. Vendors will also be present showing their wares as well as the latest models of tandems and equipment.

Arlene Hull  
Omaha, NE





## TRAVELING WITH YOUR TANDEM

As enjoyable as it is to tandem in the Houston area, every so often you get the urge to tandem elsewhere. If you drive to that "elsewhere," transporting the bike's not a problem. If you fly to that "elsewhere..." well, the situation gets a little more complicated. You could arrange to rent a tandem when you get to your destination, as we did from Swallow Tandems in northeastern Wales. Or you could be a bit more adventurous, and take your behemoth with you.

Flying with a tandem isn't easy. It isn't, however, impossible. It requires some preplanning. You can't just show up at the airport unannounced with your bike in tow. You will want to notify the airline that you will be bringing a bike so they can add it to your record. Tandems, like half-bikes can fly as a "bike." Never, ever, ever, mention to anyone associated with your airline or travel agency, that the "bike" you are flying with is a tandem. Regardless of

you tandem's packed size, they will insist on charging you for an oversized piece of luggage. Many people wouldn't know a tandem if it bit them. Mention the "T" word though, and they home in on oversize, and assess weighty charges.

Chris and I have flown twice with our tandem internationally. Most international carriers will consider your bike a piece of your luggage, and charge you nothing. However, check with the airline when you book the flight. One team we know was recently surprised when they were charged \$65 each way, a charge the airline had just instituted.

We flew our bike for free domestically this summer by taking advantage of the League of American Bicyclists travel service. They sent us passes for the out-going and return legs of the flight. This service is a benefit of membership in LAB. I have to say, we were quite pleased with the results



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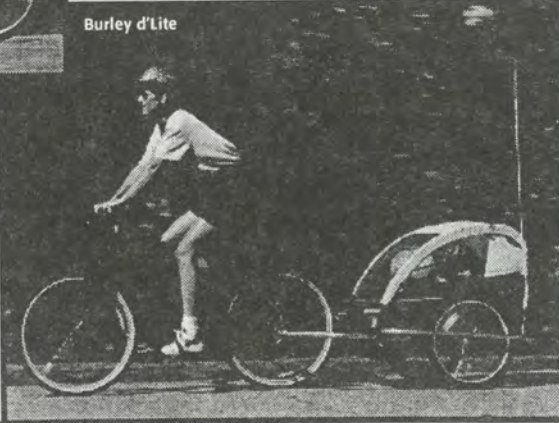
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of this extra effort. The waiver of the \$50 fee each way easily paid for our annual membership dues.

Now, how to pack. There are four options, listed below in order of affordability. The first option is to roll the bike onto the plane completely assembled. We've never tried this, though we know of teams that have. This method is a little more accepted overseas and in Canada. It's not really an option for domestic travel, or travel originating here. If you are traveling within Europe, it works great. All you have to do is reduce the air pressure in the tires, turn the handlebars to align with the frame, and remove the pedals. Tape pipe insulation around the tender parts of the bike, and tape the handlebars to the main part of the frame so they don't rotate. The airline personnel tend to treat the bike fairly well since it's light and easy to move.

The second option is to use the airline's issued cardboard bike boxes. You can tape two boxes together, and roll the bike in just as you would a half-bike. Another approach is to take off both wheels, and ship the frame in one box, and the wheels and gear in a second box. This means maneuvering two large, but lighter weight boxes through the airport. One drawback to the cardboard boxes is that the bike isn't very well protected. The airline personnel tend to drag the box because it's awkward, and the boxes tend to get stacked in the baggage compartment. Our experience with this option was that the tires had worn through the bottom of the box, and the computer mount was smashed by the time we got to our destination. Another team we talked to had their rear dropout crushed such that they couldn't get their rear wheel back in. A little hammer-time was required to make the bike ride-able. The advantage of this method is that the cardboard box can be collapsed and saved, or thrown away. If you have a contact on the destination end of your trip, you can leave the boxes with them. Or, if you pre-arrange with the airlines, you can buy more boxes on your return.

The third option is to use a soft-shell tandem case. The case is somewhat less unwieldy than the box. Many have shoulder straps and casters. Most cases fold up to about the size of a small sleeping bag, and can be carried with you while you travel (though maybe a little too large if you're self-contained). This requires a bit more disassembly than the cardboard box method. The wheels,

handlebars, saddles, pedals, and rear derailer must be removed, and the tires deflated. This makes the bike much more compact, but is a pain to break down and assemble. A drawback is that your bike is likely to be victim to many of the same injuries as in a box. Punctures and crushing tend to be the most common complaints.

The fourth option is to use a hard-shell case. While the case offers far superior protection while flying, it's a pain to deal with while you travel. We have a hard-shell case that we've been quite happy with. We've been fortunate each time we've flown with it, in that we were able to make arrangements to have the case stored while we cycled. The first time we traveled with it, we were able to leave the bike in "Left Luggage" at the airport. My understanding is that due to recent terrorism concerns, "Left Luggage" areas in airports are becoming scarce. The hard-shell case requires the same amount of breakdown as with the soft-shell. The packed dimensions are more compact than a cardboard box. But, it is large enough that it requires a truck or big trunk to transport to and from the airport. We just drive around with the case sticking out the back of Chris' trunk (not a good option for longer than 30 miles). Moving through the airport isn't a problem since the case has casters. A hidden advantage of the hard-shell case is the attention it draws. We've never walked through an airport that we didn't field an inquiry. I tell people that the box is for my shoes for a few weeks. They're often amused, but seldom fooled. I guess I'd be more believable if I more closely resembled Imelda?

Benée and Chris Curtis  
Houston, TX





## PACKING A TANDEM

When we decided to join in a self contained tour of Germany last fall (see DoubleTalk March-April 1997, P30), one of our first concerns was how to transport our tandem safely. The first place we looked for guidance was past issues of DoubleTalk where we found some great ideas. We came up with something a little different that worked fabulously. So we wish to share it in hopes that it will help someone in the future have a successful and enjoyable trip.

**Problem:** How to get the tandem past the size restrictions of the bus service to NYC and Delta Airlines. Careful (anonymous) research with Delta and the bus service proved that they didn't want to deal with a tandem. Delta said it would have to go as freight, at a huge cost and preventing it from accompanying us on the flight. Hmmmm.....

The only answer is to remove both wheels to make it look like a single. I hope they don't x-ray it. So Kathy visits Home Depot for ideas. In the plumbing isle, the light bulb goes on. Here's what she did, and the bike came through with no questions and no scratches.

Get a 1x6 board 8 feet long, a Bike Tight, a threaded rod to act as rear axle, and some PVC pipe described later. Mount the Bike Tight on one end of the board. Remove the front wheel of the tandem, seats, stoker handle bar, and take out the captain's handlebar (still attached by cables). Now mount the front fork in the Bike Tight (we had to spin the fork backwards). Now make a rear dropout support with the PVC pipe. Use a flange to attach it to the board, a section of pipe just long enough to keep the chain rings off the board, a T coupling, and two end caps. Make it wide enough to fit the dropouts tightly. Drill out the end caps to accept the rod as substitute rear axle. Remove the rear wheel and mount the frame onto the rear support. Crank it all down now and the frame is securely onto the board. We put the seats, with seatposts attached, upside down on the board under the bike and tape them down. The caliper from the Arai drum brake is bolted to the board with an eyebolt and large washer. Small parts are sealed in bags and taped to the board. That way everything is firmly attached to and supported by

the board. If the box blows out or whatever, everything stays secure with the board.

Now just package the bike as you would a single. Wrap all the tubing with newspaper, bubble wrap and/or foam pipe insulation to protect it. Saw off the board to length. Get two road bike boxes and cut off the ends. Slide them together to fit the board. Tape the dickens out of it. We also taped over the hand hold holes so the handlers couldn't rip them open. Wide plastic packaging tape sticks best.

OK, you taped over the hand holds so how do you carry this? Kathy has another great idea that worked out fantastic in practice. Get some 1/4" or so nylon rope and two, 6-8 inch long lengths of 1" diameter washing machine hose. Go around the box twice each way (horizontal and vertical) with the rope, carefully knotting the rope at each place it crosses. Slip the hose pieces on the rope where it crosses over the top of the box to use as hand holds. When done right you can pull the box from any part of the rope and it will not come off or get all messed up. I found it carried easily.

We found we couldn't get the wheels in the main box so took another box for them, and chucked in one set of panniers to keep down the number of boxes.

Eric & Kathy Schonenberg  
New Fairfield, CT

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## AMERICA BY BICYCLE

We were looking around for a challenge this year after talking ourselves out of riding from Colorado Springs to Philadelphia on our own. America By Bicycle (ABB) had the perfect trip for us, The Great Mississippi River Ride - 1640 miles from Minneapolis to New Orleans in 25 days with 2 rest days, including 2 centuries. It sounded interesting, challenging, the time was right (September) and we could probably tough it out.

The tour director, Doug Torosian, and his two sag helpers Keitha and Bob gave us excellent support. The two vans were back and forth over our route until we were all in. There were one or two sag stops, depending on the length of the day with the usual bananas, apples, oranges, bagels, cookies, peanut butter and jelly. Doug provided fantastic cue sheets making it hard to get lost. Ruth the rear admiral was the navigator reading the directions pinned on the captain's shirt.

This was a motel trip. No crawling in tents after pedaling an average of 71 miles a day for us! The motels ranged from very good to poor - your usual Super 8, Days Inn, and Holiday Express. The quality of the motel showed in how thin or thick the towels were. We came home with 25 little bars of soap to remind us of each and every motel. Motels, breakfast and dinner were included in the price. We had plenty to eat, quantity and choice are the key words. We were on the buffet circuit, Shoney's, Western Sizzling, Ponderosa, etc, etc. We did have some good local fare here and there in nicer restaurants.

We were an up and at'em group of 15 cyclists. Some folks came and went, doing only sections of the trip. We were a very congenial group with an age span of 45 years. Three tandem couples started the trip, one left early due to a medical problem, one signed on for the northern section only. We did the entire trip on our Cannondale tandem - the only way to go. We had one flat (front), popped our chain a time or two and had to adjust a cable due to stretching. Being on a tandem and enjoying the scenery together is great fun, not that didn't have our little squabbles. "Why are you in that gear?" "Stay on the right!"

This was not a downhill ride even though the Mississippi goes to the sea. Many days we climbed 3000' in altitude, going up and down the bluffs, pumping up short steep hills over and over again. One day we had two 15% grade hills. Well, as we cyclists say, "I never met a hill I couldn't walk over." The slow grind of going over a mountain pass in Colorado and enjoying the long descent is easier. The wind, usually S, SE was never a major factor. The wind in Colorado is much stiffer - sounds like a trade off. We were rewarded with flatter terrain the further south we pedaled. We crossed the Mississippi River 9 times, once by ferry.



We rode on all types of roads, city and country, with and without a shoulder, two lane and four lane, busy and quiet, including The Great Mississippi River Road. We enjoyed riding a beautiful peaceful section of the historic Natchez Trace between Vicksburg and Natchez. Nearly all the drivers were courteous and the truck drivers were the best. Being on a tandem makes it easy to have eye contact and give a friendly wave. Our biggest adrenaline rush came from dogs. We never saw so many rotweillers! The pepper spray came out of the pocket countless times but was never used. The dogs saw the spray can and ran home. The farmlands through



Minnesota, Wisconsin, Iowa, and Illinois were beautiful. An occasional pig farm would wake up our senses and we never saw so many deer, the ceramic type.

Our two days off were in St. Louis and Memphis. We enjoyed being off our seats and seeing the sights. There is a lot of history along the river. We visited Mark Twain's home in Hannibal, MO and old homes in St. Genevieve and Natchez and a plantation in St. Francisville. There were beautiful old plantation homes among the oil refineries as we rode through Louisiana.

To make a great trip even better our weather was good. We waited out a couple of rainy mornings and

came squishing into the motel only once. On our last day we pedaled into New Orleans at noon, packed up the tandem, showered and had a celebration on Bourbon Street before flying home the next day.

We look forward to riding with Doug and ABB again on a cross country trip. We will do it in sections. A month's worth of mail is about all we can handle at one time.

The van was able to carry our BikePro bag along with the luggage. This was a big plus since we flew into Minneapolis and flew home from New Orleans.

Ruth and Saul Goldman  
Colorado Springs, CO

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## A TWO'SDAY ADVENTURE

In late 1996, we bought a Tandem Two'sDay from Green Gear Cycling, which also makes the Bike Friday. As all of you probably know, a big advantage to these bikes is that they come apart and fit into two pullman size suitcases. You can check the suitcases at the airport and nobody knows you have a bike (though the x-rays of the luggage probably look pretty weird).

Our first major trip with the Tandem Two'sDay was late last summer (1997), when we took it to Switzerland, where Dave had a math conference. After the conference, we took a ten-day bike trip in eastern Switzerland and parts of Germany, Austria, and Liechtenstein.

Just before then, we had attended the Eastern Tandem Rally in Basking Ridge, New Jersey, where the only ride designations were "hilly," "very hilly," or "Lord have mercy." After a day and a half of riding "Lord have mercy" routes, we discovered multiple broken spokes on the rear wheel. Bike expert Mel Kornbluh kindly fixed the wheel well enough for us ride home (we live about 12 miles from Basking Ridge) but urged us to get in touch right away with Green Gear Cycling in Oregon and tell them what happened.

The folks at Green Gear were wonderful; they immediately said, "That shouldn't have happened; send the wheel back and we'll rebuild it." Knowing that we were soon to take the bike to Switzerland,

they truly extended themselves to do the job very quickly, and (during the UPS strike) they even returned the wheel to us by Federal Express! We never had a bit of trouble on our ten-day trip: no broken spokes, not even a flat tire.

We flew, with the bike in the suitcases, to Zurich, where our very kind friends Jurg and Dora met our plane and let us leave the bike-suitcases with them while we attended the math conference. After the conference, we returned to Zurich and assembled the bike in Jurg and Dora's garage; this took about three hours. We used one of the suitcases as a trailer to haul our gear and left the second suitcase with our other Zurich friends, Walter and Heidi, with whom we would spend our last night. Walter, who had been in the cycling unit in the Swiss Army, rode with us that first afternoon; he led us out of the city and up to the Rheinfall, Europe's largest waterfall, near which we spent the first night in Schaffhausen.

From there we rode along or near the Rhine to Konstanz, Germany, to visit a friend who lives high above the large lake known as the Bodensee (Lake Constance). We crossed the border between Switzerland and Germany several times in that area, all very casual crossings in which we were just waved through. The most fun of all was the unattended border crossing on a little dirt bike path, in the middle of a cow pasture.



All along the Rhine and on the shores of the Bodensee, there are wonderful bike paths, and our riding was mostly flat. Though we weren't interested in climbing any of the Alps, we did want to see at least part of the "typical" Swiss countryside, so we turned away from the Bodensee at the town of Guttingen and began our climb into the canton of Appenzell. Soon we were huffing and puffing, but even those climbs weren't all that bad: As anyone who attended last summer's ETR will tell you, New Jersey's Somerset Hills can prepare you for anything!

After a very pleasant stay in Appenzell (which looks just like the posters of Switzerland, and where the cows really do wear those cowbells), we had a wild ride downhill, with lots of twists and turns, back down to the Rhine. Another bike path, on top of the dam along the Rhine, made a very pleasant way to ride into Vaduz, Liechtenstein. Then we headed back to the Bodensee, spending one night in Lindau and two more nights with a friend in Friedrichshafen, before taking a ferry from Meersburg across to Konstanz, which borders Switzerland. We spent our final night on the road in another beautiful place, Stein am Rhein, before

returning to Zurich, getting lost only once when we climbed a big hill and had to go back down again. In Zurich we spent our last night with Walter and Heidi. We used their back patio to take the bike apart and repack it (again, this took about three hours) before flying home.

Though it takes a lot of energy to transport a bike this way, we found it well worth the effort. The time of our bike trip, early September, was ideal: official European vacation times were over, and we had no problem finding places to stay on the spur of the moment. Except for two rainy half-days, the weather was perfect. We also realized how much it meant to have such good friends to help us, by giving us rides to and from the airport and allowing us space to assemble and disassemble the bike. So a good name for our experience might be "Kind Friends and Gentle Adventures."

Dave and Tanner Gay  
New Providence, NJ





## FART IV

### FALL ALLEGANY RIDE FOR TANDEMMS 1997

What the leaves lacked in color we made up for in temperatures. Other than the fact everything was still pretty green, we could not have asked for a better weekend! Who would have thought it would be so warm for the last weekend in September? Five teams joined us for the 4th annual off road tandem rally, and two more rode with us for the day on Saturday.

This year was like being in a five star hotel compared to the last three years, (especially the first year when we tented!) We rented Camp Allegany at the park, which provided us not only with barracks style lodging with real indoor bathrooms just down the hallway, but the mess hall next door with a fully equipped kitchen! For some of us, it's the little things! Because there were so few of us, everyone could have their own room. As usual, Brian and I arrived early (3pm) to pick up the keys for the camp. As we neared the driveway, Rich and Lindy were heading out for a ride, having gotten there before us. The next folks to arrive weren't due until around 8pm, so the four of us took off for a short 5 mile ride on the bike path around Red House Lake. I had intended to roller blade on it, but no one else brought their skates.

Back at the camp, a tandem rolled in, but it wasn't anyone we recognized. It turned out to be Dave and Patty, a couple from PA who called earlier in the week and said they might join us. They were camping just down the road and said they would meet us at the trail head in the morning. Super! Once the sun started to set, it began to cool down fast, so we retreated to the mess hall. This must mean it was time to think about dinner! It was a real joy to fix dinner indoors. For those of us who attended previous rallies, you know that it's not much fun walking 3 cabins down for water in the rain, and then having to wash dishes outdoors.

Once the sun set and the wind died down, it made for a very enjoyable night to sit around the campfire and wait for the rest of the gang. The first to arrive were Jackie and Robin, followed not too far behind by Chen and Siu (pronounced Shoe) who came from Michigan for their second consecutive

year! About one half hour later, we heard a rumbling noise coming down the dirt road which turned out to be Anthony and Lorriane pulling a trailer with their bike and gear stashed on it. Now the group was complete.

We thought we were settling in for a great nights sleep for the day ahead. WRONG! Just after crawling into sleeping bags, we were awakened by BEEP, BEEP, then a pause and about 2 minutes later BEEP, BEEP. This kept on for some time. One of the smoke alarm batteries was dying, but which one? I went out into the hall and stood, but of course not a sound. After I crawled back into bed it started again. This time it was someone else's turn to figure it out! Finally, I heard a door open and when the sound went off again, heard furniture moving, followed by nothing but quiet. We found out in the morning that Anthony had gone out in the hall and spent about 45 minutes waiting for the beeps, (guess I slept through some of them), then closed doors to the empty rooms until he found the offending smoke alarm and took out the battery. Thank you Anthony!

The morning ride was to start at Bova trail head which was just down the road from the camp. As we were getting ready after breakfast, a camper pulled in and it was Debbie and Mike, another couple who had called to say they might join us. WOW! Seven teams. This was our largest group ever!

Let's roll! Except that as we were leaving the camp, we heard a clunk sound to discover Chen and Siu had broken a chain! We weren't even out of the driveway yet, I hope this wasn't an omen. Brian and I rode up to the trail head to let Dave and Patty know the others would be a while. It's a good thing we did, because they were up there riding around in circles wondering if we had gone off without them.

Finally, twenty minutes later, and after group pictures, we were off. Three miles to the top. It was a bit chilly and foggy, but as the fog burned off, there was not a cloud in the sky the rest of the day. About half way up, we stopped to take off jackets. After reaching the summit, we rode over to Stone Tower for a great view of the hills. Last year, the foliage was



at or near peak, but this year we were about 2 weeks early. Still a great view! Even though it was only 11:30, everyone was ready for lunch, the only problem here was that this wasn't the planned lunch stop. I suppose we could have had an unplanned lunch stop! Onward.

Now for a bit of roller coaster stuff before lunch. Around this bend.... a break in the trees. This is it. Stop! LUNCH! The view from our lunch stop was partly blocked from the leaves still on the trees. No one complained, we ate anyway. Unfortunately Bonnie and Chuck couldn't join us this year, so there was no wine for lunch.... maybe next year. More roller coaster stuff after lunch, another broken chain, this time from Rich and Lindy, then it was downhill to the camp. Three of us opted to traverse the ski slope down while the others took the 1 1/2 mile trail. Then someone gets the bright idea that if we can come down it, let's go back up. NO GO! The ground was just too soft and we kept losing traction and spinning, even after we let more air out of the tires. Because we were in the woods all day, it was surprising when we finally came out to find out how warm it had gotten. Eighteen miles in five hours.... but we had fun!

After showers, the munchies appeared, followed by dinner and eventually replaced by dessert. We had a huge pile of firewood to burn, good thing it was a nice night for a campfire. We had invited the other 2 couples back to the camp for dinner, but only one of them showed up and they had already eaten. Folks started turning in a lot earlier tonight than the

first night. (interesting how that always seems to happen)

Sunday morning was warmer than the day before, but much cloudier. Anthony and Lorraine decided to hike instead, so we said good-bye and headed out to some horse trails down the road. Today would be a shorter day.... 10 miles. Unfortunately, the trail we picked was a very steep up, and had a lot of loose gravel which made for very difficult riding. Robin, Jackie, Rich and Lindy bailed out to meet us at the group camp down the road. (smart people) Chen, Siu, Brian and I continued on. Once we got to the top of the mile long climb, it was downhill all the way back. Too bad the horses had mucked it up so bad. It wasn't rideable in places, nor was it easy to walk, but it was downhill! The others were at the group camp waiting for us and we proceeded across the road to climb up to Thunder Rocks on a dirt road for lunch.

Thunder Rocks is a really neat place with boulders the size of large houses just sitting at the top of the mountains, probably left there by the glaciers. As we were mounting our bikes to leave, a bunch of teenagers who had passed us near the top on the way up yelled, "We'll beat you down!" .....I don't think so! Sure enough, we were at the bottom long before them! Back at the cars we said good-bye to the group, but as usual, just had to check out another possible trail before leaving!

Perfect weather, great food, good people, only two broken chains and best of all, no injuries.... I'd say it was a great weekend. Next year, same place. October 2-4. Save the date!

Karen and Brian Managan  
Webster NY



## CYCLING WESTERN SCOTLAND

Ever since our first trip to London several years ago, we've been enamored with the "island on the other side of the pond." Each trip we took over, we explored a different area; after London, a driving tour of southwestern England, and then a cycling tour of northern Wales. Scotland was next on our list, as was taking our own tandem instead of renting one as we had in Wales. We also talked Benée's parents into taking the trip with us. While not cyclists, they had been interested in seeing Scotland for some time, and volunteered to rent a car and transport luggage from point to point. While we cycled, they did sight-seeing and touring.

We didn't really know where to begin when planning our tour when we had the good fortune to find a resource on the Internet. With the exception of one phone call the day before we left, all correspondences and arrangements for our tour were made over the 'Net. Bespoke Highland Tours, based in Glasgow, offers self-led individual tours of the Western Highlands and Islands of Scotland on cycle or on foot. Their address is:  
<http://www.holidayuk.co.uk/scotland/bespoke/>

We gave them our input about desired tour length, daily mileage, locations, etc. Bespoke put together the itinerary which included local points of interest, folklore, and restaurant suggestions. Bespoke handled B&B reservations, rail and ferry ticket reservations, transfers between the Glasgow airport and rail station, and loaned us appropriate guide books and maps. Had we needed it, Bespoke would have arranged bike rentals and baggage transfer between B&B's.

"Self-led individual tours" means that Bespoke neither leads nor sags the routes, and that you ride only with your own party or possibly with a few others. This concept is no problem for cyclists experienced with map reading and performing minor bike repairs such as fixing flats. It also allows you to spend your time exactly as you wish, without worrying about group time schedules. If any major problems develop while on the road, Bespoke arranges help.

Since we started our ride about 180 miles northwest of Glasgow, we needed to either drive or

take the train to our starting point. Since ScotRail is not accustomed to accommodating tandems, Bespoke offered to shuttle the bike and its hardside case to the coast to allow us the luxury of resting on the train after our flight over. The train ride to Oban was spectacular. Driving wouldn't have been the same. The train allowed us to watch uninterrupted as the continuous mountains and lochs passed by. Like Peter Riegert's character in "Local Hero" we were mesmerized with the contrast between Houston and Scotland's gorgeous coast. When we arrived in Oban, we took the bike from the case and sent it back to Glasgow with Bespoke. We then spent three hours in the back yard of our B&B reassembling the bike. The reassembly time was about twice as long as usual due to the fact that Chris had disconnected all the cables (oops, mistake) and also had to install fenders for the anticipated Scottish rain. Then we were off to dinner, during which we both reenergized enough to explore Oban

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afterward, completing the day by watching the sun set over the water at 10:15 PM.

Every morning we started with a full "English"/"Scottish" breakfast including eggs, Canadian bacon, bangers, toast, cereal, grilled tomatoes and mushrooms... always enough that we were "popping full." No need to worry about bonking for the next several hours!

Our first ride was 1 mile to catch the ferry across Oban Bay to Craginure. Then 2 miles to tour Torosay Gardens, another mile to tour Duart Castle (HQ of Clan MacLean), and then 3 miles back to a pub in Craginure for lunch. Sure was a leisurely bike tour so far. At 2:30 with 7 miles down we finally headed west for our B&B in Pennygael. With detours to Grass Point and Moy Castle, we ended up with 50 miles for the day. With the late sunsets, we were in no rush to get to our B&B's; however, we did have to allow time to get to a pub or restaurant by 7:30 to order food a couple times.

The routes that Bespoke recommended were great; remote areas, good pavement even on the tiniest of roads, and little traffic. Our roads for the first day were typical of most on the trip. At about 14 feet wide, the "single track" roads were too narrow for cars going in opposite directions to pass each other. However, about every 200 meters there was a wide spot in the road for passing. When cars would approach each other, the car that reached the passing spot first would pull over and let the other drive through before proceeding. On rare occasions when neither driver would stop for the other, there would be a momentary stand off until one car backed up to the passing area. The locals liked to point out that these were usually Mercedes, BMW or Lexus drivers on vacation from other countries. Anyway, we didn't have problems with cars, since there was enough room for a car and a bike on the road. Tour buses were a different story, particularly when we going downhill. While we didn't want to lose our momentum, they didn't want to either, so we would frequently pass each other with just a foot or so to spare at a pretty good clip. It sure makes you work at holding a steady line!

Terrain-wise, this part of Scotland is basically mountains with lochs where the valleys would be. Most of the roads follow the shorelines and are just slightly hilly. However, whenever a road turned inland, the road became quite challenging.

After a full breakfast in Pennygael, we headed out for Tobermory. The hills so far were significant but not too challenging. Being in "Ansel Adams" mode due to vacation, we stopped often for pictures. At one particularly scenic bluff, Benée decided to repack the trunk and proceeded to lay the contents on the road. As she repacked, we learned first hand to appreciate the vast number of sheep in Scotland. And the fact that they can and do roam almost anywhere. And don't care where they do their business. Anyway, at least everything from the trunk was in a zip-lock bag! About midmorning the mist progressed to a light drizzle and eventually worked up to a full scale downpour. We could tell by the gearing required that we were riding up and down some really serious hills. But we missed all the scenic bluffs and beaches along the coast because the mist and rain only afforded us about 5 feet visibility. We were feeling pretty grim at that point. Soaked to the bone, and no towns indicated on our map for about 10 miles. Like a god-send we saw a sign for a tea room. To get to the Boathouse tea room we had to take a "ferry" (actually a tiny boat) over to the Isle of Ulva. We flipped the beckoning placard on the Mull side of the water, and about 10 minutes later the boatman pattered over to get us. We left the tandem on the bank, and huddled in the back of the ferry for our five minute trip. The Boathouse was fabulous. They turned on an electric heater for us so we could warm up. For the next two hours, we sampled every item on their menu, to allow us to linger and dry out. A couple with a sail boat, doing the same thing we were, offered to trade vehicles; another couple suggested that we use the tandem as a down payment on a car. However, when we emerged, the rain had stopped and we finished the ride in low cloud cover with 50 miles for the day. That day was the last drop of rain we saw.

From Tobermory we went to Kilchoan via Ferry, then on Salen, with a diversion to Arnamurchan Point, the westernmost point of the mainland. The lighthouse had an impressive foghorn, which was obviously needed due to the pea soup fog we encountered that day. After a bite at the tea room, we were off to Salen, which is a small fishing port with two small hotels, ending with 34 miles for the day. The "Local Hero" similarities kicked in again here, as the hotel manager at the registration desk would step into the pub and assume barkeep duties,





and would later step into the dining room at dinner and assume wait staff duties.

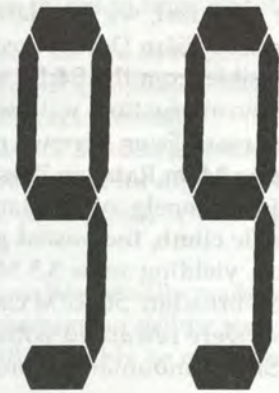
The next day we awoke to sunshine and blue skies, and could see for the first time the beautiful bay by Salen. For breakfast, Benée was adventurous and ordered "Kidgeree", which was a tasty dish of haddock, rice, boiled eggs and mushrooms. Then we were off to Arisaig after a couple diversions. First we visited the ruins of Castle Tioram, which are accessible by foot only at low tide. Then we diverted to St. Finnan's Isle, where Bonnie Prince Charlie embarked on his exile to France, which marked the eventual suppression of Gaelic culture and the beginning of the Highland Clearances. After a mile on dirt road, we "joined up" with a herd of cows going the same way. Half the herd was in front of us and the other half behind, and the two groups wanted to rejoin. The bull (recognizable by the bad-lookin' brass ring in his nose) walked up next to us and sized us up. Luckily for us he decided not to waste any energy on us and just proceeded, as did the rest of the cows behind him. A mile later, the road degraded to a rocky path, which we walked for the last half mile to the illusive St. Finnan's Isle. After completing the day's 45 miles, we finally arrived in Arisaig, the home of Bespoke, and the filming location for "Local Hero" and "Breaking the Waves". The white beaches were stunning as was the long sunset over the water and the mountainous Isles of Eigg and Muck.

The following day was our toughest, a 55 mile ride to Portree on the Isle of Skye, with a ferry ride from Mallaig to Armadale. It felt like we were dragging an elephant behind the bike, even on the flats, and Benée started bonking at 35 miles. Considering she hadn't ridden the entire month before our trip, this shouldn't have been too surprising. Also the traffic was moderate, not light as we had experienced so far. At 40 miles, the road turned inland and we had a long gradual uphill. The last 5 miles were slightly downhill, but it seemed the bike would barely coast at 12 MPH. We finally arrived exhausted in the port town of Portree, with charming pastel colored buildings lining the entire horseshoe shaped bay.

From Portree we rode 59 miles to Dornie via the controversial Skye Bridge, with a diversion through

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Plockton, which turned out to be our favorite town of the whole trip. Because of the surrounding hills and the flow of the Gulf Stream into the loch, palm trees can grow there. The tides were impressive (due to the northern latitude we were told); while soaking up the sun and downing a beer we watched floating sail boats end up completely beached in a 20 minute time span. Charming Plockton Inn served the best meal of our trip. The food, by the way, during the majority of the trip was quite good, especially the seafood. We feared that traveling in such a remote area might limit the cuisine. However, while not heavily populated, this area is popular for vacations, and that had a positive influence on the restaurants.

The following morning we had the best breakfast of our trip; fresh wild salmon caught in the loch in front of the B&B. Mrs. MacKerlich also won best B&B hostess for volunteering to wash our clothes, then she refused any payment for doing the wash. After breakfast, we reluctantly set out for Glenelg. We toured Eilan Donan Castle (HQ of Clan MacCrae and visible from the B&B), which was a very well done reconstruction, with sixteen-foot thick walls in some areas. From here we proceeded up the amazing Mam Ratagan Pass. This pass is the only way into Glenelg, other than by water. While only a two mile climb, the posted grade was 20% in one section, yielding some 3.5 MPH, thigh-burnin' ragged-breathin' 50 RPM cadence climbing. At the top we were rewarded with a fantastic view of the Five Sisters mountain chain, and then a non-stop

downhill the rest of the way to Glenelg to complete a 20 mile day.

From Glenelg we were scheduled to catch two different ferries before driving back to Glasgow. However, after 7 straight days of cycling we were ready to skip the last day and just enjoy riding in the car. We first attended some local sheep dog trials, which were just like in "Babe," but without the pig ("Away to me Tim!"... "Tim, that'll do!"). Later we drove to a couple of 2,000 year-old Iron Age Pictish Brochs, which were 30 foot high, 30 foot wide circular dry-stone dwellings for defense. From Glenelg, we drove back to Glasgow with the tandem on a trunk rack. While disassembling the bike and mounting it on the bike rack, Chris discovered why we'd had the sensation of dragging an elephant up and down hills... we'd broken our rear axle at some point! Oh well, all's well that ends well, though we're glad Santana specs pretty beefy skewers, as that was the only thing keeping the wheel together!

In summary, western Scotland is a stunningly beautiful, remote area to ride, with nice B&B accommodations and friendly locals. We experienced mainly dry "shorts" weather, but due to the two days of cold wet weather, I'd try to do any cycling here in July or August. If you like seafood, don't get anything else here, as the prices were quite reasonable. Finally, Bespoke did an excellent job with route and accommodation planning and were also quite reasonable in price. Please feel free to let us know if you're considering a trip and would like more details.

Chris and Benée Curtis  
Houston, Texas

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## IT WILL NEVER HAPPEN TO US!

That's what we all like to think. Our reactions are quick, we wear bright colored clothes, we follow all the rules of the road, and we keep our eyes on the vehicles around us. These were exactly our thoughts late one Friday afternoon, and then it happened: we were hit by a car.

Our reason for writing this article is not to get sympathy (but thanks to all those who did help us commiserate over our damaged bike and bodies), nor is it an opportunity to chastise car drivers and call them nasty names (Cindy says I did a good job of that already for about 30 seconds after we both got up off the pavement). No, the reason for this article is to alert all riders of some things to think about, some words of advice, and a word of encouragement to all of us.

In our situation, a driver was coming out of an office park driveway onto a side street we were riding on. We were only going about 12 mph at the time. Simply put - she did not see us and pulled out just when we got in front of her car. Even though I gave a loud yell and tried to swerve out of the way, the front fender of the car hit us just behind Cindy's leg. In a split second we were on the ground and sliding on our sides. We didn't slide far because the impact was more of a punch than a push, but when we all stopped moving, we were able to put our hands on the car's front bumper. I'm sure if I had

been wearing a heart rate monitor, I would have pegged it off the scale, adrenaline is an amazing thing. We both jumped up (we were not sure if the car was in park yet) and I went into my previously mentioned tirade where I questioned the driver's intelligence, eyesight, heredity, and several other things. Then I turned away for fear I might reach through the windshield and strangle the driver. This is when she stepped out of the car and made an important statement. "I'm sorry! I didn't see you".

To make what could be a long story short, the driver was ticketed for failing to yield the right of way. Her insurance paid for all the repairs to our 3 week old custom tandem, and neither of us has any permanent injuries, just a few scars, both physical and mental.

Now for a few of those things to think about:

1) The Time and Places You Are Riding: It was about 4:30 pm on the Friday of a holiday weekend when we were hit. Most drivers are only concentrating on leaving work as soon as possible and getting home. Keep very alert for any vehicles coming out of driveways, side streets, or turning towards you.

2) Will Drivers See You: We actually made a point of wearing our brightest neon yellow jerseys so we would be seen. We will probably be mounting

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one of the flashing red LED lights so we are seen from behind, and if I can find a white or yellow LED flasher, I will mount it on the front so people will see us coming at them too.

3) Riding In a Group Is Safer: This is a point that is debatable. We were about 50 yards ahead of 5 or 6 other tandems. The driver looked right past us, saw only the larger group coming, and decided to get out before they got there. Unfortunately, we were in her path.

4) Our Big Mistake: Our bike was laying in front of the car, which was at an angle half in the driveway, half in the road. This bike was our brand new "baby" we're talking about, and my first instinct was to get it out of the road and see if it was damaged. By the time the police officer arrived, the driver had pulled her car ahead so it was parked by the curb. In the police report the driver wrote that we had tried to pass her, and that we had cut in front of her. The way the car was parked did nothing to help our account of the crash, but made her story look possible. The point being: **DO NOT MOVE YOUR BIKE OR ALLOW A DRIVER TO MOVE THEIR CAR UNTIL THE POLICE SEE IT!!!**



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Lucky for us one of the couples in the group behind us was a witness and their account backed up ours (including a great sketch of the car stopped at an angle). The police officer said if it hadn't been for the witnesses report, it was her word against ours and he wouldn't have written the ticket.

5) Some Free Advice: If your tandem is of any value, let your insurance agent know about it and be sure it is covered. When we took delivery of our tandem I called my agent and told him what it was worth. The bike would be covered if it was stolen, damaged by a fire in our house or garage, or damaged in an accident while it was in our van. But if we were riding it and crashed, tough luck, we were on our own. This seems to be fairly standard for coverage in most homeowner and auto insurance policies. We can however purchase a policy for about \$10.00/\$100.00 value per year which will cover the repairs if we crash while riding the bike. Why is the rate so high? people were insuring Mountain bikes and riding the heck out of them for the season and then filing claims for damages. Call your insurance agent to see if they can offer you coverage that is affordable. My agency did not differentiate between mountain bikes and touring bikes. So we the only coverage we have is our homeowners, and auto insurance. Does any one know of a company with coverage for the bicycle while it's being ridden?

6) And Lastly - A Word Of Encouragement: If you ever witness a crash, whether it involves another bicyclist or not, please stick around to file a report with the police. As covered earlier, without the witness report of another tandem couple, our new bike would be a constant reminder of disappointment, and the driver of the car would have gotten away with a lie.

In ending this article, we hope none of you ever have to experience all the hassle we had to go through because of someone else's brief mistake. Luckily our bike was out for repairs during the fall and early winter, which in Wisconsin is not exactly prime riding season. It would've been even more disappointing if we had crashed in spring or early summer and missed out on a whole season of riding.

Hope we meet you riding on the road,

Jim and Cindy Noll  
Door County, Wisconsin



## SAND FLEA

The birth of this tandem began several years ago as Malcolm & Judy were discussing the widest tires that were available for their Santana. Their need was for riding in the soft sand trails in the pine barrens of New Jersey. The tires they were using were as wide as was available so no solution seemed feasible. In time Malcolm's eagle eye spotted an article on Hannebrink bicycles in a mountain bicycle magazine. Since I had already build two custom tandems for Malcolm and Judy, the next question was would I be interested in a building a W -I- D- E tire tandem. In the interim I had sold my retail business and took on a semi retired life style. I did not sell the frame building end of the business so the torch in my home work shop was booming. Several design ideas were exchanged on paper along with the possibility of suspension. I had come up with a suspension idea and decided to build a 26" wheel tandem to test this idea. The July/August issue of Doubletalk article on the Off Road Rally highlights the iniation of this tandem. The Off Road Rally also gave me first hand insight into Malcolm & Judy's plight with soft sand. After several sets of drawings it was decided to forgo suspension and develop the wide tire concept and add the suspension at a later date, based on our findings. We also felt the 20"x 8" tires at 4-6 psi would provide a cushioned ride that would be adequate. I can remember as I was starting my preliminary drawings the hot topic on tandem@hobbes was a passionate 700C Vs 26" debate. I think our tire of choice would have only confused the discussion and gotten me kicked off the list.

In the early stages of design Hannebrink Bikes USA was most helpful in providing wheels/tires and Hope hydraulic disc brakes. They were also very easy to talk to offering several comments on what worked for them. Tires and rims were ordered so that dimensions could be used in the final stage of the design. The rims are a split design and the tires tubeless. Silicon caulking was used to seal the rims and liberal amounts of "Slime" completed the tire installation. I quickly found out that tires would only hold air for about two hours. Soapy water showed there were several places where air was escaping. When the wheels arrived the tires were



Malcolm & Judy give Sand Flea it's first try.

mounted but the seat was broken between the tire and rim. With some ingenuity and the help of a 5 hp. compressor the tires were resealed. Since the effort required to seat the tires was considerable I opted to install inner tubes in the tires. At least a flat on the trail was now more easily repairable.

On paper the tandem looked awesome, but the final design took several changes in direction as new design parameters were thrown out by Malcolm. Concerns were the tandem would not fit in their Suburban and lifting it onto a roof rack was out of the question. Preliminary drawing measurements indicated that the Sand Flea, as it became named, would be no longer than their road tandems. The ability to transport the tandem via tandem bag via air or boxed for UPS meant incorporating a take apart feature. A removable bolt on rear triangle would allow the tandem to be broken down small enough to meet both shipping requirements. A little more disassembly is required than with a S&S equipped tandem but the added width of 13" rear dropout spacing, it could be resolved.



Sand Flea - rear view - drive side and brake side

In the design stages each solved problem only opened the door to another unique problem. Several special parts would have to be machined for the drive train, dropouts, and take apart attachments. The Hannebrink bicycles use a derailleur mounted at the rear wheel. This meant there was only 1 1/2" clearance between the derailleur and the ground. This was going to be a problem in the pine barrens. I could see replacing the derailleur would become a weekly chore. They also use a front derailleur at the jackshaft. It seemed logical to get the derailleur up at the jack shaft in a well protected area and use a standard front derailleur mounting location. A BMX freewheel was selected for the freewheeling at the rear wheel and the 12-32 XTR cassette mounted to the jack shaft with a custom adapter keyed to the shaft. Getting the necessary heal, derailleur and



other drive train clearances was very challenging with several mock ups being made.

Further challenges were making my frame jig adapt to the unusual configuration. Chrome moly was the chosen material and fillet brazing the construction method. The front portion of the frame was pretty much straight forward. The forming of the stays and jiggling of the rear triangle was more time consuming. The measure twice, cut once and tack braze in place then measure again principle applied here. Everything went smoother than expected with the drive train. It was soon functioning with the necessary clearances. The next step was to fabricate the fork. All the braze on's were put in place and the mounts for the disc brakes were also established. The selection of color and



chainring sizes were made and all that needed was to put the Sand Flea together and see what she would be like to ride.

With everything in place and working, it was now time for the maiden voyage. The alley behind my shop is paved with a gravel parking midway down the block. The tire pressure was set at 5-6 psi. I mounted up and started the test ride. It did not take to long to realize that the wide tires presented much different handling than I expected. The wide tire, rolling resistance and contact point offset as the Flea was leaned into a turn tended to make it necessary to hold back the handlebars to prevent over steering the turn on the macadam. This was alarming at first but in no way uncontrollable. Sand Flea's learning curve was not that of a typical tandem. On the loose gravel parking lot the steering felt very secure. The transition back to macadam returned the original steering feel. I decided increase the tire pressure to 12 psi and see what changes that would make. The macadam steering was improved and rolling resistance lessened. A phone call to Hannebrink confirmed my steering observations. Our phone exchange resulted in gathering

Hannebrink's inputs for various types of surfaces. Satisfied with my efforts, I called Malcolm and we made arrangements for delivery. I was very interested to see what he and Judy would think of their new toy.

Sand Flea, Malcolm and Judy were introduced at their home in New Jersey. After the necessary obligatory caressing of the filet brazed joints, admiration of their color choice, and checking out the details it was time to confirm expectations. Their initial first loops around their macadam drive bore out my observations. The facial expressions changed to smiles when the Flea took on the sand trail. Turns were made with out any wash out or plowing. At points where 2" to 4" diameter logs crossed the trail they created no problem. I was amazed as I followed on behind with my camera that Sand Flea left hardly a foot print in the sand. The test ride proved out the design was sound. Changes would have to be made to lower the gearing and fabricating a different method of keying the cog to the jackshaft, but that will be done later.

Rodney Moseman  
Lititz, PA



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## GTE BIG RIDE ACROSS AMERICA

The summer of 1998 will be quite an adventure for Brook and Morgan Dain of Fayetteville, New York. They will be joining 1,000 other cyclists in The 1st Annual GTE Big Ride Across America, a trans-America bicycle tour starting June 15th in Seattle, Washington and arriving August 3rd in Washington, D.C.. The 3,000 mile bike ride will benefit the American Lung Association.

Brook and Morgan will complete the 3,000 mile ride on their tandem. The American Lung Association has informed them that they are the only Tandem team signed up for the ride. The goal of GTE Big Ride is to raise \$8 million for The American Lung Association. Riders will cycle for 45 days to raise awareness and money to help people breathe easier. The Dain's have personally committed to raising \$12,000 dollars in pledges for the Lung

Association. Morgan and Brook hope to raise their share through the generosity of local businesses and individuals.

Training for the ride will include many winter hours on stationary bikes waiting for spring to come. "The ride has become a major focus of our lives....Right now we are working on raising our pledges, and when the snow melts we'll focus on the daunting task of riding our bicycle across America!"

If you would like to know more about The GTE Big Ride Across America, or what Brook and Morgan are doing to prepare for the challenge of a lifetime please contact them at:

Brook & Morgan Dain  
204 Dewey Avenue  
Fayetteville, NY 13066

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## THE KATY TRAIL

In 1986 after more than 100 years the Missouri-Kansas-Texas railroad ceased operating. The once proud Katy line was reborn as the Katy Trail in 1994. This is America's longest Rails to Trails project. When complete it will stretch 262 miles from Machens to Clinton, Missouri. Information about the trail may be obtained from Katy Trail State Park, Missouri Department of Natural Resources, Division of State Parks, P. O. Box 176, Jefferson City, Missouri, 65182, telephone 1-800-334-6946. The Katy Trail Guide Book available from Pebble Publishing, P. O. Box 431 Columbia, Mo. 65285-0431. Phone: 573-698-3983 Fax 573-698-3188 is a very complete guide including campgrounds, places to eat, B & B's, and trail information.

We started at the east end of the trail in St. Charles, Missouri near St. Louis. The oldest town in Missouri, Lewis and Clark stopped here at the start of the Corps of Discoveries trip in 1804 to buy supplies including a barrel of castor oil. The first capitol building is now a museum, but the town today is a haven for antique collectors. If your

stoker, like mine, is inclined to like antiques, stay away from this town. In the sake of harmony we spent a day here! There are nice benches in front of the stores where I sat to watch all the pretty girls. We had lunch in a mini-brewery which had a variety of good beer. There is a gambling boat and a showboat on the river. The trail winds through a suburban area shaded by beautiful trees with large homes into an industrial area past a large stone quarry guarded by an antique road grader, and finally into the country. There were not many places to stop in this area so carry plenty of water and something to eat.

The trail was in excellent condition although it is not paved we had no trouble with 700C by 25 tires on our road tandem. Our teen age grandchildren were happy riding the Burley "fat tire" that we use as a mountain bike. However one of the many gifts of the Missouri River is MUD! If you plan to ride in the spring or fall it would be good to check the condition of the trail. In the flood of 1993 75 miles of the trail





was wiped out. Surprisingly we did not encounter many bugs or mosquitoes.

Another haunt of tourists is Hermann, a village founded in 1836 by German families. We had dinner at one of the many wineries in an old remodeled barn. Our table was in what had been a horse box stall. Nearby was the last home of Daniel Boone which is well worth a visit. Many buildings have been moved here, creating an historic village. The restored church was especially nice. To me one of the best attractions of the KATY Trail are the historic points of interest found all along the trail.

The most popular and scenic part of the trail is the section near Rocheport where the trail runs along the base of a rock bluff. There was a small cave where someone had built a little stone house. Above the trail is a winery where you can share a bottle of wine, a loaf of French bread, and cheese seated outdoors in a charming picnic area with a view of the trail. We had a sandwich at the Trailside Cafe while our exhausted grandchildren piled off their bikes and onto three or four wheeled contraptions that we rented for them to pedal around.

The railroad runs through a short tunnel nearby. In the 1890's during the construction of the tunnel a group of river boatmen fearing that the railroad would run them out of business placed 580 pounds of dynamite in the tunnel and threatened to blow it up stopping construction. Two sheriffs from nearby counties convinced them to leave peacefully. The railroad has long since disappeared but an occasional barge and tug pass by along with fishing and pleasure boats. Lewis and Clark's Journal has a drawing copied from the rock of a hieroglyphic. This hieroglyphic was evidently destroyed when the tunnel was constructed. In the evening as we rode along this section four deer ran out in front of us and down the trail. As we passed the spot where they came on the trail, a fawn jumped out nearly hitting us. One of the kids accidentally ran over a snake seemingly not harming it. There are many birds all along the trail. My favorite are the great blue herons.

We parked our motor home in the Katy Roundhouse campground for several days in New Franklin. Flooding caused the removal of the town of Franklin and the railroad but enough is left of the roundtable and ruins of the buildings to envision eight large steam engines being turned on the table and moved into bays to be serviced, or sent off in the



opposite direction. The old depot farther from the river has been preserved and holds all kinds of pictures and memorabilia from the railroad. On weekends they serve a memorable steak dinner.

The railroad crossed the river at Boonville, however, bikers cross on a new highway bridge. The approaches to the railroad bridge are gone but the old lift bridge stands as a monument to the railroad. There is a building on top of the bridge at each end of the middle section. These housed the machinery which was used to lower and raise the tracks allowing boats to pass underneath. Hopefully the bridge will not be destroyed as there are not many left like it. Seeing the many bridges is one of the delights of this trail.

Boonville founded in 1810 is one of the oldest towns in Missouri. Salt was a scarce commodity on the frontier. Two sons of Daniel Boone discovered a salt spring nearby where they boiled the water to obtain the salt and soon had a thriving business. The spot is a state park now. The depot in Boonville is being restored and will be used by the Chamber of Commerce for their headquarters. The trail leaves the river here and runs through farm land. We stopped at the farming town of Pilot Grove and were directed to the only cafe in town. We had a nice dinner for five dollars each including the coffee. The trail ends west of Clifton City a few miles farther on. Eventually it will continue on ending at Clinton.

While attending the 1997 Southwest Tandem Rally in Tulsa, Oklahoma, imagine our surprise to find that one of the rides was on the Katy Trail. It was the same railroad but not part of the Missouri State Park Trail.

Jack Beiler  
Tucson, AZ



## IN PRAISE OF A LOW COST TANDEM

As our grandchildren start to discard trainer wheels, we can look back on ownership of LOTS of bicycles: Single and tandem; new, stock or custom; used, exotic or junk. The overall analysis, however, is that our 1993 Motiv Tandem "El Loco" (El Loco Motiv, get it?), which we bought on impulse from the dreaded Price Costco store, has provided the highest enjoyment per dollar of ANY purchase we can think of! This is not only bicycling-related, but for purchases in general.

Let me explain how this machine fits for us in the Great Tandem Scheme of Things:

In about 1983, we took a Gitane male/mixte tandem out on a test ride, and had a real FLEX experience. Not for us.

Articles in *Bicycling Magazine* described the perfect tandem. We took a deep breath and ordered a Mercian built to these specifications. Before becoming, "just a stoker" though, Margaret suggested one more season of single-bike centuries.

However, in May of 1984 a pot-hole induced crash that demolished her shoulder and her limited left-arm movement started close to a decade when Margaret was never on a bicycle.

Another accident to Margaret (a fall while dancing) and a broken knee made all the difference! The Motiv tandem was bought so that I could encourage rehabilitation exercise, for a price of about two-weeks' worth of physical therapy co-payments.

Apart from price, why consider it? There was no component on the 1993 model that had to be thrown away! Alloy rims, cantilever brakes and SIS shifting all worked fine. Only the plastic chain-ring protectors actually fell off! Knobby tires and straight bars made it easy to venture onto easy trails, but we also found ourselves on longer road rides and discovered tandem rallies.

What did we add? Rack, bag, lights to extend our rides. Aero-bars to offer me change hand-positions. Spenco pad on the rear seat. Irrespective of price, what we really found is that

when we wear matching outfits, ride at a good cadence and look as though we're enjoying ourselves we get friendly waves from other tandem riders, racing teams out to train, and from road users in general. We also get a lot of, "Where can we get a bike like that?" questions from the most unlikely couples!

We have bought bicycles from fine local bike shops, of which we fortunately have many. However, the Motiv was a buy-in-a-box in the old fashioned build-and-maintain tradition.

Is the Motiv perfect? No. But neither is the Mercian, nor the folding Tandem Two'sDay that this year became our take-when-we-visit-grandkids machine, and makes rallies easier to reach. Do we covet a thirty-pound titanium beauty with S&S couplings? Of course. But perhaps we are tolerant of the Motiv's weaknesses and weight when we have fewer dollars invested in it than some teams spend on pedals!

What we find is that the Motiv is our grab-and-go machine. It's the machine with the lights always fitted, which lets us do things like ride to bicycle club meetings! We ride downtown and to summer concerts in the park. We also find it stable enough in heavy automobile and bicycle traffic to ride on occasions like the San Francisco Critical Mass.

The entry-level tandem choice is sometimes compared to the new pickup truck versus the used Porsche. But beyond the starting point, I think there is also a place for a machine like the Motiv in any tandem collection. If having a low-cost, low-tech tandem lets you just get out and ride more, I think every couple should have one.

Martin and Margaret Clinton  
Palo Alto, CA



## 2nd ANNUAL SEBRING TANDEM WEEKEND

Thirty-four tandem teams enjoyed the Sebring Tandem Weekend on 17 & 18 January 1998. The weather was fine, the teams were spirited, and the miles melted away as we rode along orange groves, cow pastures and lakes. Most teams were from Florida, but we had representatives from Iowa (PIGS - Paired Iowans Going Somewhere), New York, Pennsylvania, and a newly transplanted set of Maryland CRABS (Couples Riding A Bike Simultaneously).

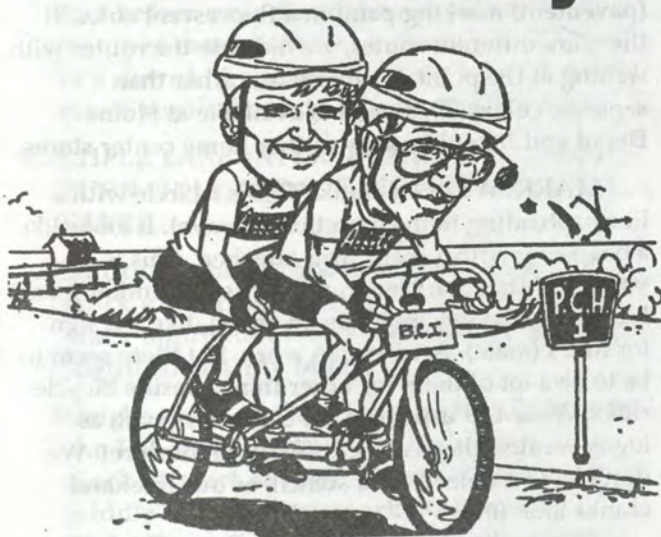
The Kenilworth Lodge was our host facility. This turn of the century Inn is the destination of several Florida Bicycle Clubs throughout the year, and served as the venue for the 18th Annual Southern Tandem Rally in 1996. Though the days were warm, many teams enjoyed the warmth of the lobby fireplace in the mornings and evenings.

One of the things that I enjoy at tandem events is viewing the machinery. I love bicycles, and a tandem

bicycle is just more of a great thing. Personal bias unfettered, the most interesting machines were a couple of new Santana Sovereigns, the Double Visions and a reportedly 101 year old tandem. One of the Sovereigns was painted in shade-shifting paint, a proprietary 3M product that changes color depending on the lighting. This particular tandem had a rare (reportedly only a few made) yellow-copper-red shift. Also there was a Sovereign with a brushed aluminum finish. This gave a very nice sheen to the aluminum, not as flashy as a polished finish, and the owner reported it to be easy to maintain.

There were three Double Visions at the rally. This recumbent tandem has telescoping main tubes, a choice of under-seat or above-seat steering and a very nice independent coasting mechanism. The cranks would freewheel with buttery smoothness while the chainrings remained motionless - an unusual and unexpected sight.

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A local cycling enthusiast brought his functional, century-old tandem to the buffet dinner. The machine was designed with a step-through frame in front, a standard frame in the rear, and double steering. This allowed a gentleman to operate the tandem from the rear on his way to pick up his sweetheart. Social propriety required the lady to ride in front.

In addition to all of this, the rides were fun! Before the Saturday rides started, one couple new to tandem rallies (still riding their singles) asked about ride speed. I optimistically responded "somewhere around 18-20 mph". That sounded good to them (and to me), but the weather was fine and cool, and we cruised at 23-24 mph on the way down to the rest stop. That frisky ride went from Sebring on a very flat route past multitudes of cows to a rest stop at the south end of Lake Istokpoga, and back along rolling roads through orange groves for a total of 57 miles. Another couple commented that the seemingly unending orange groves reminded them of the cornfields in the Midwest!

All of the Sunday rides (22-60 miles long) passed through Highlands Hammock State Park, a trip to the past through swampy land covered in palmetto, towering oaks, cypress and palms. Some of the more adventurous took their road tandems down a hard-pack dirt road and proceeded to get lost. I said that I'd never been down that road before! Eventually we found our way to the rest stop where we enjoyed standard rest stop fare.

Special appreciation is extended to Shawn Lenihan of D&S Cycles, Sebring for providing two days of excellent sag support, Joyce Edwards of Rainbow Apostolic Church for her rest stop coordination, and the courteous staff of the Kenilworth Lodge.

Next year's Sebring Tandem Weekend will be held on 16 and 17 January 1999. See the calendar for additional details

Joshua Feingold  
Pembroke Pines, FL

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## Route Marking

My wife, Ina, and I sponsor an annual ride for our local club, and have for the last eight years. We mark our routes, something which the 100 attendees like.

Since many ride organizers have limited experience in marking routes, this might be of assistance to them.

**OBJECTIVE:** Our objective in painting the route is to make it easier and safer for the participants. It is safer because cyclists jamming an intersection trying to decipher a map or cue sheet causes trouble. The idea behind our route marking standards is to get all riders to practice destination positioning at intersections.

Keeping this in mind, we use the marks in an attempt to get the riders into the correct position to make a vehicular-style turn, taking into account the terrain and intersection type. The most important recommendation I would make is to place marks

frequently and early if there is a downhill approaching the turn, and/or it is a left turn.

**PAINT:** We use upside down highway (pavement) marking paint in a fluorescent color. If there are different routes, we indicate the routes with writing at the point of separation rather than separate colors. This paint is available at Home Depot and I would assume other home center stores.

**MARK:** We use a crank. This is a circle with a line protruding in the direction of travel. It looks like a chainring with a crank arm attached. This is a variant of the John Henry, which uses a similar mark but makes the line look like an arrow, like the sign for Mars (male). Arrows can work, but there seem to be a lot of them for other things beside bicycle rides. We avoid using special characters such as logos because they can be difficult to interpret. We don't have the need for a stencil, as our freehand cranks look fine.



**SIZE:** Size does matter. We make sure our marks are about 10-12 inch circumference with the line adding another 4 inches.

**LOCATION:** We vary the location and number of marks based upon the situation. Here is what we do:

**SIMPLE, SINGLE LANE INTERSECTION WITH STOP SIGN.**

- Right turn - single mark at intersection. This gets the riders to almost stop before seeing the mark and proceeding, and therefore encourages lawful riding.
- Straight - no mark
- Left - one mark at intersection toward the center line, another mark approximately 50 feet before near the right side of roadway. If there is a downhill approaching the turn, another mark approximately 150 feet before that.

**SIMPLE, SINGLE LANE INTERSECTION WITHOUT STOP SIGN.**

- Right turn - mark at intersection. Mark 100 feet before. If there is a downhill approaching the turn, another mark approximately 150 feet before that.
- Straight - no mark
- Left - one mark at intersection toward the center line, another mark approximately 50 feet before near the right side of roadway. Another mark 100 feet before that. If there is a downhill approaching the turn, another mark approximately 150 feet before that.

**MULTIPLE LANE INTERSECTION WITH LEFT-TURN-ONLY AND/OR RIGHT-TURN-ONLY LANES.**

- Right turn - one mark at intersection. One mark at start of Right-Turn-Only lane. One mark approximately 50 feet before start of Right-Turn-Only lane.
- Straight - one mark at intersection in lane to the left of the Right-Turn-Only lane. One mark at start of Right-Turn-Only lane in middle of lane. One mark 50 feet before Right-Turn-Only lane. If downhill, another mark approximately 150 feet before that.

- Left - One mark at intersection towards the right side of the Left-Turn-Only lane. One mark in straight ahead lane at start of Left-Turn-Only lane. One mark 50 feet before Left-Turn-Only lane near right side. One mark 50 feet before that. If downhill, another mark approximately 150 before that.

**COMFORT MARKS:** The marks make the rider feel more secure. They are frequently used immediately after a turn to show the rider they are on the right route. They can also be used before and at intersections in straight ahead situations. I tend to avoid them unless there is an obvious need, such as a confusing intersection (which way is straight?), or if there is a long distance between turns.

**MAPS and CUE SHEETS:** In no way do I believe that marks eliminate the need for ride organizers to create and distribute accurate, understandable maps and cue sheets. Nor does the presence of marks eliminate the responsibility of the rider to accurately navigate the route by means other than the marks. It has been my experience that things can happen between marking and riding that are beyond the control of the marker, and I always warn the riders of this at the riders meeting.

**WHEN TO MARK:** Ideally, I would prefer to mark the route the morning of the ride, but this is just not feasible, especially if the ride location is far from home. About 1 week is all I would mark in advance. And then, if possible, I would drive the route no earlier than 1 day before the event. I have had roads torn up, roads repaved (and marks obliterated), or bridges closed in the week between marking and the ride.

I hope that these suggestions will be helpful. Good Luck!

Rich Wolf  
Atlanta, GA



# THE STUCKER'S DOWN UNDER TRAVELING IN NEW ZEALAND, THE NORTH ISLAND

Gene and Dina Stucker continue their New Zealand travels.

When we arose on Christmas eve we were still a little concerned about getting a room for the night but there were places along the route where we had been assured that we could at least pitch our tent and we were the only people in the four or five units here at Rangitaiki so that was encouraging. Down the road there were two places that we hoped would work, a campground at Riverside and a small hotel, five rooms, at Te Pohue. Either one was about twenty five miles away. When I got the bike out of the storage shed it had a flat front tire, first flat in NZ. It might be considered bad luck to get any flat but I was pleased that I found it at a motel room where it could be fixed inside in comfort. It turned out that the flat was caused by the Mr Tuffy strip in the tire cutting into the tube. Mr Tuffys are sold to

help prevent flats from glass coming thru the tread, and this they seem to do, but they come with the ends cut in such a way that the edges of these ends can slice their way into the tubes and cause a leak. I know that Mr Tuffys must have the ends tapered, which I do with a tiny sanding drum on my Dremmel, but for some reason this one hadn't been done properly. So I fixed a flat that never should have happened and tapered the end of Mr Tuffy with a knife. Still we were on the road before 9:30 which should be valuable since we have some of the hilliest miles ahead that we have encountered. The hills were lovely, if very steep, and we cranked along for 15 miles by noon.

Along the way we stopped to view one of the most lovely waterfalls that we have ever seen, Waipunga Falls. The fall splits into three at the top and the three streams flow down and over black rock into a pool perhaps 100 feet below. In addition there is a separate single fall going into the same stream very close by (50 yards, maybe). Beyond the falls we rode in a really beautiful river gorge for a few miles. Just at noon we topped a hill and spotted the Tarawera tavern about 200 yards ahead. It had been raining all morning, very softly and when we saw the tavern we were coasting at just 25 miles per hour and I started to brake to be able to make the turn into the tavern. Suddenly we were on our side, sliding down the highway on the bike and slowly spinning around. Finally, after what seemed a VERY long time, we came to a stop and tried to disengage ourselves from the bike and rise. The two cars immediately behind us had stopped, one behind and one in front of where we were lying, and the drivers were at our sides to help. We were very battered. With their help we walked to the tavern for first aid.

It is just conjecture but I believe that when I started to brake and slow the bike on that wet road the trailer gave us enough of a shove to cause the rear wheel to loose traction and slip to one side starting the whole thing. Years ago in the Enjay Lab,

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work on tire traction as part of the butyl tire program demonstrated that roads are slickest when light rain falls. Also often auto trailers have their own brakes when their weight gets significant compared to that of the car and our 100# trailer is a significant weight behind a two wheeled bike. All this I knew before but this incident served as a powerful reminder. In the future our down hill speed will be adjusted downward, especially when conditions merit.

At the tavern the owner arranged for us to hire a truck whose driver was having lunch there. The driver agreed to return after he worked that afternoon, pick us up and take us into Napier. We got some first aid, ate a little lunch, selected a motel in Napier and called for a room and waited. Actually I took a nap while Dina handled some of the stuff. At about four the driver and truck returned, we loaded on the bike and trailer and started for Napier. The drive in was really something. The road became much steeper, both up and down. The surroundings became, if possible, even more beautiful. Along with steep the curves became sharper and more frequent. And the truck roared along without a speedometer, gas gage or seat belts at speeds that were terrifying. At about five we arrived at the motel, thankful to be still alive. The charge for the 50 mile trip was NZ\$40 and had I really known about the road I would have hired a truck in Taupo and taken it the whole way but hopefully at some reduced speed. The motel owners took us to the local emergency room at a nearby clinic where we got our stiches and bandages and an appointment for X-rays tomorrow. The motel owners also picked us up, we ordered a pizza to be delivered (satay chicken, of all things), had a glass of wine with our pizza and went to bed early. Quite a day. We will be in Napier for a few days.

Christmas Day, 1997: Napier, NZ - Well it isn't Christmas yet in the US, but Merry Christmas to everyone! At 4:00 pm we called our kids - by their time (NJ & TX) it was 9:00 & 8:00 pm Christmas Eve. An earlier visit back to the emergency room confirmed that we are well on the way to recovery with fresh bandages; the promised x-rays will come tomorrow afternoon since X-ray is closed for Christmas. Not only do we have to cope with all stores and restaurants being closed on Christmas Day but most will also be closed tomorrow for Boxing Day. I remember hearing one time what Boxing Day commemorates, but of course have

forgotten, and none of the locals seem to know. To them it is just a day off for family get-togethers. Well, happy Boxing Day too.

Christmas was a quiet day here at the McLean Park Motel in Napier. The whole town was closed and about our entire activity was to walk about a half mile to the emergency clinic to get dressings changed and to get rechecked. Both Dina and I were supposed to have X-rays, Dina on her thumb which has five stiches and me on my aching back, but X-ray is closed on Christmas day as well as its eve so that it might happen tomorrow. The medical business is much the same everywhere. We also napped. For Christmas dinner Dina fixed a rice package dinner and put in a can of tuna. Actulally it was great. We slept well again. By Friday, the 26th, Boxing day, we were in a little better frame of mind and perhaps ached a little less. When the doctor examined me he decided that I didn't need an X-ray after all and Dina's X-ray determined that her thumb wasn't broken so all we have are bruises and abrasions. Oh, and a little trauma. Over the next few days we dropped by the emergency room for changes of dressings, saw some sights around town, had to move from the motel because all the units had been



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previously reserved, had dinner at a Pizza Hut to see how it compared to those in the US (we are experts on Pizza Huts and this one in NZ rates well up in the list), moved into a Backpackers hotel right downtown and therefore saved NZ\$34 per night and were closer to the action.

Napier is the "world capital of Art Deco". In 1931 an earthquake and the fire following virtually destroyed the town and also brought up, from marsh area to developable land, hundreds of acres of adjoining land. The site of the city was therefore potentially much larger and also fresh for building. In the Paris exposition of 1925 a new and revolutionary design style was shown that became known as Art Deco. When Napier was rebuilt in '31-'32 it was a new city, very heavily in this new style. As the years passed there came a time when these buildings were about to be torn down but the city fathers decided to support and promote them instead so today it has by far the greatest concentration in the world. The only place even close is Miami Beach, Florida, but there the Art Deco buildings are more dilute and not as well locally supported. A cohesive style like this makes for an interesting and lovely city. We took a bus tour of the

city focused on its Art Deco heritage, and the tour included a short movie on the earthquake and the rebuilding.

In town there is a kiwi (i.e., the flightless bird, not the fruit or the local people) house. The kiwi is nocturnal so in a kiwi house there is bright light at night and dim blue light in the day so that visitors can see kiwi feeding. The kiwi is about the size of a chicken, wingless and was almost exterminated by introduced animals, feral cats, pigs, dogs and such. There are kiwi colonies on a few islands that have been freed of these predators and, of course, a good deal of interest in maintaining the kiwi as a viable species. So now we have seen our kiwi.

A second bus tour took us to five wineries in the Napier area. The NZ wine industry is well behind that of Australia in international distribution and certainly in volume but has done very well in competition. Since we have been here we have had many NZ wines, sprinkled with an occasional Australian bottle that was much cheaper, We are far from expert but they taste very good to us. Five wineries in a single day, though, is a little too much of a good thing. Even small samples can add up and the last couple of wineries don't really get objective consideration.

Along the Marine Parade, the street beside the sea, is a large arena devoted to in-line skating. Watching the young men there taking lessons in the current tricks in this new sport is impressive. When someone can skate along at high speed and jump about three feet into the air to land on a 2" slanted pipe, then skate down 20 feet of pipe to jump off with a 180 degree turn and continue to skate away; I can't help but be impressed.

A free tour takes anyone interested to the local sheepskin factory at the edge of town; so we went. This factory buys fresh, salted or frozen skins from the local farmers, cures them and converts them into all the articles that anyone has ever seen make of sheepskin. We did buy a souvenir there but not of skin, We replaced the tee shirts that were destroyed when we slid on the bike with a matching pair from their "special" bin. These do say New Zealand on the breast but the inscription is just below a picture of Mickey Mouse. I can't pass up a bargain. Oh yes, the label says, "Made in China".

Gene & Diane Stucker - Traveling



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# TANDEM CALENDAR 1998

May 1 - 3, 1998. **Southwest Tandem Rally '98**. Waco, TX. Waco is the home of Dr. Pepper soft drinks and the oldest suspension bridge west of the Mississippi River as well as Baylor University. HATS are the hosts: [www.ghg.com/currie/swtr98.html](http://www.ghg.com/currie/swtr98.html) or email [mandsburdick@compuserve.com](mailto:mandsburdick@compuserve.com) or SWTR, 611 E 18th, Houston, TX 77008. (713) 861-2254

May 8-10, 1998. **T-Bone (Tandem Bicyclists of New England) - Cape Cod Weekend**. Harwichport, MA (on the beach). Many rides 15-80 miles. Jean-Marie & George Lambert, P.O. Box 81, Milford, NH 03055. 603-673-5975. More details via email: [RHarvey422@aol.com](mailto:RHarvey422@aol.com)

May 10, 1998. **T-Bone (Tandem Bicyclists of New England) Ride**. Acton, MA, 10:30 am, 25 & 35 miles, countryside ride to a former Shaker settlement, the Old North Bridge in Concord, and Ice Cream. Dick & Ruth Norcross, 281 Park Ave, Arlington, MA 02174. 781-641-2404. More details via e-mail: [RHarvey422@aol.com](mailto:RHarvey422@aol.com)

May 10, 1998. **WABITS (Washington DC Area Bicyclists in Tandem) Ride**. Popes Creek, MD. 10 am 14, 39, 49 miles. Begin at Robertson's Crab House. Team Friedman (703) 978-7937 email: [bike42@nicom.com](mailto:bike42@nicom.com)

May 10, 1998. **TOYS (Tandems of York (PA) Society) Stoker's Day Ride**. Contact Jeff & Lindy Venable (410) 638-0965 for information about this ride to the Strasburg RR Museum.

May 15-17, 1998. **T-Bone (Tandem Bicyclists of New England) Mt Washington Valley Weekend**. Conway, NH. Varied rides from easy 12 mile covered bridge loop to 90 mile Pinkham/Evans Double Notch ride. Nate & Mary-Ellen Carmen, 155 Davidson Ridge Rd, Bethlehem, NH 03574. 603-444-6887. More details via e-mail: [RHarvey422@aol.com](mailto:RHarvey422@aol.com)

May 16, 1998. **WABITS (Washington DC Area Bicyclists in Tandem) Ride**. Gus & Jenna Creedon (301) 946-6508

May 16, 1998. **TOUCANS New Castle Ride**. Glasgow, DE. Begin at People's Plaza in Glasgow, DE Ride to old colonial New Castle for lunch at Jesop's Tavern. Bob & Helen spinden e-mail: [hspinde@den.k12.de.us](mailto:hspinde@den.k12.de.us)

May 16, 1998. **TOYS (Tandems of York (PA) Society) Chester Co. Challenge**. 9:30 am. 30 miles. Mike & Carol Vilardo (610) 363-8621

May 16-17, 1998. **RATS (Richmond, VA Area Tandem Society) Camping Weekend at Jamestown**. Steve & Chris Brodsky have plans for a ferry ride along with some great quiet roads. 10243 Radford Mill Ter. Mechanicsville, VA 23111 (804)-550-1546

May 16, 1998. **Bicycle Tour to support Recording for the Blind & Dyslexic**. Austin, TX. 100, 45 and 25 mile routes over aggressive hills in the beautiful Texas Hill Country. 8am at Lakeline Mall in northwest Austin. Short, flat circuit course for novice Tandem stokers is the highlight of this new ride. James Hudson (512)-323-0229

May 16-17, 1998. **FLIRTS (Ft Myers/Lee intimate Riding Tandem Society) and TASTE (Tampa and St Petersburg Tandem Express) Sanibel Island Tandem Weekend**. Sanibel Island, FL. Start with a Saturday afternoon tour of the residential

areas of Sanibel, have supper Saturday night at a local area restaurant. Sunday we ride the entire length of Sanibel with a stop for Sunday Brunch. SASE to: Tom & Kathy Provenzano, 8201 Sanibel Blvd, Ft Myers, FL 33912. (941)-267-8641. [tprovenz@peganet.com](mailto:tprovenz@peganet.com)

May 22-25, 1998. **Northwest Tandem Rally '98**. Spokane, WA. "Rollin' on the River" Four days of wonderful riding, food and companionship. SASE 1998 Northwest Tandem Rally, 106 W 24th Ave, Spokane, WA 99203 (509) 747-4352 or [www.iea.com/~rlee/nwtr.htm](http://www.iea.com/~rlee/nwtr.htm)

## WHO DOES WHAT

**MEMBERS:** Write articles, draw cartoons, send letters, host rides and rallies.

**MEMBERSHIP:** Collects dues, processes memberships.

**AREA REPS:** Local tandem information & local recruiters for TCA.

**GRAPHICS DESIGNER:** Artwork & graphics for DoubleTalk.

**TREASURER:** Money management, tax and financial reports. Pays the bills

**MERCHANDISE:** Sells T-shirts and any other TCA-approved merchandise that may be offered from time to time.

**SECRETARY:** Contact point between TCA and the outside world.

**EDITOR:** Edits your articles for DoubleTalk, accepts all advertising, and wants your mid-year address corrections.

When you contact one of these volunteers, seeking information about the TCA and/or tandem activities in the area, please be specific. Many of these individuals are also active in other bicycling organizations, and a SASE with no questions asked may never be returned.



May 22-25, 1998, **T-Bone (Tandem Bicyclists of New England)** - Londonderry, VT, Green Mountain scenery and quaint villages of southern Vermont, 23-78 miles, Ray Naughton, 200 Post Rd., Unit #201 Warwick, RI 02888. 401-781-6963. More details via email: RHarvey422@aol.com

May 23, 1998. **TOUCANS Chestertown Tea Part Ride.** Chesapeake City, MD. Meet at the Bohemia Manor High School for a 68 mile ride. John & Eileen Lippy. Try vent0637@dpnet.net for more information.

May 23-30, 1998. **International Tandem Rally.** Moyaux, Normandy, France. About 400 participants are expected. There will be a variety of runs each day, from 40km to 100km, so suit everyone. The rally will be held at Camping le Colombier just outside Moyaux and additional accommodation in Gites and Canvas Holiday furnished tents is also available. email Carolyn.McHale@BTInternet.com or <http://www.tandem-club.org.uk>

May 22-25, 1998. **16th Annual Kent County Spring Fling.** An annual pleaser with dancing and sailing available besides the usual friends and food. SASE to KCSF 98, 123 Goucher Way, Churchville, MD 21028. Dwight & Phyllis (410) 836-2271

May 22-25, 1998. **GEAR South.** Johnson City, TN. An annual LAB event moves to a new location in the Tennessee hills (and valleys). League of American Bicyclists, 1612 K St NW, Suite 401, Washington, DC 20006. (202)-822-1333.

May 29-30, 1998. **CATS (Chicago Area Tandem Society) Annual Wine Ride in Michigan.** This wine-derful weekend includes some great tandem rides too. Contact Tom & Sherry Masters, 302 E Willow Rd, Barrington, IL 60010 (708) 358-7797 for more info

May 30, 1998. **T-Bone (Tandem Bicyclists of New England) Ride.** Mattapoisett, MA. 10 am, 15, 30 & 50 miles past the harbor, then numerous cranberry bogs and ponds. Bill & Sandy McIlmail, 24 Prospect Rd,

Mattapoisett, MA, 02739. 508-758-6022. More details via e-mail: RHarvey422@aol.com

May 30, 1998. **CRABS - BBC Flatland Tour.** Chesapeake City, MD. Robert & Joyce Saltsman (410) 252-7409

May 31, 1998. **T-Bone (Tandem Bicyclists of New England) Ride.** Lexington, MA, 10 am. 25 & 40 miles, no terrible hills, please bring your kids, barbecue afterwards. Gail & Harry Spatz, 21 Tufts Rd, Lexington, MA 02173. 617-862-8290. More details via e-mail: RHarvey422@aol.com

May 31, 1998. **TOYS (Tandems of York (PA) Society) Hamer's Ride.** 50 mil. 9:30 am. Carlisle PA. Lonnie & Wendy Hamer (717) 273-3506

June 5-7, 1998. **T-Bone (Tandem Bicyclists of New England) Weekend.** Littleton, NH. Several rides including the Franconia notch. The Santana demo team will be in Littleton on June 7 for demo rides on their new bicycles. Nate & Mary-Ellen Carmen, 155 Davidson Ridge Rd, Bethlehem, NH 03574. 603-444-6887. More details via e-mail: RHarvey422@aol.com

June 6, 1998. **CATS (Chicago Area Tandem Society) Balloon Port Ride.** Northern IL, Contact Tom or Sherry Masters, 302 E Willow Rd, Barrington, IL 60010. (708) 358-7797

June 6-7, 1998. **T-Bone (Tandem Bicyclists of New England) "Loaded" Cycle-camping weekend.** New London, CT and Long Island, NY. about 35-40 miles each day. Ray & Kristie Foss, 92 Kendall Rd, Lisbon, CT 06351. 860-376-2717. More details via e-mail. rfoss@groton.k12.ct.us

June 12-14, 1998. **Prairie State Tandem Rally.** Rockford, Illinois. "Riding with the Raptors", 20 - 70 mile rides. Host hotel is the Clock Tower Resort in Rockford, IL \$75.00 per team includes banquet, lunch, breakfast, snacks, sag, route markings and entertainment. SASE to James Garton, 28320 Taylors Woods Rd, Pewaukee, WI 53072. (414) 691-0675 email JPGarton@aol.com

June 13, 1998. **TOYS (Tandems of York (PA) Society) Lancaster Ride.** Deb & Gary Franke (717) 843-4147

June 13, 1998. **New England Blind Stokers Tandem Ride.** Calling all captains - we need you and your tandem(s) for this 18/40 mile ride (and picnic) from Arlington, MA. Sponsored by NE Regional Ski for Light, a group that introduces blind people to vigorous outdoor activities by pairing with sighted enthusiasts. Contact: Mark Remely at (781) 646-5861 or email Laura\_Oftedahl@wgbh.org

June 14, 1998. **T-Bone (Tandem Bicyclists of New England) Ride.** Woodstock, CT. 10 am. 40 miles, lovely ride along the back roads of the Northeast corner of Connecticut. Ray & Kristie Foss, 92 Kendal Rd, Lisbon, CT 06351. 860-376-2717. More details via e-mail: knrf@ctol.net

June 14, 1998. **T-Bone (Tandem Bicyclists of New England) Ride.** Newton, MA. 10 am. 20 & 40 miles, pot luck afterwards. Kevin Soil & Judi Burten, 11 Warren Rd, Newton, MA 02168. 617-630-4104. More details via e-mail: JBurton@aol.com

June 19, 1998. **TOYS (Tandems of York (PA) Society) Go to the Races.** Lehigh Velodrome. The word is there will be tandem races tonight. Deb & Gary Franke (717) 843-4147

June 19-21, 1998. **MATES RALLY (Mid-Atlantic TandemEnthusiastS)** St Mary's City, MD. Located in southern Maryland the area surrounding St Marys is rich in scenic beauty and America's heritage. Preregistration required. Limited to 50 teams. Cost \$198/person. Bob & Willa Friedman, 5514 Callander Dr, Sp[ringfield, VA 22151 (703) 978-7937. Web page: [www.tidalwave.net/~bike42/mates.htm](http://www.tidalwave.net/~bike42/mates.htm)

June 19-21, 1998. **T-Bone (Tandem Bicyclists of New England) Ride.** Fairlee, VT. Some of the most scenic areas of the northeast. A great century; with a very few climbs along the river route. Challenging rides with spectacular views if you head for the hills. Many mapped or cue-sheeted rides. Don & Carolyn Lane, 45 School



St, Salem, NH 03079. 603-893-4766.  
More details via e-mail:  
RHarvey422@aol.com

June 19-21, 1998. **Kansas Tandem Rally '98**. Lawrence, KS. come and experience 3 days of fantastic riding, eating and socializing in and around Lawrence. The Lawrence area and the Kansas river valley provide some of the finest tandem riding available. Pre-registration is required. SASE to: Mark and Sue Johnson, 17230 W 70th St, Shawnee, KS 66217. (913) 962-8866. email Tandem-Doctor@juno.com

June 20, 1998. **COWS Southern Door County Belgian Century**. Door County, WI. A new route from the past four years will let you experience the quiet southern beauty fo the Door County Peninsula. SASE to Jim & Cindy Noll, 1579 Ledge Rd, Brussels, WI 54204 for info and a map to the start.

June 21, 1998. **T-Bone (Tandem Bicyclists of New England) Ride**. Warehouse Point, CT. 10 am. 25 & 40 miles. Ride through the rolling, rural tobacco valley of Connecticut, pot luck afterwards. Len & Liz Chapman, 29 Spring St, Warehouse Pt, CT 06088. 860-627-0729. More details via e-mail: RHarvey422@aol.com

June 21, 1998. **CATS (Chicago Area Tandem Society) Round Lake Ride**. Join the Muellers for a ride 'round lake'. Sheila & Frank Mueller, 316 W Treehouse Ln, Round Lake, IL 60073 (874) 740-2990

June 25-July 1, 1998. **T-Bone (Tandem Bicyclists of New England) Loaded (carrying all equipment) tandem camping trip**. Lake Champlain. About 50 miles per day. if you are even remotely interested, please contact us for more information. Ray & Kristie Foss, 92 Kendall Rd, Lisbon, CT 06351. 860-376-2717. More details via e-mail: rfoss@groton.k12.ct.us

June 26-28, 1998. **T-Bone (Tandem Bicyclists of New England) Ride**. Island Pond, VT. Featured ride is a 65 mile loop from Island Pond to the Connecticut River and back, other mapped rides. Anne & Emery Glass, 1 Dodge Rd, Marblehead, MA, 01945.



781-631-3239. More details via e-mail: RHarvey422@aol.com

June 27, 1998. **T-Bone (Tandem Bicyclists of New England) Ride**. Bedford, MA. 9 am. About 50 miles, ride to Fruitland's museum in Harvard, MA for brunch. Jack Donohue & Susan Grieb, 26 Fox Run Rd, Bedford, MA 01730 617-275-3991 (evenings before 9 pm) More details via e-mail: jdonohue@world.std.com

June 28, 1998. **CATS (Chicago Area Tandem Society) KIDS Ride**. Come, bring your tandems and kids to have a great time. Meyers family hosts. Contact Tom & Sherry Masters 302 E Willow Rd, Barrington, IL 60010 (708) 358-7797 for more info.

July 3-6, 1998. **LAB Rally West**. Eugene, OR. League of American Bicyclists, 1612 K St NW, Suite 401, Washington, DC 20006. (202)-822-1333. Bikevent@aol.com

July 3-6, 1998. **T-Bone (Tandem Bicyclists of New England) - Kingfield ME**. Staying at the Herbert Hotel which was considered palatial when it was built in 1918. Kingfield is the home of the Stanley Steamer; the museum is easy walking distance away. Prototype for the Brooklyn Bridge is a short bike ride. Many rides available, featured ride is 80 mile loop to Rangeley Lake; climb in the morning then coast home. Ann and Emery Glass, 1 Dodge Rd., Marblehead, MA. 01945. 981-631-3239. More details via email: RHarvey422@aol.com

July 10-12, 1998. **T-Bone (Tandem Bicyclists of New England) Ride**. Fitzwilliam, NH. One of those New England villages that seems transplanted right out of the 18th Century. Stay in 18th Century Inn. Try the Covered Bridge ride (five or six covered bridges within a few miles), ride to "Cathedral of the Pines", or go south into Massachusetts to a spectacular downhill through an unspoiled gorge. Bob & Linda Harvey, 16 Clinton St Salem, NH 03079. 603-898-5285. More details via e-mail: RHarvey422@aol.com

July 12, 1998. **RATS (Richmond, VA Area Tandem Society) Pot Luck with the Kauffmanns**. Please contact us in advance. We'll ride first, then eat.



Joe, Kris & Peter Kauffmann, 4909 Tag Pl, Glen Allen, VA 23060. (804)-270-3566 kkjkpk@aol.com

July 12, 1998. **TOYS (Tandems of York (PA) Society) Strasburg RR Ride**. 8:30 am 26 or 43 miles. Mike & Crol Vilardo (610) 363-8621.

July 17-19, 1998. **T-Bone (Tandem Bicyclists of New England) - International Century Weekend**. Lancaster, New Hampshire, Easy century loop along the Connecticut River into Canada; many other cue sheeted rides are available in New Hampshire and Vermont. Dave & Christina Brown, 603-889-5088, DBrown3128@aol.com. More details via email: RHarvey422@aol.com

July 18, 1998. **TOYS (Tandems of York (PA) Society) "Where's the Amish Ride?"**. Nissley Vineyards, PA. 30 or 40 miles. 8:30 am. Picnic/wine tating after the ride. Bring a picnic lunch. Lin & Peg Rotz (717) 927-6324

July 19, 1998. **T-Bone (Tandem Bicyclists of New England) Ride**. Beverly, MA. 10 am. 25, 35 or 60 miles. Ride the roads of Cape Anne. Picnic afterward. Al & Rita Sauvageau, PO box 18, Frides Crossing, MA 01965. 978-922-3257. More details via e-mail: RHarvey422@aol.com

July 25, 1998. **T-Bone (Tandem Bicyclists of New England) Ride**. Mont Vernon, NH. 10 am. 25 & 45 miles. Covered bridge ride. Pot luck afterward. Carolyn & Earle Rich, 19 Horton Rd, Mont Vernon, NH 03057. 603-673-8695. More details via e-mail: RHarvey422@aol.com

July 26, 1998. **T-Bone (Tandem Bicyclists of New England) Ride**. Georgetown, MA. 10:30 am. 35 miles. Scenic ride along the Merrimack River. Dick & Ruth Norcross, 281 Park Ave, Arlington, MA 02174. 781-641-2404. More details via e-mail: RHarvey422@aol.com

August 1-2, 1998. **6th Annual Southern Tier Tandem Weekend**. Elmira NY. Ride, eat and have fun in the southern Finger Lakes area of NY. Rides range from 18 miles to metric centuries both days. BBQ and swim party following the rides each day.



SASE to STTR c/o Rich Shapiro, 850 W Clinton St, Elmira, NY 14905. (607) 734-2372. email RSHAPIRO@STNY.LRUN.COM

August 1-2, 1998. **TOYS (Tandems of York (PA) Society) Annie's B&B Weekend.** Lewisburg, PA. Take a weekend trip to a B&B with bicycle tours provided. Rides available from 15-50 miles. Advance deposit required. Don & LuAnn Emert (717) 938-1517

August 2, 1998. **T-Bone (Tandem Bicyclists of New England) Ride.** Wrentham, MA. 10 am. 25 & 40 miles. Ride through farm country then back to our home on lake Archer for swimming, boating, fishing and a picnic. Don & Regina Fisher, 477 Franklin St (Rt 140) Wrentham, MA 02193. 508-384-6328. More details via e-mail: RHarvey422@aol.com

August 7-9, 1998. **Iowa PIGS Rally.** Davenport, IA. More information will follow. SASE to Sharon Harrington, 309 Valley Ridge Rd, Blue Grass, IA 52726. (319) 381-1427 evenings

August 7-9, 1998. **Eastern Tandem Rally 1998.** Fitchburg, MA. Again this year ETR will be hotel based. Pre-registration required. SASE to ETR '98, Brad & Diane, P.O. Box 853, Ashburnham, MA 01430

August 8, 1998. **CATS (Chicago Area Tandem Society) Full Moon Ride.** This is a NIGHT ride out of Union, IL. Bring your best headlight and join the fun. Tom & Kathy Voegeli host, for more info contact Tom & Sherry Masters, 302 E Willow Rd, Barrington, IL 60010 (708) 358-7797

August 14-17, 1998. **GEAR & LAB National Rally.** Wellsley, MA. League of American Bicyclists, 1612 K St NW, Suite 401, Washington, DC 20006. (202)-822-1333. bikeevent@aol.com

August 21-23, 1998. **T-Bone (Tandem Bicyclists of New England) Lower Connecticut River Weekend.** Bellows Falls, VT. Features rides up and down both sides of the beautiful Connecticut River in New Hampshire and Vermont. Saturday after ride social on the front porch of out B&B. bob & Linda Harvey, 16 Clinton St, Salem, NH, 03079. 603-898-5285.

More details via e-mail RHarvey422@aol.com

August 22, 1998. **CATS (Chicago Area Tandem Society) Apple Pancake Ride. Join Stan & Betty Panek as they search for apple pancakes, or just ride far enough to justify eating them! For more info contact: Tom & Sherry Masters, 302 E Willow Rd, Barrington, IL 60010, (708) 358-7797**

September 4-7, **Midwest Tandem Rally 1998.** Omaha, Nebraska. Omaha Peddlers Bicycle Club invites all tandem enthusiasts to Omaha, Nebraska for the 1998 Tandem Rally.

Host hotel is the Red Lion Hotel (800-547-8010). Mention MTR98 to get the group rate. Registration: Sue Renninger email Shrbike@aol.com; or Mark or Becky Siepker (402)-758-0831 (voice mail), (all calls returned collect). web page: <http://members.aol.com/Shrbike/PP22.htm>

September 4-7, 1998. **T-Bone (Tandem Bicyclists of New England) - Smuggler's Notch.** Jeffersonville, VT, Snuggled in the foothills on the west side of the Green Mountains east of Burlington, lots of rides with spectacular views of the Green Mountains. Rides varying from 11-100 miles, including Jeff-Jay Challenge (90 miles, 5,000 vertical feet) and the Smugglers Notch Challenge (41 miles). The Pleasant Valley Loop (11 miles) is a favorite because of the views. Maps/cue sheets. Bob and Linda Harvey, 16 Clinton St., Salem, NH 03079. 603-898-5285, More details via email: RHarvey422@aol.com

September 10-13, 1998. **T-Bone (Tandem Bicyclists of New England) - Acadia Park Weekend,** Bar Harbor, ME - Spectacular scenery in Acadia National Park is some of the nation's finest. Easy access to the park loop of paved roads, and the carriage trails for easy dirt-road riding. Several cue-sheeted rides. Don & Carolyn Lane, 45 School Street, Salem, NH 03079. 603-893-4766. More details via email: RHarvey422@aol.com

September 12, 1998. **TOYS (Tandems of York (PA) Society) TRABBAM (Tandems Ride Along Beautiful Blue**

**Appalachian Mountains).** East Hanover Twp Bldg, PA. 9:30 am. 40 miles. We ride ALONG not over the mountains. Includes a lunch stop. Dale & Lana Walmer (717) 469-2428

September 12, 1998. **CATS (Chicago Area Tandem Society) Glacial Run II.** Is cold the question? Join the Lynch Family, 2439 W 115th St, Chicago, IL 60655. (773) 238-0892

September 13, 1998. **TOYS (Tandems of York (PA) Society) Ride.** 8:30 am, 63 miles. Taneytown Memorial Park. The back roads of Carroll County MD & southern PA provide a rural backdrop for a terrific day of riding and lunch in Biglersville at Glenn's Family Restaurant. Jeff & Lindy Venable (410) 638-0965

September 19-20, 1998. **TROLS Big Adventure '98.** Longview TX. An out and back, overnight ride from Longview, TX to historic Jefferson, TX. Jefferson is a quaint, East Texas town rich in history and full of B&B's, antique shops, and country charm. Registration limited to the first 50 teams. \$125.00 For registration forms or more information; Reggie or Lindw Bowers, 261 Mosley Circle S, Longview, TX 75605, (903) 663-2144, hobbit@iamerica.net

September 19, 1998. **TOYS (Tandems of York (PA) Society) Susquehanna Folly Ride.** Parking Lot of Sam Lewis Park in Eastern York County, PA. 7:30 am, 60+ miles. Lots of hills - do not attempt his ride if you have not been riding seriously. Deb & Gary Franke (717) 843-4147

September 20, 1998. **T-Bone (Tandem Bicyclists of New England) Ride.** Framingham, MA. 10 am. 20 & 40 miles. Bring a picnic lunch to eat at the Old Grist Mill next to the Wayside Inn. Greg Pryzbyl & Debbie Hawks. 55 Salem St, Methuen, MA 01844. 978-685-6394. More details via email: RHarvey422@aol.com

September 25-27, 1998. **1998 BART (Bay Area Roaming Tandems) Rally.** Pleasanton-Livermore, CA, the other wine country. Rally headquarters will be located in Pleasanton and the routes will lead us past picturesque vineyards and wineries. Joanne (510)-



449-6869 e-mail [zbikers@aol.com](mailto:zbikers@aol.com)  
[www.wenet.net/~pickle/bart.htm](http://www.wenet.net/~pickle/bart.htm)

September 26, 1998. **T-Bone (Tandem Bicyclists of New England) Ride.** Ledyard, CT. 10 am. 20 & 30 miles. You've heard of the poker Runs from sports car and motorcycle rallies - join us for a bicycling poker run followed by a picnic. Ray & Kristie Foss. 92 Kendall Rd, Lisbon, CT 06351. 860-376-2717. More details via email. [knrf@ctol.net](mailto:knrf@ctol.net)

September 26, 1998. **TOYS (Tandems of York (PA) Society) King's Gap Ride.** Mechanicsburg, PA High School. 9:30 am, 40-50 miles. Don & LuAnn Emert (717) 938-1517

September 26-27, 1998. **T-Bone (Tandem Bicyclists of New England) Harvest Weekend.** Sterling, MA. Bicycle the quiet, rolling back roads in central MA at apple harvest time. Ride one or both days. On Saturday, spectacular foliage views while cycling country roads to Brookfield Orchards for apple dumplings and cider. On Sunday, try the Major Taylor Century on quiet, rolling back roads (open to all bicyclists). Cheryl Houston & Dick McNamara, 3 laconia Rd, Worcester, MA 01609. 508-753-4471. More details via email: [RHarvey422@aol.com](mailto:RHarvey422@aol.com)

September 26-27, 1998. **T-Bone (Tandem Bicyclists of New England) Sea Coast Century Weekend.** Hampton Beach, NH, SASE to Dave Topham, Two Townsend Ave., Salem, NH 03079. 603-898-5479. More details via email: [DSTopham@mediaone.net](mailto: DSTopham@mediaone.net)

September 27, 1998. **T-Bone (Tandem Bicyclists of New England) Ride.** Litchfield, CT. 9:30 am. About 40 miles. Fall foliage ride through lovely Litchfield county. Dave & Nan Scofield, 12 Kent Rd, Warren, Ct 06754. 860-868-7067. More details via email: [danasco@snet.net](mailto: danasco@snet.net)

October 2-4, 1998. **Fall Allegheny Ride for Tandems (FART V).** Off road MTB weekend at Allegheny State Park, Salamanca NY. Private rooms. All meals on your own. Riding XC ski trails, horse trails and dirt roads. Technically not difficult, but be prepared to climb. Registration \$50



per team before August 30, \$60 per team after July 30. For more info, Karen & Brian Managan, 1134 Wall Rd, Webster, NY 14580. (716) 872-1751 or [hey\\_managan@mlsonline.com](mailto:hey_managan@mlsonline.com) [www.netacc.net/~managan/fart](http://www.netacc.net/~managan/fart)

October 4, 1998. **T-Bone (Tandem Bicyclists of New England) Ride.** Avon, Ct. 9 am. 25 & 40 miles. Fall foliage ride around Avon, Simsbury, and Grandby, Ct. Helen Chisholm and Kelly McQuoid, 860-678-7285. More details via email: [bkmlhc@aol.com](mailto:bkmlhc@aol.com)

October 10-11, 1998. **TOYS (Tandems of York (PA) Society) Rodney's Retirement Ride.** Lititz, PA. 50 miles. Rodney & Verna Moseman (717) 626-4190

October 17, 1998. **T-Bone (Tandem Bicyclists of New England) Ride.** Mystic, Ct. 10 am. 15, 25 & 40 miles. We will ride to Clyde's Cider Mill where you will have the chance to see an old fashioned, steam-driven cider mill in action. Ray & Kristie Foss, 92 Kendall Rd, Lisbon, CT. 06351. 860-376-2717. More details via email: [knrf@ctol.net](mailto:knrf@ctol.net)

October 17, 1998. **TOYS (Tandems of York (PA) Society) Hex Hollow Ride.** Adamsville, PA United Methodist Church. 10:30 am 30 miles. Ride through York County's infamous Rehmyer's Hollow. This is a hilly Ride. Joe & Carolyn Stafford (717) 246-1173

October 18, 1998. **T-Bone (Tandem Bicyclists of New England) Ride.** Hingham, MA. 9:30 am. About 25 & 40 miles. View Boston harbor islands from Ft Revere, snack at pastry shop near Cohasset Common. Pot Luck after the ride. Jane & Phil Shute, 427 Gardner St, Hingham, MA 781-749-6518. More details via e-mail: [shutehing@erols.com](mailto:shutehing@erols.com)

October 23-25, 1998. **20th Southern Tandem Rally.** Selma, Alabama. Great riding Friday, Saturday and Sunday on rural roads and in a beautiful historic town. Enjoy real southern Bar-B-Que Saturday and Sunday brunch in ante-bellum White Force Cottage. Registration forms available. SASE to Jack & Susan Goertz, 2220 Vanessa Dr, Birmingham, AL 35242. (205) 991-



7766. More information via email: [goertz@mindspring.com](mailto:goertz@mindspring.com) Thanks to the HATS Web site at <http://www.ghgcorp.com/currie/schedule.html>

October 26-30, 1998. **STR 98 Post Tour.** Central Alabama. Explore Alabama and its history. We stay in motels and carry your gear. SASE to Jack & Susan Goertz, 2220 Vanessa Dr, Birmingham, AL 35242. (205) 991-7766. email [goertz@mindspring.com](mailto:goertz@mindspring.com) or <http://www.ghgcorp.com/currie/schedule.html>

November 7-8, 1998. **RATS (Richmond, VA Area Tandem Society) Leather & Lace "Pumpkin Chunking".** Call for details about this one. Bob Allen & Cheryl Brown, 12145 Paradise Ln, Hanover, VA 23069. (804)-730-2887. [roberta117@aol.com](mailto:roberta117@aol.com)

January 16-17, 1999. **3rd Annual Sebring Tandem Weekend.** Sebring, FL. hotel reservations with Kenilworth Lodge (800)-423-5939 mention our group. Sebring is located on Route 27 in south-central Florida, about 168 miles northwest of Miami, 95 miles southeast of Tampa, and 89 miles south of Orlando. Enjoy rides 22-65 miles long on flat and rolling roads past cow pastures, orange groves and around numerous lakes. Note that Martin Luther King Day is the following Monday. Joshua Feingold, 244 SW 180th Ave, Pembroke Pines, FL 33029. [joshua@polaris.nova.edu](mailto:joshua@polaris.nova.edu)

October 1-3, 1999. **Southern Tandem Rally 1999.** Greensboro, NC. More details later, just wanted you to mark your calendar.

The TANDEM CLUB OF AMERICA wants to list your rides in the TANDEM CALENDAR. Rally and Ride Organizers, please send the information about your tandem events to: DoubleTalk Calendar

Jack & Susan Goertz  
 2220 Vanessa Drive  
 Birmingham, AL 35242  
 e-mail: [tca\\_of\\_a@mindspring.com](mailto:tca_of_a@mindspring.com)

Please limit your TCA Calendar listings to TANDEM-specific events, or tours/races with tandem classes. Thanks. -- the Editors



## CLASSIFIEDS

**FOR SALE:** Gary Fisher Gemini. 19x17 True Temper Cr-Mo frame with 26" wheels. Converted to enduro style road bike. Recent overhaul with many new parts and upgrades. \$995. Bernie and Colleen Derry, (802) 878-5785 evenings or e-mail derry@together.net (VT) 5/98

**FOR SALE:** 1994 custom-built Borthwick tandem with Allsop Beam stoker suspension. Tricolor blue (truly a beauty!) Shimano XT Drive train (derailleurs, 50/42/28 crankset, 12/32 cassette), EDCO sealed hubs, Phil Wood bottom brackets, Stronglight headset, Maguar hydraulic brakes. 3,000 miles. Can comfortably transport a captain from 5' 8" to 6' 2" and a stoker from 5' 4" to 5' 10". For sale by original owner. \$2,500. Call 414/363-2679 (WI) or e-mail to lfiegel@execpc.com 5/98

**FOR SALE:** 1989 Santana Visa, 56x53 (medium), 21-speed, Columbus tubing, rear rack, Cateye cyclometer. \$900+shipping. Rick Akin, St. Louis, MO (314)-845-7437 or e-mail to akinrl@worldnet.att.net 5/98

**FOR SALE:** 1996 20x18" Cannondale MT1000 in powdercoat Matte Panama Blue, only 3,500 miles, 18-mos since newly purchased, always transported inside a van, very nice condition with upgraded Serfas ARC matching man's and woman's Dual Density leather and Kevlar saddles and Shimano V-brakes. Handlebar stem upgraded to more relaxed riding position and with bar-ends for Captain and Rear Admiral. Has rear rack, water bottle cages, and computer. Coda kickstand and Coda stoker suspension seatpost. Over \$2000 invested. Asking \$1650. Contact Tom & Kathy @ tprovenz@peganet.com or telephone 941/267-8641 (FL) 5/98

**FOR SALE:** Santana Visa, upgraded to Arriva. Large frame (59x53). Deore XT triple crank, Ultegra bar-end shifters, Arai drum brake, 48-spoke WheelSmith wheels (700c) with EDCO hubs, Shimano SPD 737 pedals for both captain and stoker. Will come with rear rack, installed cyclometers,

and 4 water bottle cages. We have ridden it ~1500 miles and are looking to upgrade, \$2000. Cathy or Glen (650/525-9695) or email gapbike@aol.com. SF Bay area, but willing to drive or ship within a reasonable distance. 5/98

**FOR SALE:** 1996 Bushnell Tandem. Assembled by Tandems East. 22x18. 24-speeds. Bar-end shifters. Tamer shockpost. Metallic red. Ridden approximately 1000 miles. Compare a 1998 model at \$3200, buy this one at \$2000. Robert Norvall, Gettysburg, PA (717)-309-0742 (evenings and weekends) or e-mail to bnordval@gettysburg.edu 5/98

**FOR SALE:** French Motobecane tandem in excellent condition. 18-speed. Older bike, but low use. \$700. Includes a free FL weekend w/guide. (850)-476-6183 5/98

**FOR SALE:** Santana tandem, hybrid model. 18-speed. Smooth condition. \$1650 OBO. 310/318-8563 (CA) 5/98

**FOR SALE:** Santana Visa, Columbus tubing, 21x19. Miami blue, low mileage, mostly with child stoker kit. \$1400. Also have ABP crank shorteners for \$60 if sold separately. Jess Finney, (336)-292-9974 (NC) e-mail: jlfinn@aol.com 7/98

**FOR SALE:** 1996 Santana Sovereign, Plum, Mint condition, less than 300 miles. \$3300. Skip & Helen Neville (770)-978-8699 or e-mail to skipy@bellsouth.net (GA) 7/98

**FOR SALE:** 1993 Gordon Borthwick Sofride tandem. Beautiful custom green/violet/purple paint. Lots of Phil Wood components/Mathauser hydraulic brakes. 21-speed. Cusotm built for people 6' 2" - 5' 7". 1 owner before us. Paid \$2700. Call (414)-757-6193 (WI) 7/98

**FOR SALE:** Santana Arriva, 50x46cm - \$2200. Near perfect condition, w/Phil Wood hubs (48-spokes) and drum brake. Tamer seatpost w/Terry Gel saddle. New shifters, chainrings, chains, and freewheel installed by Rodney Moseman. Magura SE

cantilever brakes and new tires & tubes. Call Bob Freidman (north) @ (908)-685-1796 or e-mail to friedman@sharpsec.com. (NJ) 7/98

**FOR SALE:** 1987 Santana Sovereign GT (very rare!) 56x53 frame, Campy crankset, seatpost, and pedals. American Classic H/S. 2 wheelsets, 1 40-hole, 1 48-hole. USE stoker shockpost and drum brake. Custom black paint w/gold metal flake, plus much more! \$1800. E-mail: vcreek@aol.com or call (413)-527-4697 (MA) 07/98

**FOR SALE:** Handbuilt Lippy, like new! 23x20. TA crankset, Shimano 105 21-speed, Phil Wood BB, 48-spoke Phil Wood hubs on Wolber rims. Shimano cantilever brakes. \$1500. Bob & Debi Shimek, (541)-389-2579 or e-mail: shimek@empnet.com (OR) 7/98

**FOR SALE:** Cannondale off-road tandem, setup for road use. 19x17 green/black fade. Low miles. Avocet Cross tires, 21-speed Deore LX rear and XT front derailleurs. Sugino crankset & Scott-SE brakes. Like new. \$1500. Bob & Debi Shimek (541)-389-2579 or e-mail: shimek@empnet.com (OR) 7/98

**FOR SALE:** Santana Sovereign Triple for sale. Mid-80's build, runs great, very good shape, w/ one kid-back. Priced fair. If interested, page me at 1-800-SKY-PAGE, PIN 322-9850 or e-mail to etjones@amoco.com or tel: (281)-579-9070 (TX) 7/98

**FOR SALE:** 1997 20.5x18 Burley Duet (sport/roadracing/touring). Red. Shimano Deore LX cantilevers & Arai drum. Shimano Deore XT rear derailleur & tandem hubs. SPD's, 11-28 8-speed cassette, Shimano barcons. Rear rack, cages, computer, and more. Lindy & Dave, e-mail: lll27369@pegasus.cc.ucf.edu (FL) 7/98

**FOR SALE:** 18/16 Fisher Tandem. Like new, deep red. Includes a soffride beam for the stoker. \$950 OBO. Ted, (541)-389-6780 or (541)-317-3749 (OR) 7/98



**FOR SALE:** 19x17 Lippy custom tandem - mint condition. Lilac/gray pearl with custom decal - gorgeous! You really need to see it to appreciate it! STI shifters & more! \$1950 OBO. Ted, (541)-389-6780 or (541)-317-3749 (OR) 7/98

**FOR SALE:** BikePro soft side Tandem Travel case, never use, with wheel covers and gear bag included. Asking \$400. Scott Steketee (215)-747-1284 or e-mail: stek@acm.org. (PA) 7/98

**FOR RENT:** Two hardshell tandem cases. For info, call (408)-684-1231 or (408)-338-6308 or e-mail to grahamandco@sprintmail.com. James & Fancy (CA) 7/98

**WANTED:** Rans Tandem "Screamer". Camm Lary. Call 512-756-2156 office or 512-756-2919 home; e-mail to claryjr@tstar.net (TX) 5/98

**FOR SALE:** Adams Trail-A-Bike tandem model in very good condition. 3-speed derailleur, two water bottle cages, bright red, a great family machine. 3 years old. \$375. (770)-503-9872 or email to teritchie@mindspring.com (GA) 5/98

**FOR SALE:** Tandem crankarms, Shimano Deore Triple, 175. Has 100 miles or less, like new w or w/o timing rings. \$125. Shimano STX Microdrive triple crankset, w 2 chainrings, \$28. 27" rear wheel, 48 SS spokes, 4X. Shines like new, <100 miles. \$70.00. Time cleats, 2 pr, one new, one used. Make offer. Much more, including some Campy equipment and ????. Make an offer, or will consider trade! Matt Kurzrock, 310/541-1456 (h) or MattKurz@aol.com (CA) 5/98

**FOR SALE:** Gary Fisher Gemini. 19x17 True Temper Cr-Mo frame with 26" wheels. Converted to enduro style road bike. Recent overhaul with many new parts and upgrades. \$1195. Bernie and Colleen Derry, (802) 878-5785 evenings or e-mail derry@together.net (VT) 5/98

**WANTED:** Child stoker kit for Santana. Also any information on teaching my four-year-old to be a stoker would be helpful. Michael Faunce (507)-280-4199 or e-mail to faunce@millcomm.com (MN) 5/98

**HELP OFFERED:** Are you planning a cycling trip to England or Europe? As



Overseas Liaison Officers for the Tandem Club (of the UK) we can help with advice on routes, accommodations, bikes by rail, local bike clubs, etc. England is a great place to cycle, and you are sure of a friendly welcome. Chris & Jenny Davison, Pennyfarthings, 124 Kings Road West, Swanage, Dorset, BH19 1HS England. Tel: 1929 422256 or e-mail to pennyfarthings\_uk@compuserve.com

**HELP OFFERED:** Touring Italy? Need news or tips about cycling in Italy? Contact Paolo Sanvito, V. Europa 4, 20057 Veduggio Al Lambro, Italy

**WANTED:** Objective roadtests, with photos, of tandems built by quality frame-builders. Send articles, photos (prints only), etc. to Jack & Susan Goertz, Editors of *DoubleTalk*.



**WANTED:** Volunteer artist(s) to prepare sketches, cartoons, and illustrations to Jack & Susan Goertz, 2220 Vanessa Drive Birmingham, AL 35242-4430.

Classified advertising rates available upon request. Send a SASE to the Editors. Non-commercial Classifieds are free to TCA Members. Please include your member # with your ad.

**TANDEM RACES**



May 9, 1998. **1998 Highland Rimcycling Classic.** McMinnville, TN. Road Race, Time Trial and Criterium. USCF rules. Contact WARRENCOTN@Blomand.Net for additional information.

May 23-25, 1998. **Platte Bridge Station Stage Race.** Casper, WY. Racing begins Saturday at 7:30 am with the Goat Path Prologue. Sunday's race is the Poison Spider Time Trial over a 14.5 mile course, followed by the Casper Classic Downtown Criterium. Monday's race is 3.5 laps of a 7.1 mile course. PBSSR, PO Box 775, Casper, WY 82602. (307)-266-1136. fee required. USCF sanctioned event.

June 21, 1998. **5th Annual Father's Day Bike Races and Family Fun Day.** Eldersburg, MD. Beginner and licensed races for kids and adults. Open licensed tandem category - 15 miles, flat, 1 mile course. Prizes. Registration fee. (410)-489-4902 email: yenchasl@westat.com

Send your race listings to the DoubleTalk Editors Now!

**DoubleTalk Race Calendar**  
Jack & Susan Goertz  
2220 Vanessa Drive  
Birmingham, AL 35242  
e-mail:  
tca\_of\_a@mindspring.com



## TCA Tandem Hospitality Homes

Are you willing to become a TCA Hospitality Home? If so please fill out the form to the right. If you would like to discuss what's involved, give Bill or Billie a call and talk about it.

A Hospitality Home provides touring cyclists a place to stay for a night. It need not be fancy,, a spare bedroom or even a tent site will do. The cyclist will need shower facilities and an opportunity to launder their clothes and a meal. The touring cyclist will call you well in advance and make arrangements; no surprises.

Bill or Billie Routh

e-mail routh@mypobox.com

TCA Member No. \_\_\_\_\_ (from your label)

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First Names \_\_\_\_\_

Last Name(s) \_\_\_\_\_

Street Address \_\_\_\_\_

Zip Code \_\_\_\_\_ Evening telephone \_\_\_\_\_

Daytime Telephone (optional) \_\_\_\_\_

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mail to: Bill or Billie Routh  
2510 Lake Shore Dr  
Greensboro, NC 27407

## TCA Merchandise Order Form

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To order Polo Shirts or patches please fill out the order form below and mail it with a check made payable to: Tandem Club of America

Stan & Marilyn Smith  
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**ATLANTIC BICYCLE** one of FLORIDA's largest tandem dealers! Burley, Santana, Cignal, Trailmate. Recumbent tandems: Rans, Vision, Maxam. 6350 West Atlantic Boulevard, Margate, FL 33063. (954)-971-9590. <http://www.bikeroute.com/AtlanticBicycle>. 9/98 (53746)

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**TANDEMS, LIMITED.** Free Catalog. Tandems, Ltd 4th Annual TandemFest & Open House. Come one, Come all. Ride the new tandems! Enjoy the food & fun! 2220 Vanessa Drive, Birmingham, AL 35242-4430. (205)-991-5519 e-mail: [tandems@mindspring.com](mailto:tandems@mindspring.com) 01/99 (431)

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**TANDEM MATCHMAKERS** Touring, Racing, Family, Mountain, Track - New, Used - over 100 Tandems, Triplets, Quad, Recumbents. Rentals. Long tests. Wheels, Brazing. Odd Parts, Wheels, Brazing, Odd Parts shipped worldwide. Mt. Airy Bicycles (888)-MYTANDEM or [tandemist@aol.com](mailto:tandemist@aol.com) (MD) 3/98

## Other Dealer Members

**TOTALLY TANDEMS!** Your one-call source for the best tandem parts, precision-built wheels, hard-to-find parts, expert advice. FREE CATALOG! 1-800-255-0576 or [ttandems@netins.net](mailto:ttandems@netins.net). TOTALLY TANDEMS, INC., P.O. Box 1661, Marshalltown, IA 50158-7661. 05/98 (11324)

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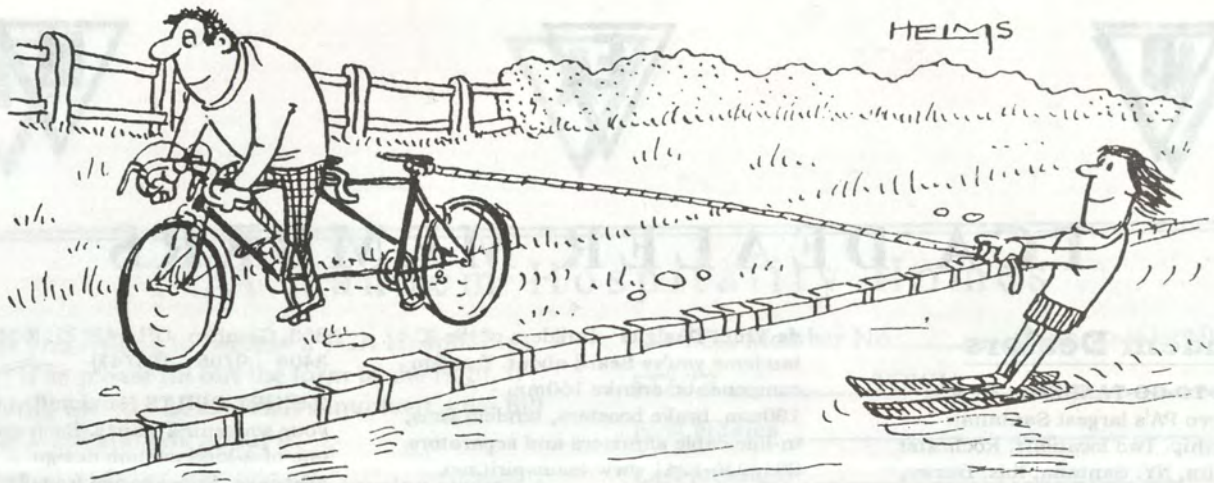
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A \$45.00 membership gives you a one-year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word classified ad in each issue of DoubleTalk while you are a member. Ads are pulled after the date shown in the ad. New ads with \$45/membership must be received by the editors by the first of the next month (i.e., ads with an 1/98 date will not run in March-April if your renewal is not received by **February 1, 1998**) to keep your advertisement current. Send your ad and check (payable to TCA) to Jack and Susan Goertz, Editors, DoubleTalk, 2220 Vanessa Drive, Birmingham, AL 35242-4430.



**Dues**  
 United States \$15.00/yr  
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**Membership**  
 Please fill out the membership form below  
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 Bruce & Judi Bachelder  
 306 W Union St  
 Morganton, NC 28655-3729

## TCA MEMBERSHIP APPLICATION / RENEWAL

Membership No. (from your mailing label) : \_\_\_\_\_  
 Please Print your name or Paste Your Label below. Make any necessary corrections.

Name(s): \_\_\_\_\_

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City, State, ZIP: \_\_\_\_\_

Phone (Including Area Code): \_\_\_\_\_

Tandem Make: \_\_\_\_\_ Year: \_\_\_\_\_

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DoubleTalk is now available on tape for those that are legally blind. Please check here  
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Amount enclosed: \$ \_\_\_\_\_ for (1) (2) or (3) Years + \$ 4.00 for each patch

MAIL TO: **Tandem Club of America**, 306 W Union St, Morganton, NC 28655-3729

(Multiple-year memberships, 3 year maximum, are accepted at Dues Rate X Number of Years)

Is this a renewal? \_\_\_\_\_ Have you made any necessary corrections? \_\_\_\_\_

# THE LAST PAGE



# Tandem Club of America

c/o Bruce & Judi Bachelder 306 West Union Street Morganton, NC 28655-3729

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All dues are quoted in U.S. Dollars

Tandem Club of America

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