

TANDEM CLUB OF AMERICA

doubletalk

JULY - AUGUST 1998

EDITORS : JACK & SUSAN GOERTZ



**“IT
TAKES
TWO”**

“An International Organization of Tandem Enthusiasts”

c/o Bruce & Judi Bachelder 306 West Union Street Morganton, NC
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6 issues of DOUBLETALK and membership

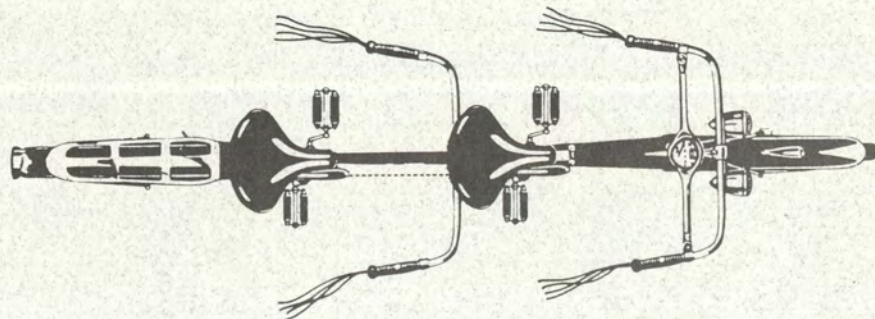
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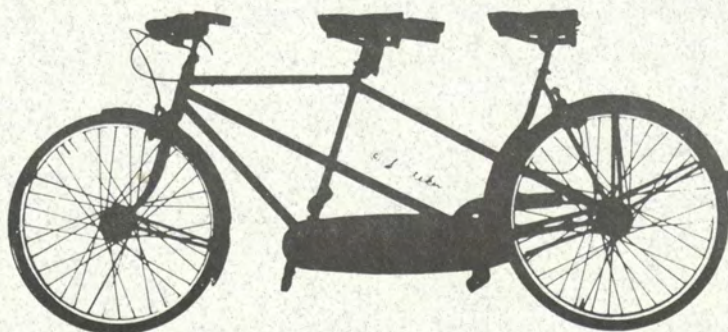
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SINCE 1976



THIS IS
YOUR
NEWSLETTER.

IT IS
AS GOOD
AS YOU
MAKE IT!



DOUBLE TALK

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Since 1976



DEADLINE FOR THE SEPTEMBER-NOVEMBER ISSUE OF DOUBLETALK IS AUGUST 1, 1998

FROM THE EDITORS

Do you like our new cover? We've received comments from many members. One thing everyone says is "Wow! It's a different look!" Thanks go to Steve Reker, the TCA's Graphics Designer, for spending a lot of time redesigning our cover. It had been the same look for over 5 years, with only minimal changes. This last change was a big one!

One major change is your membership label is now on the back cover. This is a result of a postal requirement that says that the binding must be to the right side of the label if the mailing is to be machine-coded (which is much cheaper to mail, and the post office claims to be much faster delivery to you). However, since the labe is now on the back, it is easy to miss the notice when your membership is about to expire. Please help us out by checking the label each issue and renewing before you're membership is down to "1 Issue Left" or "0 Issue Left". Go ahead and renew early so you won't miss any of the great information contained in DoubleTalk.

Have you seen your article in print yet? What? You haven't sent it? What are you waiting for? The membership is waiting to read about your adventures. Finish it now and send it to us. As we've said many times in the past, we'll take in 'most any way you care to send it, be it hand written, typed, or in electronic format. If you have e-mail, we can accept it that way, too. E-mail should be sent to the TCA at tca_of_a@mindspring.com. We check this mailbox several times a day. You can send your ads and calendar listing via e-mail, too. Pictures still need to be sent via the US Postal Service, however. We'll scan them here and return them if requested.

Did you see the article on Tandems and Tandeming in the Leisure and Arts section of the Wall Street Journal (May 26, pg A-16)? Author Erica Schacter flew to Waco, TX to attend the Southwest

Tandem Rally and learn more about the sport firsthand. She stoked for several captains, rode a Tandem Twos'day, and, we think, had a great time. The article showed her enthusiasm, too. Maybe we have a new convert coming our way.

The June issue of Shape magazine also had a feature on tandems and tandeming. The magazine devoted about a third of a page to our sport. Thanks, Shape! Of course all these articles mention the Tandem Club of America and its benefits. Maybe tandeming is poised to leap forward again. While sales are still growing in the US, they're not growing as fast as in the past. And membership in TCA has slowed, too. We'd like to see it spurt forward again, growing at the rate it was a few years ago.

Another "Coming Attraction" is an episode on tandems and tandeming on Lifetime Television's New Attitudes show. We don't know the date this show will be televised, but keep checking your local listings. Normal time is for the this show in our area is Monday-Friday at 11:30pm EDT/10:30pm CDT. I'm not sure when it's televised in the western states. It will also be featured on Lifetime's website, we've been told. Watch for it!

By the way.. Steve Reker may be able to incorporate your photo into a cover, last page or other graphic. Send your color or black and white prints (sorry he can't deal with xerox copies, slides, or computer files) to Steve Reker, 1636 Christy Ct, St Charles, MO, 63303. The photos will NOT be returned, but wouldn't it be fun to see yourself, or your friends in print!

See you at the next Rally!

Jack & Susan Goertz, Editors



LETTERS TO DOUBLETALK

Dear Double Talk,

We have just received our May-June issue of DoubleTalk and read the Stucker's latest account of their New Zealand trip. This is of special interest to us as I am a Kiwi and my wife Judith and I led bicycle tours and cycled extensively in New Zealand for a number of years.

New Zealand really is a great cycling destination, the roads are good, the scenery magnificent and the people very friendly. The biggest problem with going there is probably the lack of readily accessible information on cycling routes and the parts of the country which lend themselves to cycling. Reading accounts of other people's trips "Downunder" has made this apparent. It is a pity to go so far and not get the most out of your trip.

This is where we come in. I lived in New Zealand for 40 odd years before coming to the States to live. During the last six of those years I organized and led 2 and 3 week tours of both the main islands. Judith, an American, has a very long cycling background and has also lived in New Zealand and led tours there. Between us, we have a lot of good, first hand experience of cycle touring in New Zealand.

We bought our first tandem 10 years ago and our first off road tandem 5 years ago. These days our solo bikes get very little use. We do mainly day rides now but we do have some experience of loaded touring. Since living here we have taken a couple of trips back to New Zealand with our tandems. The first was a loaded tour on our road bike, the second trip we took our off road bike and concentrated on the trails. Along with the quiet roads, there is some great off road riding available.

For any tandem teams (or solo riders for that matter) considering a tour of New Zealand we would be very happy to give you the benefit of our experience. Just write or call us with your plans and we will give you any advice which seems appropriate to get you going in the right direction.

We are thinking about visiting family and friends in New Zealand some time late this year or early 1999. We have thought of organizing a small

group and cycling one of our old routes, probably in the South Island which we think offers the best combination of cycling and scenery. . Right now it is just an idea but if there was some interest we would get organized and put together some costs etc. If this sounds like a good idea get in touch. Either a letter, a call (219 926 6847) or e-mail us at Colin@niia.net



Colin & Judith Tennent-Brown
Westville, IN

Dear Doubletalk

Re: Bike Collision Insurance

I read with interest Jim and Cindy Noll's May/June'98 article about their frightening tandem/car collision they experienced, Jim's advice to review your insurance coverage is good, however, one cost-effective alternative to purchasing the exorbitant "bicycle floater" coverage is to add a homeowners insurance endorsement commonly referred to in the insurance industry as an HO15 endorsement.

This form expands Homeowners coverage on your personal property from the typical 17 or 18 named perils (not including collision) to "open perils" whereby all perils (including collision) are covered unless specifically excluded. Not only does it provide broader coverage on your tandem, but all your other personal property gets the broader coverage too. It covers:

- Jewelry for stones lost from the setting (subject to a dollar limit), cameras for breakage or tipping canoes, loss of hearing aids,
- Lawn tractors rolling into a lake, and numerous other bizarre happenings.




Good news! The cost is usually 5-10% of the base premium of your home insurance. For most people this would be \$10 to \$50 per year, a far cry from the \$100 to \$400 premium bike floaters can cost on a good tandem. Check with your agent.

Sincerely,
Warren and Bonnie Wheeler
Tandem Riders and Ohio Insurance Agents
Medina, OH

Dear DoubleTalk,

HELP.....!!!!!! My husband and I just got a tandem as a wedding gift from a group of our friends.....we've been on it for approx. 45 miles total and i (stoker) am having a heck of an equilibrium problem or something???? in the back? I feel like we are always going to fall to the right...so i lean to the left...We've had one "decent" ride...All others have been cut short due to this balancing act I feel like I'm playing...Every move he makes I feel it....It's not

TANDEM RACES



August 29 & 30. Cedar Falls, IA Race Weekend. Criterium on August 29, time trial and road race on August 30. Tandem categories each day. Contact Cindy via e-mail at cindy.dodd@cfu-cybernet.net

Send your race listings to the DoubleTalk Editors Now!

DoubleTalk Race Calendar
Jack & Susan Goertz
2220 Vanessa Drive1
Birmingham, AL 35242
e-mail: tca_of_a@mindspring.com

comfortable yet much less fun...Thought maybe you all could give us some help?

I know we may just need to ride more....????I'm hoping anyway!

Let me know if this is common...We have no other friends with a tandem...We ride road and mountain regular bikes around 100-150 miles weekly training for triathalons but thought this tandem thing would be cool....So far not....Help

Janna in PA

WHERE ARE WE RIDING TOMORROW?

We rode a hundred thousand miles
On many bikes of different styles
Upon life's highways and byways
On sunny days and rainy days.
Head wind, tail wind, up hill and down
To a cafe in some small town.
We rode with stranger or close friend
And thought our trail would never end.
Each fall we'd put our bikes away
And dream of spring when we could play.
Aging bodies make life dreary.
Exercises leave us weary.
We see now mankind's diseases.
One can't always do what pleases.
So we accept our aches and pains.
Our joy comes from market gains.
We're over the hill and gaining speed,
But we have all that we may need.
So take life's offering with a grin,
And don your shorts, let's take a spin.

Bob Larson
Sun City Center, FL



WHAT ABOUT TOMORROW?

The inventor of the two-wheeled, self-propelled machine deserves our undying gratitude. Cycling is the perfect way to explore the countryside, exercise, improve our social lives and have fun. Many of us plan our lives around local rides, weekend events, domestic and foreign tours and regional and national rallies. We look forward to being reunited with friends and remember with fondness the bittersweet good-byes to old and new acquaintances after a perfect bicycle gathering. We try to maintain our health by eating the right foods and getting lots of exercise. Of course that helps, but it doesn't stop the effects of the passage of time. Nasty things happen as we get older. Parts start to wear out, speed and endurance wanes, resistance to disease decreases, eyesight dims, hypertension increases, and we become familiar with maladies and afflictions we disregarded in the prime of life. Realistically, we must make concessions to Father Time, but we don't have to give up. Fortunately, many of us are financially able to retire when we reach the "slow

down" age. Why not plan your retirement to increase the enjoyment of tandeming rather than giving up or phasing down? Many riders who live in the North decrease riding during the winter months because of the weather. When spring comes, it takes a while to get back in condition. How about moving full time, or at least part time, to warmer climes? When facing the freedom of retirement, moving to an area where year-round biking is possible is an important decision to most of us. What are some of the things you should think about when establishing a new base? Cycling conditions are of prime consideration. It's almost imperative that you be able to cycle from one's home and within a few minutes be out in the countryside on smooth, low traffic roads. It is especially enjoyable when you have tandeming companions with you. As you get older, it isn't so important to have challenging hills. Flat terrain becomes acceptable and perhaps desirable. Small eating establishments along the way are a bonus as are interesting destinations. A nearby hospital and a wide variety of readily available medical experts are important to the aging cyclist. One shouldn't ride in the evening, so you may want to be near entertainment or have it accessible via a free or low cost bus ride. It is important that you feel secure in your home where you can go out for a walk day or night. Look for a crime-free area, perhaps one that has a 24-hour guarded gate. Ask about the educational opportunities and training offered in the areas you investigate. Does it have other sports activities such as tennis, golf, swimming, walking volleyball, softball, etc.? Does your prospective location offer art programs, card games, financial and computer clubs as well as a host of other activities? It took us at least five years of intensive investigating, but we finally located our retirement paradise in the Kings Point division of Sun City Center, FL. Best of all, we were able to convince four other tandem couples into buying homes nearby. All live within a mile of each other. We can always find someone to ride with us or spend the evening at a restaurant or show. It's like a mini tandem rally every day.

Bob Larson
Sun City Center, FL



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'BENT DOUBLE... AND LOVING IT!

On April 16, 1998, my My Lovely Bride and I became the proud owners of a new, jade-green Ryan Duplex recumbent tandem. At that same moment, we also achieved a sort of local celebrity status, among cyclists and non-cyclists alike. That fact alone should be sufficient to give one pause before making

the substantial financial investment that accompanies ownership of this machine.

Simply put, if you and your tandem partner:

- would rather ride through broken glass than chat with a stranger at a stoplight,
- can't stand the thought of the neighborhood kids congregating each time you pull the bike out of the garage,
- cringe at the idea that drivers will smile/grin/chuckle/laugh out loud when they see you,
- are unable to cope with the fact that cars will actually slow down to pass you on the street...

then this bicycle is not for you. Plain and simple. Go buy one of those boring, glitter-purple titanium Santanas and enjoy your anonymity.

We expected some of this. After all, riding even a conventional tandem in the vast pickup-dominated landscape of west Texas is considered the equivalent of running naked through church, from the standpoint of being something you just don't see every day (at least not where we attend church). So when we started toying with the idea of the recumbent dualie, we sorta figured the "stare factor" was about to increase to some extent.

We weren't even close.

I can't imagine that Lady Godiva gets more stares than we do on the Ryan. We've seen grown men risk whiplash from the doubletakes as we pass through intersections. We have literally feared for our safety as passing drivers try to eyeball us in their rearview mirrors, and thus ignore inconsequential things like oncoming traffic, stoplights, etc.

And, boy, is it ever fun! But I digress. Let's start at the beginning.

We've been riding bicycles for close to fifteen years, and have ridden a Cannondale conventional tandem since 1990. We went the tandem route for the usual reasons: it's a way for both of us to get a good workout and still ride together, and it's a

CLUB NOTES

Tandem Club of the UK has a new membership secretary: Wendy Haxell, 3 Catherine Close, Chafford Hundred, Thurock, RM16 6QH, England. Their web site is located at <http://www.tandem-club.org.uk>

The website for Team Northwest Tandemonium (Portland, Oregon area) is <http://www.tandemmag.com/clubs/otter/>

The Idaho Tandems/Boise Area Tandem Riders (some of us ask how many are there out there?) can be found at [Http://www.primenet.co/~tande/batr.html](http://www.primenet.co/~tande/batr.html)

San Diego Tandem Club - <http://www~cse.ucsd.edu/users/esimon/tandem/SDTC.html>

Tandem Club of Australia (we are an international organization!) <http://cams.vut.edu.au/~amt/tca.html>

Twin Cities (Minneapolis/St Paul, MN) Tandem Club <http://home.earthlink.net/~ewjuly/tandem/tandem.html>

DATES (Dallas Area Tandem Enthusiasts) <http://www.cybercamp.net/~pktandem/>

Please update the following listing: Austin Tandem Club, c/o Dale & Karen Krueger, 1200 Red Ranch Circle, Cedar Park, TX 78613 (512) 258-6787 e-mail TwoBike2@aol.com



healthy common interest. I also ride a conventional single bike, and my wife is an ardent runner.

The aging process being what it is (inevitable), I began to weary of the pressure point- and unnatural position-related aches and pains of conventional riding, some of which were admittedly aggravated by substantial time spent in front of a computer screen. The more I read about those strange creatures called "recumbents" the more I began to believe that they held the only true promise of world peace and comfortable riding, my wife agreed. Of course, she saw the additional advantage of being able to significantly improve the normal scenery in front of her...that being my south end as we rode north.

So we began in earnest our research. It wasn't long before we had narrowed our choices down to the Duplex and the tandem model built by Rans, with the unfortunate name of "Screamer." The latter is a short-wheelbase, above-seat steering design and is marketed with an emphasis on performance (hence their slogan, "Speed Comes, Pain Goes"). On my wife's top ten list of things to look for in a tandem, speed in sufficient quantities to justify a name like "Screamer" comes in a distant fifty-third. Rans, are you listening?

The Ryan, on the other hand, was pitched with photos of women doing needlepoint from their stoker position, and a quote from an issue of *Bicycling Magazine*: "this may be the safest and most comfortable bike in existence," or something to that effect. My wife was immediately sold. Plus, the Duplex was the only recumbent tandem we'd actually seen in real life, having ridden a few miles alongside a perfectly contented couple during a tour of the Texas Hill Country last year. To my eye, it looked a little ungainly and unnecessarily complicated, what with miles of chain and a steering rod and enough cro-moly tubing to assemble a fair-sized jungle gym in the backyard.

But, the more we read and thought and discussed, the more the Ryan seemed to be what we were looking for. I contacted the company via e-mail and Karl Ryan (the founder's son) took great pains to answer all of my questions. With amazingly little cognitive dissonance, we took the plunge and ordered the bike. The only hitch in the order process came in selecting a color. We were springing for the optional, extra-cost metallic paint, from which we

could select any of the Dupont Imron fleet colors. Assuming, of course, that we knew what those colors were. Ryan doesn't have a color chart, and neither did anyone we could find locally. I ended up describing to Karl the shade of green we had decided on ("we want it dark, but not too dark"). He suggested we go with the Jade color and the order was placed.

The bike arrived via Fed Ex less than three weeks later, ahead of schedule. I had made arrangements with the local bike shop (Peyton's Bicycles) to assemble it, after learning from Karl Ryan that this was probably not a job for a nervous amateur (not his words, but my feeling). After sneaking a peak inside the packing crates, I realized that letting the LBS do the work was one of my all-time better decisions. The bike was shipped with headset, bottom brackets and front derailleur installed, and nothing else. Ryan's printed assembly instructions were sparse, apparently assuming (and ensuring) that experienced mechanics would do the job.

Fortunately, Howard Barbee, the mechanic at Peyton's, was as excited at the prospect of assembling the bike as I was at having him do it. No one at the shop had ever seen a recumbent tandem, much less worked on one, and they were eager to get going. I knew that Howard would treat our new baby like it was his own; as I left the shop, he warned me that he was going to take his time, so I shouldn't get impatient.

Forty-eight hours later, I was wheeling the sparkling, almost-new bike out the front door of the shop. I say "almost new," because a fair amount of mileage had been put on the bike by the folks at the shop testing and dialing it in. All with our blessing of course, because that's part of the reason you pay a professional to do a job like this. Plus, it's one of the perks that comes with being a mechanic!

I knew the bike was something special when Howard's wife, who will not even get on a conventional bicycle, asked me if the Duplex was available in white. She had just returned from a test ride with Howard, and had fallen in love with the recumbent experience.

Following a quick tour of the bike's features (including how to adjust the seats and steering) by Howard and David Ham, the shop owner, I set off by myself to see if I was up to this new challenge.



Holy cow! It was like riding a bike for the very first time. The 20" front wheel and underseat steering combined with the new seating position to make me feel very tentative. I made a couple of laps around the block, then announced that I thought I was ready to ride it home. Despite some interesting route choices necessitated by my inability/unwillingness to make turns of less than about fifty feet in radius, I made it home unscathed, with somewhat more confidence than when I started. Throwing caution to the wind, I invited my wife to join me astride our steed, and we headed off into the sunset, to live happily ever after.

OK, so I got a little carried away. Over the next week or so, we had some embarrassing experiences, mostly related to starts (hint: make very sure you are in a properly low gear before attempting to pull into a busy intersection from a standing start on an incline!) We also had to do a fair amount of positional fine-tuning, since we had no experience and no documentation as to how this bike should fit us. We gradually moved our seats back, and found that it is absolutely critical to rider comfort that the mesh seat bottom adjusting straps be vigorously tightened, more than casual logic would indicate. Interestingly, the addition of clipless pedals was a wonderful move, making us much more efficient in our pedaling, and much safer to boot. And, while the steering twitchiness has not completely disappeared, submission to the natural laws of cycling physics has made us much more relaxed.

One of the concerns we had at the outset, based on our limited research of recumbents, was whether we would be in sufficient physical condition to ride the bike for long periods. As it turns out, those concerns were groundless. The recumbent doesn't so much require the use of different muscles as perhaps a slightly different use of the same muscles, if that makes sense. We experienced a little leg soreness (I even got a hamstring cramp during one particularly hard ride), but in the same areas as you would expect after a hard ride on a conventional bike. I had some knee soreness, but quickly figured out that was due to being too close to the pedals, just like on a conventional bike.

We are slower on the recumbent, compared to our Cannondale. I believe this is due in part to our less efficient pedaling, as we gradually adjust to the new position. It is also due to the twelve extra

pounds of weight packed onto the Duplex; it's an honest 52 pounds, with clipless pedals, although it doesn't feel that heavy when lifting it. And, finally, most of our rides thus far have included significant legs into stiff winds, and the 'bent is not as aero as the 'dale, despite assertions to the contrary by recumbent evangelists.

But you know what? We don't care! It is so cool for both of us to be able to take in the scenery, carry on a normal conversation and pedal without any pressure-point pain, that previously important things like average and max speeds no longer matter much. I suspect the speed will eventually come; we've already made some pretty impressive sprints to beat lights (just to avoid the previously mentioned standing starts!). Another interesting phenomenon is the freedom that comes from not being able to reach the cycling computer (the mounting bracket is several feet in front of the captain). As a result, I was forced to put the computer in auto-stop/start mode, which I previously detested, because it ran even when we were stalling at two MPH for a light change which really hammers the old average speed. Now that we can't do anything about that, we've found that it wasn't that important to begin with. (Not that I'll ever drop the computer altogether; I can't deny my accountant background and resultant need for data!)

Not that there aren't some negatives that you need to understand. While we don't experience many hills here in west Texas, our favorite rides are in areas like the Davis Mountains and the Hill Country of Texas, and the southern Rockies in Colorado. The 'bent will, I suspect, be a snail on the hills, especially since we're unable to stand on the pedals. Even slight changes in elevation are more noticeable to us than on the Cannondale. Another practical consideration is the lack of places to mount conventional bags, packs and cages. The latter is easily solved with the use of CamelBak-style systems, which can be strapped to the backs of the seats; you can also use a fanny pack style system around your waist, turned to the front, of course. The installation of a rear rack and bag solved the problem of not being able to accommodate a handlebar or seat bag.

The ride is a little less smooth than on our Cannondale, which is a little surprising considering the natural cushioning of the sling seats. My guess is



that the laid-back seating position eliminates some of the advantages of the unconscious shock absorption of your back, arms and shoulders in the conventional, bent-over position. However, the ride characteristic difference is not uncomfortable or tiring; it's simply something that you note, then move on. In fact, we notice the difference most when we're conversing on rough roads, in the slight vibrato in our voices. It's worth noting, however, that on the 'Dale, on those same roads, we most likely wouldn't feel like talking to begin with.

Finally, there's the obvious transportation problem that is inevitable with a ten foot long bike. We elected to forego the \$600 S&S coupler option; instead, I extended our Thule cartop tandem carrier using two lengths of square tubing. This arrangement works very well, although it requires both of us to load onto our low-slung sedan. I haven't had the nerve to try to mount it atop our Suburban, but we'll eventually have to deal with that challenge. I do recommend the Thule carrier, which has a V-bracket and clamp which attaches to the rear quick release, and a standard fork mount up front. It's high dollar and may be hard to find, but like all Thule products, in my experience, is well-made and worth the money. It's also easy to lengthen without having to make permanent modifications that would make it unusable for a conventional bike. Although at this point, I can't figure out why we'd want to take a conventional bike anywhere... and leave the Duplex behind!

In summary, we feel that we've made an investment that will pay dividends for many years to come. I'm not naive enough to suggest that a recumbent tandem is the key to world peace, as I previously mentioned, but anything that brings smiles to so many faces - participants and onlookers alike - has to be a step in the right direction!

Eric Siegmund
Midland, Texas

MONTAGUE TRI-FRAME TANDEM

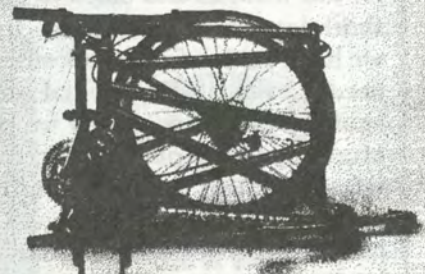
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THE STUCKER'S DOWN UNDER

TRAVELING IN NEW ZEALAND, THE NORTH ISLAND

Gene and Dina Stucker continue their New Zealand travels.

For Tuesday, 30 Dec, our last day in Napier, we combined two widely different activities. First we had a shuttle pick us up and take us to Clifton, a small town on the beach considerably SE of town where we transferred to a Unimog. Ever hear of a Unimog? Neither had we, but it is a very high, truck-like, 4 wheel drive vehicle, this one with fifteen seats in the back, made by Mercedes Benz especially for driving along beaches and such. The Unimog then took us a few more miles along the beach to a point where we could climb a long hill to visit a gannet colony. Gannets are a seabird larger than a seagull and smaller than an albatros and they nest on rocks along this coast. We actually visited two colonies but for one we could walk up to a chain and the gannets were maybe five feet away, hundreds of gannet pairs in nests about three feet on centers and most pairs with one very fluffy chick. They are lovely birds with wingspans about six feet, an orange head and white body and to be beside several hundred pairs chirping away, welcoming home returning mates, and oblivious to your presence is an experience. Actually the trip along the base of the cliffs to get there and return was probably worth the cost of the trip.

Wednesday, New Year's Eve, we stopped at the local clinic for our last local inspection and dressings for our wounds and biked to Hastings. It was a very short day, about 15 flat miles, deliberately, because we hadn't ridden for a week since our slide, and needed to regain our mental and physical equilibrium. On the way we stopped at a Juke Box Museum, the display put together by a local tinkerer who found that he loved restoring old juke boxes. Both he and the collection were a delight. We also had the great good fortune of having a local musical celebrity drop in, Hogsnort Hanson, and since he was there we listened to several of his tunes that were on various juke boxes. You have never heard of Hogsnort? Neither had we but he was a nice chap and added a great deal to the visit. Arriving at the

campground we wanted to investigate just what facilities were available and maybe sleep in a bed again but were met by a sign that said, "No motel units, No cabins, No tourist flats, No family cabins", but they still had tent sites so we decided to stay and pitch our tent. It was a fine campsite with really good facilities; the owner suggested a pub for dinner that was great; still, as stiff as we still were, we might have found a motel and slept in a bed if we had to do it again.

We celebrated New Year's Eve by locating the Southern Cross in the sky and going to bed early. Thursday morning, the first day of the new year, we headed for "one of the 'W' towns down the road." Waipawa with a population of 1800 was 45 km and Waipukurau with 5200 was 52 km, so we had decided that Waipukurau would be our destination to take advantage of the bigger choice it offered. First we had to stop at the doctors clinic in Hastings so that Dina could have her stiches removed from her thumb. Of course the doctor there decided that it would be much better if the stiches were removed in a few days, maybe when we passed through Palmerston North. So we were off at about 11:30, a little late.

Down the road we saw a sign that said we were about to pass the Te Aute general store and museum so we slowed and the woman raking in front of the store looked up and asked us about the bike. Of course we had to stop and she then insisted that we should refill our water bottles. The "store" was built in 1858 and operated longer than any other old store in NZ, but it hadn't operated in the last several years. This present owner had purchased it as a home in '89 and had gradually decided to let it become a museum again. The original counter and display cases were still there and even some of the local people, who had purchased stuff at the estate auction, brought back things to contribute if she would restart the museum. Neat stop, but it did take time. A snack at the next town down the road and we got back into sweating our way along. Actually it was the first day that the temperature felt high to us Houstonians but in the sun today it was hot.



We finally got to the first "W", Waipawa, and right on the road was a motel. Stopping in the shade of the front wall of the motel we considered that it was after 4 PM, we were tired and maybe it was really pretty arbitrary to have the next "W" as a goal when this seemed like such a nice place. We looked at the motel room and it was very nice, we priced it and it was cheap at NZ\$62 and the owner said that we could use the phone to send and receive our E-mail. We settled in. There was a very nice grocery store a block away where we got some groceries. Some pate on toast points with a bottle of red wine settled us down for the opening of various stuff from the grocery's deli for dinner and we had our day. Oh yes, we did split a pint of chocolaholics ice cream for dessert.

From Waipawa we decided to try for Dannevirke even though at 37 miles it would be our longest day in NZ and even though we had to climb from our present 140 m elevation over a 400 m hill. We felt strong and we intended to get an early start. Dry cereal for breakfast, pack fast and we were on the road before 9:30. We biked about 1/2 mile when a bolt dropped out of the trailer hitch and the trailer hit the road. I walked back to town, everything was closed that might have bolts, back to the motel where

I thought I had analyzed the owner as a bolt saver and I was right. This guy had more old bolts than I have and I found several that would do and took a few spares. Back to Dina, sitting beside the rolling equipment, and replaced the bolts and we were off again, but this time after ten o'clock for a normal to late start. So it goes. In Waipukurau we stopped and found a gadget to make hooking the computer to local phone lines somewhat easier and some cloth tape to repair the trailer fabric where it had rubbed the road when the hitch fell apart. Of course when we came out of the store there were several nice people who wanted to talk about our bike and stuff. Since that is the kind of thing we are here for, we chatted and tried to convince them to bike tour the US. So anyway, we left Waipukurau a lot later than we intended.

Biking on south on Route 2 the road seemed very level but still we seemed to be working and we weren't going very fast. We biked on and eventually we passed a young fellow leaning on his car beside the road who yelled at us, "the road for several miles here rises very gently, only 1 and 1/2 inches for every 20 feet." Then he added, "Still that knowledge doesn't make it any easier, does it?" He had a point. We biked on and continued to work at the 1 and 1/2

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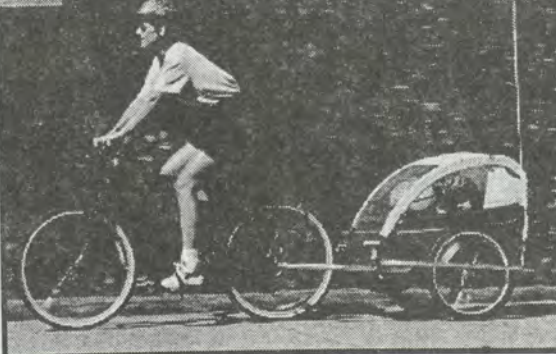


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inches every 20 feet. There was also a head wind. It had started at a modest 5-10 mph and felt good, cooling and such. But it steadily increased until it must have been 25-30 mph and in addition to the 1 and 1/2 inches it was tiring. We biked on. Eventually we reached Norsewood at 400 m elevation, the peak of the grade, and we were whipped.

Norsewood had a hotel and a grocery and a tea room and we stopped at the tea room for basic information. The people were lovely and agreed to fix us pancakes for breakfast in the morning. The grocery was to be open until 6 PM and it was only 3:15 so we had time to buy food. Then we went to the hotel and found that they didn't have any available rooms. All the rooms were full of family who had gathered for the holidays. So we had to move along. No pancakes again.

It was 13-14 miles to Dannevirke but it was mostly downhill. Not all, but we did go from over 400 m to about 200 m over those miles. Along the route we passed over a few really terrifying bridges that seemed to come upon us without warning. The sides seemed quite open and the bridges spanned small streams a few hundred feet below. Scenic? Of course, wonderfully so. Scary? Yes, that too, especially when memories of sliding and spinning out of control flashed into my mind and I looked at openings that we might possibly slip through. The uphill were painful but we spun the pedals in the low gear that James at Shirars had provided for us, moved along and finally got there. Dina had picked out a motel for the night from the AA`acomodation guide and we went directly there and looked at one of their "budget" rooms for NZ\$60 per night. It had both a double and a single bed in separate rooms, a TV and phone, a nice kitchen, a large shower in the bathroom and there was plenty of room for the bike and trailer. We took the budget room and settled in.

You may wonder about the names Norsewood and Dannevirke. Yes, this was a Scandinavian area, settled in 1872 by 21 Danish and Norwegian families who walked here from Napier thru the bush. Back in the days when folks were given land to encourage settlement. A shower, fresh clothes, a couple of glasses of red wine and a few peanuts and we were ready for dinner. Our hostess had suggested a restaurant just down the street and we had a nice dinner there. Walking around town it seemed like a

pleasant place and back at the motel we crashed, thinking about spending another day here for catching up with our chores. Arising on Saturday it seemed like an excellent idea to stay another night in this comfortable bed in this clean and pleasant town. I immediately went to the office, found they had the room open and signed up for another night. Dina fixed a big bowl of fruitful porridge that we ate with some fresh apricots that we had purchased along the road, we read the daily Dominion (the local newspaper), watched the TV news and loafed. Later we walked into town and bought some food to fix as our dinner and four cans of Tui beer to get us further relaxed.

We found some news of local interest: A couple of weeks ago we were touring a volcano, Ruapehu, with a local volcanologist and yesterday it began to spew ash and stuff into the sky. The eruption apparently isn't too bad since tourists can still go to the rim and look down at the steam and ash coming out but it does make us think we were close to something big.

Sunday, 4 Jan, was the day we were to bike through the gorge, the flat route to Wellington via Palmerston North. From Dannevirke to Woodville is rolling with some steep but fairly short climbs and generally downhill. At Dannevirke we are at 280 m but by Woodville we are down to 95 m so we had to have a lot of coasting. Shortly after Woodville we enter the gorge through the hills carved by the Manawatu river. On the North side of the gorge there is a railroad track cut into the wall and through several tunnels. On our side, the South side of the gorge, there is an auto road chopped out of the side but without the tunnels, thankfully. There are frequent signs identifying bridges, and after two or three, we realize that although the road is hugging the mountainside, it frequently is built on a bridge and cantilevered over the gorge. The elevation is pretty constant for the route but there was the head wind. In the books we read about cycling here before traveling to NZ the wind was often mentioned but so far it hadn't been too bad. A couple of days ago it had begun to blow out of the South and it had made biking a good deal less pleasant, blowing right in our faces, especially as it gradually increased. We were looking forward to going through the gorge as much for getting out of the wind as for the flat route and the scenic values. It was not to be. Apparently the far end of the gorge



was net downwind and the gorge acted as a windtunnel so that the wind was much stronger while we were there. The road is continuous curves and the traffic was very heavy with the trucks really a problem since they tended to buffet us even worse with their wind added to the background. Still, for all that, it was a beautiful trip. We did have to stop a few times to actually look around in safety but it was well worth the ride in addition to being flatter. At least we were not on the cliff side of the road but were against the wall so we didn't worry about being blown off. Past the gorge we continued slightly downhill until we arrived in Palmerston North at only 30 m elevation, our destination for the day.

Dina had chosen a motel in the heart of town, based on an ad in the AA accomodation guide, and we had even called ahead and made a reservation. Being in the heart of town would put us close to the clinic where Dina was to get the stiches taken out of her thumb. We checked in, stored the bike in a second room that the owner was doing some work in (and it was quite nice not having that big bike to have to step around in our room), showered and changed and walked to the clinic. Wandering about town we had spotted a great looking pub with a great sounding menu. Later that evening we returned to the pub and found it to be as good as we had hoped.

By the way, have we mentioned how handy it is, both here and in the British Isles, to be a member of AA, or as we call it in the States, AAA. Since we are members we can go into any office and they will give us advice and very good maps for whatever area we want. Here there is a series of probably 18-20 AA maps available for the whole country and each covers a reasonable area. We may have mentioned that we also purchased a couple of books about biking NZ, one for North Island and one for South Island. They also are excellent. The AA maps and the bike books make things a lot easier.

Glancing at the map it appeared that the distance to Wellington could be covered in three easy days with intermediate stops at Levin and Waikanae so that became our tentative plan. Monday we biked SW out of Palmerston North along highways 56/57 for about 10-12 miles until 56 went right, to the West coast, and 57 went left through small towns and took a shorter, if hillier, route to Levin. We chose left and 57. We still had the headwind but at least going left

as we did seemed to greatly reduce the truck traffic and give us a little more shelter from the wind. Still, by the time we got to Shannon, a town of 1700 with two hotels, it seemed to have sufficient charm that we were willing to spend the night. So much for plans. As we stopped to use the public toilets in Shannon a woman who acted like the prime local C of C booster came up to us and began extolling the town's attributes. She offered to go find us a copy of a brochure on the biggest local attraction, Owlcatraz, a nature center, while we used the facilities; and she did. Reading the brochure we acknowledged that it would be fun to visit Owlcatraz if there were a place to spend the night and she then wanted to go to the hotels for us to check on rooms. We declined her offer and just went across the street to find out for ourselves about rooms only to find, again, as in Norsewood a few days before, that the hotel was full of the owner's family gathered for the holidays, and that the other hotel was normally filled with permanent boarders. We also determined that no one in town served dinner after about 4 PM and, somewhat rested by that time, we decided to proceed to Levin as originally planned. It did seem a shame to miss Owlcatraz but those things happen. Out of Shannon at 20 m we did have to climb a



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couple of steep hills, up maybe 200-300 feet, but then we were on a down sloping plateau into Levin, back at 20 m.

As we entered Levin the first thing we noticed was a motel with a sign saying, "rooms \$49", and this seemed to merit investigation. The room was quite nice enough and we weren't in the mood to putter around so we took it. The owner told us where the local super market was and suggested a restaurant right down the street for dinner. At the market Dina bought some pancake mix to satisfy our craving for pancakes for tomorrow's breakfast. After a shower, fresh clothes and watching a little news on the TV we walked to an excellent dinner at the suggested restaurant. Even after a fairly easy day and a good meal I was dragging. Dina agreed that if I didn't bounce out of bed in the morning we would loaf for a day here in Levin. Tuesday morning at seven I awoke and didn't feel energetic so I rolled over and went back to sleep. At eight Dina shook me to say that if I didn't bounce out of bed right then she wouldn't have time to both fix pancakes for breakfast and get packed to be out by the ten o'clock checkout time. I did drag myself out but didn't indicate any interest in packing so we decided to loaf for the day. When I asked the owner if we could stay another night he said, "Sure you can stay and for a two night stay I will cut the price to \$45 per night." People here don't seem to have the intense desire to squeeze out every buck that they can. It was a delightful day in a pleasant little town.

A delightful thing we have found in NZ - fortunately not often - is a machine into which vanilla ice cream is placed with a large scoop of fresh fruit and an auger blends and softens the mixture into a fresh fruit soft ice cream. A machine Marble Slab! Levin is the only place you can get Kerryberries mixed in - they are a cross between raspberries and blackberries and only grown here. Very Good!

Wednesday, 7 Jan, I awoke before seven with a great deal more energy and we could get on our way. A breakfast of fruitful porridge, pack the trailer, say goodbye to the friendly landlord and we were off. The total bill for two nights lodging, use of the phone for E-mail and doing our laundry was NZ\$92. Almost embarrassing, really. Especially now that according to the local news the exchange rate is down to NZ\$=57 cents US.

We had promised the local bike shop to stop by so they could examine the bike and trailer rig and we did. It turned out that the shop was quite experienced and versatile. I chatted with the owner of the bike shop in Levin and he thought we should have drum brakes, because they were easy to find and inexpensive, and proposed several ideas about how it might be done. I hope that I won't regret not simply asking if he could do it today while we went back for another night in our motel and getting it done. Maybe caution will carry us through. Finally we got on our way but with a modified plan. The bicycle guide book that we have come to rely on suggests that we don't ride in the Wellington vicinity. The bike shop also supported that suggestion. Dina decided that a very close town called Otaki Beach merited a stop and that about 15 miles was far enough for today. That would leave about another 15 miles to the town of Paraparaumu where we can catch a train into the heart of Wellington. On the way to Otaki Beach, we stopped at a fruit stand for more local apricots. The apricots here are SO good! The campground at Otaki Beach didn't have any "accommodations", i.e., inside units, left for tonight. Last night and tomorrow there were and are units available but tonight we tent. That's OK, it is a lovely day and at least there is a good sounding restaurant here. Our experience today of riding on highway #1 seems to reinforce the idea that it will make good sense to train into Wellington. We walked the beach and gathered sticks. We talked about getting a large shipping container and sending home a big box of these beautiful sticks. They are smooth, silky surfaced, in a variety of colors and shapes and just great to hold and look at. The wind was blowing and making small dunes on the driftwood sculpture I made. It also covered our legs and filled our shoes with sand. It was a beautiful beach with a nice slope into the water - great for kids. The local kids were having a ball in the water, we Houstonians were bundled in our shells and sweatshirts with no intention of getting wet! We also admired the crisp crust the salt made on the surface of the sand - the wind had blown the loose sand out from under it creating fantastic fragile layers. From here we can see Kapatu Island, a sanctuary for native creatures and great for bird watchers. This is our first Tasman Sea beach - previous ones we have visited were Pacific Ocean.



We had dinner in the campground restaurant and while not great it was certainly adequate. We have found that few if any restaurants here give you bread with your meals but they all offer interesting and usually very good breads as an option. We practically always order a bread now that we have the system figured out. We slept pretty well on the thin tent pad even though we still ache from the accident.

The goal for Thursday, 8 Jan, was Paraparaumu, the town where we intend to catch a train into Wellington. A breakfast of apricots, yogurt and fruit breads, pack the trailer and we are on our way again. The campground is on Otaki Beach but the town of Otaki is 6-7 km away on the main road so the first 6-7 km are delightful with little traffic. Then again we are on route 1, headed South with trucks, cars and bridges that have little or no shoulder. Within a few miles Dina says, "The book is right, we need to get on a train." and it does seem the right thing to do, if we live that long. At a toilet stop a young clerk tells us that there have been eight serious auto accidents between his service station and the next town south in the last two weeks to help confirm our conviction that we need a train ride. Just before we enter Paraparaumu, Dina notices a sign for the Lindale

complex, a series of various areas devoted to tourists that she had decided we should check for accommodations. Our first stop was the motor court where we asked about cabins, motel units, etc. but the host/operator said that the only thing he had were tent sites. We really didn't want to sleep on that thin pad on the ground for two more nights in a row and our expressions probably showed that. We said that we would try the motel but the host got a bright look and said, "That motel is way too dear, over \$100 per night. I do have a room here that I sometimes rent for 28 dollars a night and maybe that would do for you two." The room had a double bed, was in the main building between the office and the communal kitchen and just across the road from the toilet and laundry. It was quite large enough for the bike and trailer as well as for us and we took it for two nights. Much better to sleep in a bed tonight. In town we visited the local chocolate factory and the tourist info office before buying some food for a breakfast and stopping at the train station to be sure of details about taking the train into Wellington. Our concern was, of course, this long tandem bike and its trailer. The station master was dubious but called someone in some main office who said, "If they can get it into the baggage section of the train they can

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take it." It was about 15 minutes until the next train was due so we decided to stay to look at the baggage section and evaluate what our chances were. While we waited, a young couple from Auckland, who were also biking south and who we had passed earlier today, arrived to put their bikes on this next train into Wellington. When the train arrived we helped the couple put on their bikes and visually measured the space. Our tandem is about ten feet long while the train's baggage space is about four by eight feet. The trailer is an additional 32 X 32 X 32 inch unit that rides about ten inches behind the bike. We decided that if: 1) we get on the platform early and unhook the trailer; 2) as soon as the train arrives we stick the trailer into a corner of the baggage compartment and then 3) jam the bike at some sort of diagonal to get it inside and shut the door and 4) quickly go sit in a seat somewhere. Then the train people will probably go along with us and let us and the assembly stay on rather than let the train leave late. Wish us luck!

Since we were staying for two days we didn't have to awake early to leave by ten and we slept until eight. Today was the day that our major activity was to be a visit to the Southward Auto Museum just a mile or two away and reputed to be a really fine collection. Actually since we were quite near the South end of the island I initially thought that the name of the museum probably had something to do with its geographical location. Then I read the brochure and found that a locally famous person in the auto business, Len Southward, had donated his personal car collection as the basis for the museum. Len had campaigned his motorboat Redhead to many victories in the area and is now retired but still active in museum operation. The auto museum, whatever its name or its name's derivation, was really very good. Several hundred old and well restored cars on display We spent about three hours walking around, reading the tags and just admiring the cars. My favorite was a 1928 Chrysler 70 runabout and if any of you know of a good example of that car available at a reasonable price you might let me know. After the auto museum we headed back to the Lyndale center to visit the shops and lunch. We had a bowl of seafood soup, tasted honeys, candies, fruit wines and NZ cheeses at various shops and looked at souvenirs but carrying stuff on a bike does tend to limit your shopping. As we were about to leave we found that

the temperature had dropped many degrees, the wind was blowing quite hard and it had begun to rain. The "southerly" forecast on last night's news had arrived. Putting on everything we had along we biked into town and bought food for dinner and breakfast. Dinner was a lot of veggies that Dina had been purchasing along the road, both cooked with a chunk of chicken thrown in for effect, and raw as a big salad. It was great.

We snuggled in our room, glad that we weren't in our tent, and read a little before going to sleep. Saturday morning it was still raining, windy and cold but we packed, ate some cold cereal for breakfast and biked to the railroad station in the hope that we could get on the train and get to Wellington. As we arrived at the station we noticed that a German touring cyclist was already waiting on the platform with his bike and that was a little depressing since there was absolutely no way that both his bike and ours could fit into the baggage space on this Metro train. The train arrived and it actually had no baggage space at all in the cars they were using. The good humor and friendly attitude of the New Zealanders solved all the problems, of course. The conductor walked over to us and simply said, "Here, lets stick those bikes at the back of the car." and that is just what we did without inconveniencing anyone. As we rode comfortably in our train seats beside the automobile road that we might have cycled to Wellington, dry and warm, we were thankful for the gracious NZ attitude the whole way. Arriving in Wellington we walked across the street to our room at the Downtown Backpackers, the former Hotel Waterloo. For many years this had been the finest hotel in town; even Queen Elizabeth had stayed there on her last visit to Wellington. Now it had been converted to a backpackers and Dina and I had a double room for NZ\$42 per night we're paying US\$23.58. Maybe we don't have the same room that the queen was in but still....) It was only noon and looking through the brochures we found a neat bus tour of town that started at 2 PM and we decided to take it. The tour was fine and we doubtlessly saw many things we would not have been able to get to while we were here, including the top of Mt. Victoria, some beautiful, rugged coastline, the botonic gardens and lots more. Tomorrow, Sunday, 11 Jan, we will see more of Wellington and spend another night in the queen's hotel and then Monday morning it is our plan to take the slow ferry



to the South Island. For tonight we have found a place to plug in our computer and send this stuff and we intend to do that on the way to dinner (an Italian place that Dina found in a list). Sunday was a loafing day. We decided to have a brunch instead of breakfast and it finally ended up as a Subway (yes, the US company) sandwich (tuna and cheese on a whole wheat bun), just wandered about town, sat and read, took a nap and generally caught up on our energy. We did take a walk and wandered mostly around the parliament buildings, reading the historical signs on one that has been reputed to be one of the largest wooden buildings in the world (built to look like the stone they could not afford). In the evening we did go back to the Italian restaurant that had been full the night before and had a fine meal. Monday we bounced up at seven, had a yogurt breakfast and were off. We wanted to: 1) visit the AA office for an accommodation guide for the South Island (since we had found the one for the North Island so helpful), 2) visit the first Anglican church built in Wellington (dating from 1860 and built of wood that is now too valuable to harvest) and 3) tour the parliament building; all before we had to be at the ferry terminal to catch the 2:30 PM ferry to Picton. It all worked, we saw everything and we were about to head for the ferry when I discovered that I still had in my pocket the key to the bike room at the backpackers.

Nothing would do but we had to go back and return the key before we could go to the ferry but suddenly a young woman ran toward us. It happened that the young woman was the desk clerk on duty at the backpackers that morning who had given me the key. She was just on her lunch break but had recognized us and knew that we probably still had the key. So she saved us a stop and we could go straight to the ferry. At the ferry terminal we encountered a couple of fellow Americans, perhaps 8-10 years younger than we are and on a bike tour also, and chatted with them while we waited. He had retired from IBM in silicon valley, they were now living in Australia and when we asked for further information on their choice of home the man said, "I am not going back to the US until they have a more moral and patriotic president than they have now." On further discussion he revealed that he thought that Ron Reagan was one of the best presidents that the US had ever had and when asked why he said, "Cause he cut my taxes."

Our discussion dwindled and we didn't bother to attempt to find them on the boat. The crossing through Cook strait was smooth and pretty. That suited Dina because last night when I had wished for a rough crossing, so we would have something to talk about when it was over, Dina expressed the desire that the rough crossing be the return voyage. We will see. We landed at Picton, biked to our campground where we had a standard cabin reserved (a very simple 10' X 10' structure with a door, window, a double bed, table & 2 backless stools), unpacked, had a glass of wine and some chips and walked to town for dinner at a place called The Barn. So another day.

Tuesday was our day to visit Picton but when we awoke and I noticed the light I said, "It must be eight o'clock already." Much to our surprise it was 10 AM! We didn't feel especially tired last night and were probably asleep by eleven but we must have somehow been pretty tired. At any rate we did get up and had a cold cereal breakfast before biking into town for tomorrow's breakfast stuff and to visit the local museum. Picton had been a major whaling port, in great part because they could station men to spot whales going through the Cook Strait and row out and get them. It was a typical local museum, like you might find in most towns in the US as well as here, but it was well laid out and very interesting.

We had decided to stay in a motel in Blenheim, the next town down route 1, so I called Dina's selection there and reserved a room. Blenheim is only about 20 level miles but it is a large town, 19,000 people, and we won't be in another of that size until we get to Christchurch, about 340 km (over 200 miles). We thought that it might be a good opportunity to catch up on our, shopping, E-mail and such stuff. Wednesday morning we checked out of the motor park and were on the road to Blenheim without incident, probably about 9:30 AM. We had intended to stop at a small winery run by a charming German woman who has her celler in a cave dug into the mountain, that a couple of people in Picton suggested. Both said, "You can't miss it.", but of course we could and did, so even with our stop for refreshment on the way we were at the motel before noon. The room was fine, large enough for the bike and such but when I tested the phone line the tester again said, "Excess Current" so again I couldn't bring myself to plug in the computer. We strolled downtown to get some stuff and to check out a local



internet training place to see if I could take the computer there and send and get the E-mail. Maybe I haven't mentioned but Compuserve has five access sites in NZ, Auckland, Hamilton, Wellington, Christchurch and Dunedin, so most e-mail takes a long distance phone call in addition to some access charges. When we eventually found the internet place and they decided that I could come in at 7 PM that evening, when they were to conduct one of their classes, and plug my computer into one of their phone lines. We strolled back to the motel, showered and such, checked local places for dinner and found the local "accident doctors" since Dina's elbow didn't look too good and we wanted to have it checked again. Back to town where Dina's elbow got dressed by the nurse and she was advised to stop a couple of times more at accident doctors to have it checked. Have we mentioned that there is a system here for accidents that even we tourists qualify for? You just go to the nearest clinic, get a number and pay a small fee, I think we each paid \$5, and whatever is needed they do. We first went to the clinic in Napier, actually we dropped in there almost daily for the six days we were there and they dressed our wounds on each visit. Since then we have stopped at several others and each time they take the accident number and do whatever is needed. Wonderful, even though we feel a little guilty taking advantage of it. Which reminds me that the exchange rate is still well below 60 cents US for each NZ dollar and it's a bargain to be here.

I went into the internet training place about 7, as agreed, where the boss had just arrived. He was very knowledgeable and got me plugged in in very short order before he started to teach his class and I made my call to Wellington's Compuserve. Logged on very quickly, which I attributed to the clean lines he had arranged for his business, and the five or six messages that I had in outgoing went out. One line on the computer said, "You have 12 messages waiting" while another said, "Searching for unread messages." Eventually a big blue box came on the screen and announced the some protocol had timed me out and I was now disconnected. I didn't have any of the 12 messages. I called Wellington again and again got right on. Again the computer found 12 messages waiting and this time two of them got downloaded before that protocol disconnected me. I tried a couple more times and did get a total of five

of the twelve messages before the mounting long distance charges finally drove me away.

Several restaurants in town had been suggested, but several people seemed to agree that Rocco's was among the best, if perhaps a little pricey. Of course it was also Italian so, despite the fact that it was well over a mile from our motel, we walked there for dinner. It was wonderful. If you might like spaghetti with a gorgonzola sauce (that I got), half a lobster with Mornay sauce (for Dina), wonderful vegetables and a loaf of garlic bread with side dishes of both a black olive and a sun dried tomato sauce, you would probably enjoy it too. It did come out to be one of our most expensive dinners in NZ and with the beer and wine the total bill was NZ\$64 (about US\$35-36 currently) but we can't be too upset about that, now can we? The walk back to the motel did settle down our stomachs after eating way too much food, and walking through the city park was lovely with a central fountain using many colors of changing lights and changing patterns of water spray. We slept well again.

Thursday, 15 Jan, we headed south again along route 1 towards Christchurch. With a stop in downtown Blenheim to post some stuff to our grandchildren we headed toward a good sized hill. The first few miles were quite level but then we started to climb. In the next 6 km we climbed 640 feet to the first pass, coasted down well over over 200 feet then climbed 100 feet to the second pass before coasting down (slowly, we now coast under control and slowly) into the tiny town of Seddon. It wasn't yet noon but we stopped for a soft ice cream and debated whether we felt like going further. One more thing to mention about today's ride. First, we are on highway #1 - the main north-south highway from Auckland (largest city, about 1,000,000) to Wellington (capitol, about 340,000), pick up again at Picton and on down to Christchurch (largest city on South Island, about 330,000) and beyond. Actually, it is the ONLY road from Blenheim to Christchurch, gravel or otherwise. And we come to a long, one lane bridge with a sharp bend at each end. This bridge must be at least 100 yards long, and we stop and wait for two large trucks coming across towards us. The first truck barely fits - sides and top have inches to spare. Then we bravely started across, followed by a car. Trucks and cars lined up on the far side to wait for us to get across. The topping on this story, is that the roof of the bridge carried the



railroad tracks across the same river. We were grateful that no trains were crossing when we were. In Seddon we decided that if the motel at Ward, another 12-14 miles down the road, had a room for the night we would go there. We called, they did have a room and we were on our way. The wind had been at our back so far but was getting stronger which you might think was a bonus and indeed it was, in part. But the road was quite curved and cut through many high points and the wind got REALLY strong, maybe 40-60 mph. It was not possible to bike fast enough to keep our little flag on the trailer pointing back. This meant that as we biked along sometimes the wind would push us so hard that we could use two or three gears higher than usual but it also meant that sometimes we came out of a cut and the wind was at one side as a truck went past and it was terrifying because it seemed that I might not be able to keep the bike on the road and still not hit the truck. Really I would rather not have had the wind and worked a little harder and felt more confident about survival. Still, with the cooperation of the truck drivers, we stayed alive and noticed that we were about to pass Lake Grassmere.

Lake Grassmere is the world's largest solar drying area producing sea salt. As we came over a hill and saw the area and noticed the huge, bright pink bodies of water we decided that we really needed to stop and find out about it. We turned left off route 1 and onto the road toward the huge salt piles. It happened to be directly into the wind. We biked for about a km into that wind at maybe 1-2 mph before we decided that it was doubtful that whoever was there could or would tell us anything worth the trip. We took a couple photos of several quite large piles of salt, turned back and proceeded to the Ward Motel. At the motel the hostess told us that the pink color of the concentrating salt water was an algae.

Ward is as near to nowhere as we have been yet, at least as near as anywhere with a motel. The unit is delightful with large rooms and a well equipped kitchen, which is nice since Dina had stocked up on food in Blenheim in anticipation of several nights in places like Ward on the way to Christchurch. There isn't really much choice, the service station just down the road does serve food but closes at 5 and we usually eat about 7-8. So we settled down, showered, wrote this stuff and had a glass of wine from the bottle that I had the foresight to purchase

back in Blenheim. The weather forecast on the TV has heavy rain here tomorrow morning so we may be here for a while. We will see. Oh yes. This afternoon I had the time to look over Dina's records and determine that for the first 42 days we have been here, i.e., up to yesterday, and using an exchange rate of 61 US cents for a NZ\$ (while the actual rate should be much less) we have averaged US\$80.65 per day for everything. That includes postage to send our grandkids stuff, misc things like tee shirts and a new bike helmet, all our food and drink (and we really do eat and drink), train and ferry tickets, vocano tours, wine tours, in short everything. Where else can you bike tour for about US\$40 per person per day?

Arising in Ward the weather looked fine. A little overcast and cool and a mild wind out of the North, a tail wind but generally just the sort of day great for cycling. We ate and got on the road, perhaps a little sad that it wasn't raining so that we could just cuddle up and read or something. Some days I really am into the Zen of cycling, without thought of where we are headed or when we might arrive but simply aware of where we are, the wind passing, the surroundings and the present moment. Of course there are the other days when my entire genetics and training takes over and the speed, the expected arrival time and other aspects of the future and the past take over. Today, up until noon, the Zen phase was pretty much in control. We were now cycling along a road cut into the side of a mountain just above the black sand beach, between the mountain

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and the sea, headed generally downhill with a nice tailwind, it was cool and comfortable and given all that assistance Zen could compete quite favorably. Just about noon we stopped at a beautiful place beside the road called The Store in a spot on the map called Kekerengu. The food looked lovely and we were tempted to just stop for the day to walk the beach, have an excellent dinner and stay for the night but the very friendly people there assured us that nowhere in the area was there any accommodation. We could have just camped on the beach but without bathroom or showers it seemed to take some of the romance out of the idea. Besides it was quite early. On further along route 1, maybe a mile or two, and suddenly the wind swept 180 degrees now coming from the South and became a strong headwind. The wind pressure steadily increased until we were cycling in our lowest gear even on this essentially level ground and still going only 3-4 mph. Then it began to rain and the temperature began to drop. We biked for maybe another mile or so since there was no apparent shelter along either side of the road until we saw a lovely home surrounded by many dense trees and we pulled in under a tree beside the driveway and walked to the house to tell them we were there. The woman was gracious but simply said that of course we were welcome to take a break under her trees so we returned to the shelter of the trees and sat and waited. In a few minutes the woman, probably realizing exactly how uncomfortable our condition was, came out and invited us in for a cup of tea.

We had a very pleasant visit for about an hour and then decided that the conditions had improved enough that we should be getting on. Back on the road it became apparent that conditions were not really much better. The wind was a little less powerful and the rain varied but it was really not a good day for a bike trip. As we approached the "town" of Clarence Bridge, a group of four or five houses without any listed services, I declared to Dina that we were going to try hard, perhaps knocking on every door, to find a place to stay in Clarence Bridge. The only sign along the road was one saying, "Woodwork, come in", so we stopped at the shop. In the shop we found a young man turning a wooden bowl on his lathe and asked him who in town might rent a room for the night. He answered, "Well, I really don't know, I have just lived here seven months and don't know that much about my

neighbors, but I will ask my wife." At about that moment into the shop walked a smiling young woman. When the woodturning husband asked his happy wife about a rental room she looked at two wet, wild-looking old folks and said, "Well, we have a sleeper and if it is all right you can spend the night there." We had no idea what a "sleeper" was but at the moment it seemed unlikely that it wouldn't be "all right". It turned out that a sleeper was a detached single room behind the house where they kept a double bed for guests. It was really quite adequate for us even had the weather been more pleasant. The young couple, Nigel and Sarah Beardmore, and her brother had recently purchased two homes and the woodworking shop and went into partnership in the speciality wood business. Nigel had been a dairy farmer and as he said, "Sometimes old men go into woodwork when they retire. I thought it might be nice to do it earlier." Nigel and his brother-in-law produced a wide range of lovely items from some of the beautiful woods available here in NZ. They had a son, Zack, about three years old, twin boys Sam and Tim, about 14 months, were starting the business and remodeling the houses and two young Austrians on a work-visit program were living in the brother's house and being sheltered and fed in exchange for four hours work per day, mostly painting at present. Within five or ten minutes of when we started to move into the sleeper two old friends of Sarah's from the former home town drove into the driveway for a surprise visit. Shortly thereafter Sarah's mother, Ruth, arrived from Kaikoura to return Zack, the three year old. In the chaos we became just part of the extended family and entertained the boys, chatted with whoever wasn't talking to someone else at the moment and generally felt increasingly comfortable. Sarah fed us both dinner and breakfast and by morning the weather had again returned to wonderful as we said our goodbyes. Dina did buy an interesting wooden letter holder that Nigel made and that he will ship to us (ask to see it when you visit) and we insisted that Sarah accept NZ\$50 for everything instead of the NZ\$25 that she said she thought was fair when asked. We intend to stay in contact with this lovely couple and perhaps negotiate to have Nigel make us a set of wooden dinner plates that I have always wanted.

On Saturday, 17 Jan, biking from Clarence Bridge to the day's goal city of Kaikoura was again a



Zen trip. It was a bright and clear day, riding between black sand beaches and soaring mountains, on a fairly level road with train tracks swinging to alternating sides underneath and going through other occasional tunnels, only moderate traffic and a couple of stops to view the fur seals on the rocks beside the beach. Easy to stay in the Zen mode. Eventually we arrived at Kaikoura and stopped at a motel and campground. Even though it was just one PM the facility was almost full on this holiday Saturday. I had hoped to find a motel with a phone in the room so I could call Christchurch and send this E-mail. But the motel units were full as were many other types of units but they did have one empty "tourist flat" and they assured me that I could use the office phone to send the E-mail. The office phone jack gave a green light on my modem saver and the offered unit was huge (three bedrooms) and comfortable with bath and kitchen, so we took it for two nights. Being a grade down from a "motel" unit, we use our own sheets and towels.

One reason we had decided to spend two nights in Kaikoura was to take a whale watching trip so immediately after checking in we walked across the street to Whale Watchers to ask if we could get on

one of the Sunday trips. Much to our surprise we were offered a place on the 3:30 trip that afternoon. It was an almost windless day and looked to be perfect to see whales so we took the tickets, dashed to the store for more provisions, back to the room to change and back to the office for the trip. It was an excellent choice. They advertise that there are no guarantees, they try hard to find whales that you can look at but can't always be sure. On the boat the guides again mention that they can't always find whales and that one or two is about normal. On our trip we saw eight, five up close blowing and then making classic dives, one just cruising along the surface but apparently headed somewhere and eventually we saw that he was headed directly at another whale headed in turn directly toward the first whale. They eventually met, almost head on, and then submered in a huge swirl leaving us to wonder if it was a fight or the joy of a reunion. We considered it a very good cruise. At the motel hostess's suggestion we ate at Hislops, an organic restaurant just a block or two away, and it was wonderful.

Well, on Sunday, 18 Jan, we tried three or four times to send our regular status report and every time we were successful in connecting with the



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Compuserve computer in Christchurch. Then we sat and waited and it timed us out before it did anything. Anyway, Sunday was a quiet but pleasant day. We walked around town, bought some groceries and then stopped at the visitor center and viewed a movie on whales and the Kaikoura area. We were quite startled as we stood at the information counter when we were approached by the Dutch woman who is cycling with her husband and two kids for six months here in NZ. You may recall a few weeks ago when we camped beside this couple and chatted with them at length. Well, they caught us here in Kaikoura and they were camped in the complex where we were staying. Funny, in a way, how close you can feel to someone you really hardly know when you share something non routine like both spending six months on a bike in a foreign country.

At any rate we talked, compared notes and then later in the day we went back to their campsite and visited some more. Actually it was good for them that they ran into us because one of the kid's bikes had broken a brake cable and we had a spare to give them. Later that evening Dina fixed some veggies and such for dinner to supplement fish and chips that we bought at the leading takeaway place in town. The fish was shark and very good. The chips were huge chunks of a local sweet potato that are great too.

Gene & Dina Stucker
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We have two and a half days of events planned. Friday it's your choice of long rides to Paul M Grist State Park or shorter rides to explore Selma. Saturday we'll all ride the distance of our choice to Cahawba Historic Site to enjoy a picnic lunch, socializing and to imagine Cahawba full of people when it served as the Alabama state capital. We'll enjoy a bar-b-que dinner and tales of local ghosts and goblins. Sunday, we'll spin a few last miles to Sturdivant Hall for tours and a southern brunch at adjacent White Force Cottage. We do hope you'll come join us. See the calendar for details. Pre-registration is required.

Jack & Susan Goertz
Birmingham, AL



BUILDING A PORTABLE TANDEM SHIPPING CONTAINER

In July of 1996 we were faced with the issue of shipping three tandems to Halifax. Using materials and methods we had tried on our 94 trip to France we set out to build three sturdy, economical, and quite portable shipping containers.

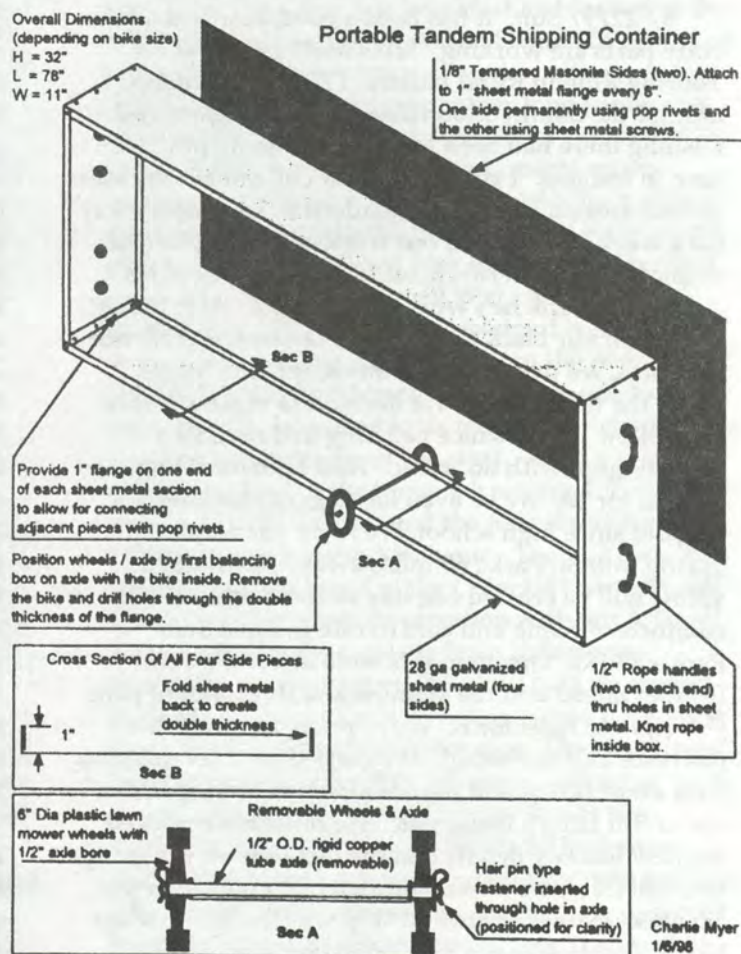
The backbone of the containers (perimeter) was constructed of 28 GA galvanized steel fabricated at a local furnace installation shop. These pieces were fabricated one inch (1") longer than the required box dimension in order that one end could be bent 90 degrees to mate up with the next piece of the box. These four pieces were then pop riveted together (six pop rivets at each connection), laid flat on the floor and squared.

Measurements were verified to assure the size of the masonite sides required. Assembly of the fixed masonite side to the sheet metal frame was made using pop rivets. It's amazing how the flimsy frame gained strength as the container took shape. The box was then turned on it's side and the remaining masonite panel and metal was drilled. A match mark was placed on the box and masonite sheet to assure that the orientation was easy to recognize for later reassembly. Next, wood pieces were fabricated to fit between the drop-outs. These were attached to the metal box frame using additional wood and dry wall screws from the outside. This was done with the bike inside the box for accuracy. This is not detailed on the drawing due to the varying tandem sizes. Rope handles were attached to each end to facilitate handling. We used polyethylene rope and applied some heat from a propane torch to the knot to assure they wouldn't come loose.

When packing the bikes we found sheets of Styrofoam (headboard) cheap, easy to use and forgiving. This was inserted several places between the bike and the masonite. We had also learned from previous trips that tie wrapping the wheels tight to the bike in several places prevents unwanted scratches. Rubber foam was

placed between the frame and the wheels prior to this step.

With the bikes in place and all the tools, shoes, and helmets inside, the remaining masonite side was installed using sheet metal screws. Total weight with trunk bag, tools & shoes was 83 pounds or about 10 pounds heavier than when we went to France. The boxes were loaded on the trailer and we were off to Indy. When we displayed our bike passes to the ticket counter a handler was called to pick up the bikes. He didn't bat an eye but did appreciate our assistance in getting them loaded in the elevator.





We had a transfer in Detroit and were lucky enough to witness the loading and unloading of the bikes. One slipped off the conveyor (at the bottom thank goodness), sustaining minor damage to the box. When we arrived in Halifax we claimed the boxes and immediately installed the wheels. With these in place and the remaining luggage piled on top of the boxes, we found it quite easy to maneuver through the airport to the ground transportation area using the rope handles. When returning to the states the boxes were passed through an x-ray conveyor clearing by a fraction of an inch. Whew!

At the end of the trip, we found the contents had not sustained any damage at all. The boxes did show signs where they had been slid around a lot. The

metal was scraped and some of the comers had been rounded however it would easily live through more trips. A couple of the masonite sides were cracked where a sharp object had hit the box, however the masonite remained in place due to the frequency of the pop rivets and screws. A couple of new sheets and we'll be ready for the next trip.

Total cost for one box and parts was around \$75.

Oh yea, don't forget to carry a screw driver IN YOUR POCKET and a couple of extra hair pin clips for the axle!

Charlie & Phyllis Myer
Lafayette, IN

DIARY NOTES ON TRIRI '97

6/ 22/97 Sun. It has been a good year and all our body parts are working. Mike and I prepared for Touring Ride In Rural Indiana, (TRIRI), by biking around the Smoky Mountains the week before and wishing there had been less rain and more practice time in Indiana. I got a short hair cut and left my hair strewn around our daylily gardens to keep deer away for a week. We parked our truck at Mike's place of employment, Ameritech, on 17th street. All of his coworkers think he's working overtime. At 7:10 A.M. we left on our black Cannondale tandem. Before our first turn, we passed a Columbus, Indiana biker. going the wrong way. He decided to make a u-turn and follow us. It's nice pedaling in downtown Bloomington with no traffic. And tandem riding is so natural for us, we've even had a joint checking account since high school. We're on our way to Spring Mill St. Park., 60 miles away. No doubt a shrine will be erected one day to those who left the comforts of home and cars to ride Indiana State Park's TRIRI. Our thoughts were about the raw frontier ahead and the stamina and threshold of pain you have to have for it. We're ready for our s & s (sacrifice and suffering). We carried on conversations with other bikers and found ourselves staring in the eye of Bill Lang's Instamatic. He must have noticed my new Ritchey pedals and the fact that we are going through this time in life like matched luggage in our new bike clothes. Our first stop was the White River Bait & Tackle where a mastodon jaw is on display.

The proprietor was showing off a fake can of rattlesnake meat that shook and hissed when turned. He could sense the bikers with snake phobias and that included this stoker! They are going to have to put that man in a home! We pedaled, on smelling aroma of honeysuckle and the fields of daisies were easy on our eyes. We met Donnie, who's friends call him Lefty, and we were impressed with his talent and strength. He bikes with one arm and designed his bike gears himself. What a guy! The rolling hills along Rd. 450 were a challenge. I held onto my handle bars tight so my hands and gloves wouldn't blow off. I wonder how many bikers have had their hands blow off into a car windshield? The dogs along the route are in a bad mood. We realized this could take the helmet and horns out of a bike trip and it did for one unfortunate biker when a dog ran into his bike, before Mitchell. Weeds were very tall along Williams' and Bryantsville Roads. and tickled our legs. We stopped at a Subway Shop for lunch, in Mitchell, and ate with Nancy and Jochen Ditterich of Michigan. They also ride a tandem to places like they West Coast and to Florida. Their bike provides the ideal pace to experience life. It took them out of tourist centers and into places where they found the nicest people and interesting situations. I was a basket case anticipating what might be ahead for us when Mike retires. We picked up one of their vices and ate a Reeses cup as we rolled into our campsite at 1:30 P.M. with 62 miles ridden. We set up our tent



close to the Semi which cut down on bag carrying distance. Ray and Linda Cannarella were our good neighbors that covered up the pile of animal scat between us with sticks. We swam in the pool, napped, and chatted with Ray and Linda at our shady camp spot. Dinner was served by McDuff's and entertainment by Dan Coy and the Standing Room Only Band. Walter Dick gave Mike and I a narrated tour of his tent. Then we noticed someone pitched a tent so close to ours that we knew, during sleep time, that they were low an octane and high on gas! The camp area was over crowded.

6/23/97 Mon. There was a full moon last night maybe that's why we had no personnel space. We appreciated Bernadine and Glen Thomas following behind us in their truck as we pedaled in the early morning dark to Spring Mill Inn for breakfast. Their lights lit up the signs so we could see which way to turn. They are taking time out because of the humid air. 5:53 A.M. was departure time for a 78 mile ride to Lincoln State Park. It was foggy and bikers with prescription sunglasses had a hard time seeing and needed wipers. We biked around the West Baden Dome where pink roses and road construction greeted us. We took a peek into their magnificent flower gardens. Temperatures rose into the 90's and there was major huffing and puffing on the long steep hills. Just outside of Cuzco, a truck came so close to bikers that we could hear his tape saying, "You know you're a red neck if." We cooled off and enjoyed snacks under a tent at Cuzcols General Store. SR 164 was lined with turkey feathers and there was little traffic. We were totally fried at the Sunoco Circle A, in Birdseye. Our heads whirled dizzily in a cloud of exhaust as we sipped Gatorade. It was pretty much downhill to Saint Meinrad. Everyone was feeling the humidity. Mike considers cue sheets to be up there with the Dead Sea Scrolls so we had to make the uphill loop around beautiful St. Meinrad. Just try riding up there when you're out of estrogen and having hot flashes and see how spiritual you think it is! Lunch was at Windell's Restaurant. Dale and Mike thought it beat being home cutting grass. When we saw the shade trees of Lincoln St. Park. tears nearly welled in our eyes. We were there at 2 P.M. with 79.8 miles ridden. A lot of people sagged in because of the extreme heat. We set up our tent next to Paul Holliman of Illinois. Paul got scared when others set tents so close that he could hear their stomachs growl. He moved out by



the road and left us in our nest of ticks. Before it was all over I had three stuck to me. Our tent neighbor, Kim Kissel, put their tick supply in a zip lock bag. The regular campground showers were far away so we pedaled to them with our sandals on. We were doing great when a bird dropped a worm on my knee. I panicked and we almost crashed. After dinner, Mike sat in his camp chair and I laid down on my Therm-A-Rest mattress to listen to Tammy Davis give a talk about Indiana snakes and she had them with her! Mike said he learned a lot but I missed most of the talk because I got Therm-A-Rest Paralysis (inability to wake up once on it.) I remember that Mike nudged me and said "she's bringing the snake out here." My snake phobia didn't kick in. One eye opened and my body trusted that Tammy Davis wouldn't let go of that snake! Someone must have spiked my lemonade with sominex!

6/24/97 Tuesday. It's a day of rest at Lincoln State Park. We ate a late breakfast and looked at the 3 optional Lincoln loop rides; an 88 mile, 55 mile, and a 23 mile. We chose option 4, our own, because my Irish skin couldn't tolerate another long sunny day. Mike washed out brittle clothes under faucets set up by the shelter picnic sites while I caught up on reading in the shade. We discovered Mike's gloves and sweatband are in the final stages of rigor mortis and wonder if they'll last four more days. Our first short ride took us to Colonel Wm. Jones State Historic site. Here I had a problem of being unable to get my right shoe unclipped from the pedal. I untied the shoe and hopped around on one foot while my Captain used tools to pry the shoe off. One screw was missing from the cleat. After a very interesting tour of the home we returned to camp for help and really appreciated the new screw from TRIRI's Wrench Force Mechanic. Then a 3 mile ride back to Dale for lunch at the Colonial Cafeteria, got us into another long conversation with Jan & Dave Hageman, a tandem couple from Kalamazoo, Michigan. A short afternoon stroll took us around the Living History Farm. Then we went schlepping along the beach the rest of the day. The beach area felt 20 degrees cooler than at camp. A flock of geese joined us and a dog named Spike. It was fun watching Spike chew on all the sticks and swim. And it was relaxing to watch swallows land and take off from the sand. Dinner, by McDuffs, was served from 5-7 P.M. and entertainment was "Young Abe





Lincoln" outdoor drama. We had been there done that and spent the evening cleaning out the tent and moving away from the tree line area, More ticks and ants were inside the tent and our bags. We now have ants in our pants. You should never complain about what you have because you may get even worse!

6/25/97 Wednesday. Breakfast was served early under tents at Lincoln State Park. Everyone is riding 65 miles to New Harmonie State Park. We couldn't wait to escape the ticks and ants! The early morning air was already hot as we pedaled out of the Park. at 5:45 A.M. with Joe Anderson, Frank Prosser, and Linda Woods. It was beautiful riding to Lynnville and there was nothing to offer but wide open spaces and farmland that made you want to breathe deep and sigh. We loved the basket shaped shrubs around the homes of Haubstadt. The roads were mostly flat and perfect for tandems but we had to push against the wind all day. Meny's Scot Farm Grocery was our first stop. I relaxed in their swing for sale and got bored while waiting on Mike to buy some juice. No other biker was around so I carried on a conversation with one of their mop displays. Our next stop was Cynthia where we filled up our water bottles and used air-conditioned restrooms. Some bikers, at the stop, were convinced that bicycling doesn't burn calories. Don't believe it! You only stay young by being active. If you sit still you swell. Our third stop was the 76 T-Mart near Poseyville. Bikers were lying around on a wall by the sidewalk, looking like the homeless and bag ladies remembering their human nomadic history. Their Tribes are Trek, Cannondale, Santana, Burley, Fuji, and Schwinn. They are in search of McDuff's catered food. They are learning to celebrate the strength of people who leave the world of things and learning skills of ancestors. We ate an elegant lunch at the Red Geranium Restaurant, in New Harmony, with Tippy and Henry Hawkins, a tandem couple from Tulsa, Oklahoma. As we left the restaurant, a lady asked if she could take our picture next to our bike. This was a Mom crying about the death of her son. We held her pain in our hearts and suggested she read a new book, *The Death of an Adult Child* by Jeanne Webster Blank. This book has been a halo over our hurt and tells the story of our son, Doug's death, Dead in war, and us ... parents with a profound knowing about the inheritance of violence. We pedaled away thinking that No Shooting signs

will soon be as common as No Smoking signs. Maybe we will be ready for relationships by the year 7590. We took a spin around town and Walter ran out of a restaurant to catch up on our news of the day and brought us back to the present. We arrived at New Harmonie State Park. at 1 P.M. We were happy to have lots of tent spaces between the pool and dinner tents. Mosquitoes have their own air force here. They couldn't get enough fresh TRIRI "meat"; they thought OFF was an appetizer! After dinner entertainment was Sharle Davis and Will Oevitt's musical talents. However, a baby in a diaper and carrying a pillow stole the show.

6/25/97 Thursday. It rained last night and cooled temperatures for a nice morning ride. We took our tent down quickly and didn't tell anyone at the outdoor breakfast that we almost lost our minds because of mosquitoes. Leaving the Park at 5:55 A.M., Mike was like Mr. Kamikaze...in control and escaping insects. Our first stop was Owensville's Get N Go where we observed a biker using a toothbrush on cleats to get sand out. We passed beautiful farm fields growing watermelon, cantaloupe, cabbage, and wheat. The dogs are friendly here and know their only purpose is to be live in lawn fertilizers. Then we discovered when women on singles see a couple

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on a tandem they get so jealous they could spit up. They know a stoker doesn't have to wave their arms, shout, or pass a captain to get his attention. Stokers just whack them on the helmet to point out roadside attractions. And a tandem team can go faster than aspirin in the blood stream and can be more powerful than detergent with built-in bleach. And we got past the road patching work before it started near Princeton. Everyone walked bikes across an iron bridge in Hazelton that was closed to traffic. How did Joe ever find this route? Negative ions along wheat fields produced positive emotions and Mike picked a bouquet of wildflowers for his stoker. I stuffed them into the top of my bike shorts. We ate lunch at Shoney's and phoned Vincennes Holiday Inn for a room. On a quick shopping spree we purchased a small battery operated fan. Perfect for tent camping. How did Joe find the place to walk bikes over rail road tracks near Vincennes University.? Everyone thought it was a joke! Arrival at the camp area was 1:30 P.M. with 74.9 miles. We put our luggage in the pile for the Inn. There will be world peace when everyone finds luggage in an orderly fashion! Kim Kissel and Jerry Brewer waited in the lobby with us while Holiday Inn made arrangements to drive back over to campus to pick up luggage. While waiting, we discussed how long it had been since we heard a Peter Jennings news report. We wanted to know how the world had fared while away, In our room, I slid into my nightgown of bicycle chains, hand made by Mike. And enjoyed running tap water. clean sheets, and a real bed. 500 of us dined in the gorgeous Executive Inn with no bugs.

6/27/97 Friday. Check out of paradise was at 5 A.M. Bikers admired our talent at riding our bags over to the Executive Inn on our tandem for pick up by DNR people. Breakfast was served at the Inn. We felt like royalty! We left Vincennes at 6:30A.M. and had a spectacular day with sunshine and perfect temperatures. Our route through Bicknell had the most pot holes with a smiley face at the end. One biker shared how much he hated those smiley faces. Our first stop was Jan's Country Store in Freeland. We sat in the shade and ate fresh peaches and chatted with Martha and Sheldon Hall. TRIRI doesn't seem the same because the Halls haven't broken a spoke. We passed coal mines and beautiful wheat fields. Next stop was Blue Jay Junction, in Sandborn, where Mike enjoyed his first dessert of the

day and Bill Lang gave us a picture if us riding the tandem. He's a great photographer! We appreciated his thoughtfulness! A 10-year-old store customer, had lots of questions about all the bikers. She hadn't had a bike for two years. but had one in lay-away and she was wishing she could ride with us. More negative ions filled the air and my captain picked more flowers for me along the road. We stopped at the Grill Restaurant, in Linton, for Mikes second dessert. As we rode through Linton Mike gave Bill Vanderwall, of Kansas, and I a tour of cross-boxes and splice cases he had put up for Ameritech last year. Bill told us about his state ride experiences as we pedaled to Jasonville. We ate lunch at Klein's Kitchen with Pam Summers and her husband. Mike bonded with her husband and swapped work stories about the Bell System. We arrived at Shakamak State Park. at 1 P.M. with 56 miles ridden. We spread out our tent gear to dry and took up a lot room so people wouldn't camp inches from us. We cooled off by going down the water slide. I took a stroll out on the patio by the beach house and was watching Frank Prosser point out a raccoon in a tree and a rare Blue-Tufted Red Warbler when I caught a glimpse of Mike. He had a plastic fork tucked in his sweatband and was carrying his third dessert. It puzzles me

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T**A****N**

how Mike can spot a rich dessert three miles away. After dinner, we listened to Joe and Barb Anderson's version of TRIRI. They assured us that 99% of the time everything was fine. It was that 1% of the time for the weird incidents, bike crashes, and close encounters that made them talk in excited voices. Our last night of R & R and we were just about to doze off when someone tripped over the stakes that held the tandem up and pushed the bike into the tent. You know who you are! Then Mike paid for all those sweets with indignation.

6/28/97S Saturday. Bats greeted us as we crawled out of our tent. It was 5 A.M. and it looked like all bikers were up acting like a bunch of bats. We ate breakfast with Paul Holtman, of Illinois, and Cathy a Spanish teacher at Indiana University, Paul took a picture of us at our campsite. The three of us had bonded because we're scared of close tents. We're bikers who know the benefits of remote areas. We pedaled out of Shakamak State Park. at 5:50 A.M. with cool weather and cloud cover. Bikers were grateful, riders seemed impatient. Every new road they turned on was like the last and they wanted it behind them. The only attraction they were interested in was home. Our first stop was Patricksburg's Regal Market. We found Mark Robinson sitting on the porch vowing to become a better person and thinking about starting his own church. He pointed out a sign, inside the Market that said Spencer Christian Church and plans to take a picture of the sign and mail it to Good Morning America to show Spencer Christian there's a church named after him. There were nasty hills to climb after Patricksburg. As we rolled into Spencer, we

found out that Walter Dick is going to devote his life to pain and go on another bike ride next week. We enjoyed an early morning ice cream cone at Spencer's Dairy Queen. Kathy, the birthday girl from Ft. Wayne, was there and gave us a penny she found for our road money collection. Our bike friend, Ron Adamson, would love TRIRI. We found 56 cents of road money this trip. See what you missed Ron! We were pedaling up the big hills out of Spencer when Randy Hoffman passed by calling us Stew and Stella Stunning. Mike and I are like outdoor yard lights. We attract all the bugs! It was 10:58 A.M. when we arrived at our truck with 412 miles behind us. We're tanned and older. And our bodies have the sweat and dust of scores of roads. I looked around hoping someone would carry me to the truck in my bike seat locked position because it felt like there was no way in the world I could stand. We drove to the IU Stadium to pick up our bags. The wife of that Columbus, Indiana rider chatted with us. She worried because her husband wasn't back at 11 A.M. Maybe he's still out there making u-turns, we told her. She was wishing for a tandem so she could ride TRIRI. We have all 4 TRIRI routes under our fanny pack so next year Mike might take me dancing and we'll be somewhere drinking champagne from a glass bike shoe.

Bev & Mike DeFord
Unionville, IN

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CASUAL RIDERS UNITE

We wonder if anyone out there rides like we do. We just finished the 50K (31.5 miles) part of the "Tour de Cure" and averaged 15 miles per hour. We thought that was really fast and far, but after reading the TCA Doubletalk we wonder if we are the only ones that enjoy a nice casual ride with little thought of speed and think that 15 to 25 miles is a good long distance.

We have been riding a MT1000 Cannondale tandem in Juneau, Alaska for the last four years. We have taken and ridden our tandem in England, Bahamas, Mexico, Canada, and yes, the lower 48 states, but we still think that 12 to 15 miles per hour is fast and that 20 miles is a nice ride. Maybe we feel that way because if you leave downtown Juneau and go west you have 50 miles to the end of the road, if you go east there is only 6 miles of road. The complete circle of Mendenhall Valley is 20 miles including an excursion to the face of the Mendenhall Glacier and there are only 30 miles of road on Douglas Island. Oh yes, there are no North or South roads because of the ocean on one side the mountains and ice fields on the other. Or, maybe it's because we are out of shape.

We do downhill ski 2 to 3 times a week, in the winter and in the summer we work for Cycle Alaska 2 to 3 days a week taking tourists on 12 to 20 mile bike tours of Juneau. Cycle Alaska has three tandems plus 45 half bikes you can either ride on the tour, or rent for the day. In the spring we ride every Sunday with our church group (there are two tandems in the group) and ride in the Kluane to Chilkat International Bike Relay Race. We have to put our truck and bikes on the Alaska Marine Highway System to go Haines, Alaska then drive 160 miles through British Columbia to Haines Junction, Yukon Territory where the race begins. Out of the 150 teams entered there were only two tandem teams. Our tandem team came in first last year. Our team ages ranged from 70 to 16. The 70 year olds took a few breaks to talk and drink along the way and our 16 year old grandsons got up to 52.5 miles an hour on one down hill. I guess if the bike will go that fast our 12 to 15 mile speed must be us.

We think Nassau is the best place for the tandem because we can put our snorkel gear in the panniers and ride 3 to 6 miles to be at any number of great dive sites. The snorkeling is quite nice with lots of fish and coral. Then a quick stop off at TCBY and a short ride back to our time share. Another quick dip in the ocean and we have had a great day.

October 23 to 25 we plan to attend our first tandem rally, the 20th Southern Tandem Rally in Selma, Alabama. We will be the ones at the back of the pack with an Alaskan flag on the back of the tandem, taking the most pictures and having the most fun.

Casual Riders Arise and Write.

Bill and Barbara Johnson
Juneau, Alaska

BACK ISSUES AVAILABLE

We have a limited number of back issues of Doubletalk available to complete your collection. For each issue desired, send a check for \$3.00, payable to Tandem Club of America, to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430. The issues you order will be sent to you either via first class postage (1-4 issues ordered) or via UPS (more than 4 issues ordered).

Issues still available:

May-June, 1998
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INTERNATIONAL TANDEM RALLY COMING TO NEW ZEALAND

History in the making and the Tandem Club of America can be part of it. We are organizing an International Tandem Rally up here. Initial response to our first tentative inquiries was very enthusiastic, meaning that we are now going to push ahead and try to get heaps of tandems up here.

It is really going to happen!

What? The First Up Over Tandem Rally in New Zealand is going to go ahead.

When? April 1, 1999 - April 6, 1999

Come and be part of history in the making at what will probably be the first International Tandem Rally to be held in New Zealand. The rally will be based at the Opal Hot Springs Holiday Park, Matamata, about 175kms (give or take a few) south east of Auckland. Accommodation is in self-catering cabins from NZ\$35-NZ\$5 per couple per night, NZ\$15 per person extra (cabins sleep 4 to 6); or tent pitches at NZ\$20 per tent (2 people) per night and NZ\$10 per person extra. Hot pools fed by hot spring water will provide a welcome relief for soothing aching muscles at the end of each day. There are some motels, Bed & Breakfasts and Homestays nearby too, although we have not investigated these yet.

Our intention is to arrange transport to travel down from Auckland to Matamata on Thursday April 1 1999, and return to Auckland on Tuesday April 6. A variety of rides will be arranged to accommodate most tastes beginning Friday and ending Monday.

Matamata is in the centre of the lush Waikato region south east of Auckland. It is renowned for its bloodstock and dairy industries. Nestled at the foot of the spectacular Kaumai ranges it offers an excellent base for hiking and many other activities. For cycling there is a variety of terrain but nothing too hard. Rotorua famous for its thermal activity is only one hour away, as is Lake Taupo, and Tauranga and the Coromandel peninsula.

After, or even before, custom itineraries can be prepared for people intending to see some more of New Zealand. Pedal Tours is a New Zealand company and has been offering cycle tours in New Zealand for many years now. They will be more than happy to provide advice and assistance on where to go and where to stay depending on the number of days available, or even arrange group tours if required. Why not take in a tour of the South Island first and finish off with a tour of the Coromandel or East Cape afterwards?

Places are limited and early expressions of interest are needed. A deposit of NZ\$20 per person will definitely secure a place. Deposits should be in the form of bank drafts made payable to 'Tandem Rally NZ 1999' and are non-refundable. Each couple should allow around NZ\$400. That will cover accommodation (but not food), cost of transport, hire of support vehicles and rally social events. Please note this is only a guideline figure and is not to be considered as the final cost.

Please contact us as soon as possible, stating your accommodation requirements and the number of people wishing to come. Once we have an idea of numbers we can move on and begin firming up arrangements. If you require more information only, and do not want to commit to a booking, please send 2(two) International Reply Coupons [ed note: International reply coupons are available at your local post office], and we will send an information pack.

Phil & Louise Shambrook
48A Gordon Avenue, Milford,
Auckland, 1309, New Zealand.
or e-mail tandem_bike_42@xtra.co.nz



HEY, LET'S RACE THE TANDEM!

Tandems go really fast on the level and absolutely blaze on downhills. We love to show these characteristics off to our single bike (sometimes known as half bike) friends. Your chance to really show off is being made much easier by the United States Cycling Federation. Tandem Time Trials are a regular part of the National Masters Championships and frequently part of the District (about state level) Championships. A time trial is a level race of 40 kilometers, about 25 miles, as fast as you can go. You can ride 25 miles easy enough. You can ride a tandem really fast. Put these two qualities together, and with a little practice you can be a tandem racer. Master level is defined as 30 years old and up. For the purposes of racing tandems at the National level, the ages of the two motors are combined. Time trial classes are separate for men, women, and mixed and are divided into ages 70+, 90+ and 110+. (In the future I predict we'll see 130+ as well.) You can see there is a class for you. Remember, you can ride your tandem at least 25 miles in one sitting, and you can ride it fast. If I've got you interested, I'll tell you how to do it.

First, you'll need two USCF licenses at \$35 each; and you had better hurry. You can call or write USCF for applications at:

USA Cycling, Inc.
One Olympic Plaza
Colorado Springs, CO 80909
1-719-578-4949

USCF can also tell you the name of the representative for your District. That person can tell you when and where your District time trial will be held and whether tandems are included. If the captain of your rig has raced with the a USCF license before or does so currently, it is possible to become rated at a Category 3 level racer. (A brand new license starts out as Category 5, or 4 for women. It takes some racing experience to convince your District Rep to move you up in Category.) You'll need a Cat 3 captain to ride in the Masters National time trial on July 15 in Tallahassee, FL. (Next year the Nationals will be on the west coast.) At the state or

district level, a Cat 5 USCF license should be all you need. The Georgia District TT will be late, August or Sept. Others will be sooner, so you need to find out quickly. I'd recommend a little practice before you try it.

The time trail, sometimes called the race of truth, involves a 25 mile run, usually out 12.5 miles and then back. You get a standing start, but you get to clip into your pedals while someone holds you. At the word "Go" from the starter you are on your own. (The holder doesn't give you a push.) There is no drafting. When you catch another competitor, you must pass wide. Competitors start 30 seconds to one minute apart, so there is some passing but no real heavy traffic. The turn around at the mid-point is something to practice, especially with the tandem. Usually, you've got just a standard two lane road, so start the turn all the way over to the right, clear the turn around pylon (but not by much) and put the hammer back down for your return. I recommend the use of heart monitors both for practice and the event itself, to assure that you are working at your planned level. (It's easy to try too hard on your first time trial and blow up before the 25 miles are completed.)

As you practice, your goal might be for a time trial speed of about 25 mph. That means you complete the event in about a hour. Practice one or two mile "intervals" at 26 to 27 mph to get comfortable with the intensity. I'll be happy to e-mail a more detailed description of the time trial event to those of you who'd be interested.

Charlton Jones
Smyrna, GA



1998 WORLD CYCLING CHAMPIONSHIPS FOR THE DISABLED

FOR IMMEDIATE RELEASE - - among other things, tandem captains needed

Disabled Cyclists from 28 Countries are to Compete at World Championships in Colorado Springs, Colorado. The U.S. Association of Blind Athletes (USABA), is to host the 1998 International Paralympic Committee (IPC) World Cycling Championships for the Disabled taking place from Sept. 12-22, in Colorado Springs, Colorado. Over two hundred of the world's top blind, amputee, cerebral palsy and spinal cord (wheelchair) cyclists are to compete head to head for world championship titles in track and road races, at the U.S. Olympic 7-Eleven Velodrome, from September 15- 17, and at the U.S. Air Force Academy, on September 19 and 20.

The IPC World Cycling Championships take place every four years, two years prior to the Paralympics. The Paralympics (meaning parallel to the Olympics) are the equivalent of the Olympics for athletes with disabilities and take place immediately following the Olympic Games, with the 2000 Sydney Paralympics being the next Summer Games.

The USABA is to kick off the festivities of the first ever IPC World Cycling Championships to be held in North America, with Up With People, an international performing arts group with cast members from all over the world. Up With People is to perform at the Opening Ceremonies taking place at 7 p.m., on September 13, 1998, at the U.S. Olympic 7-Eleven Velodrome, in Colorado Springs.

The USABA is seeking volunteers in all capacities, including: host families for cast members of Up With People; envoys / dignitaries to assist each delegation from September 12 to 21; language interpreters; volunteers to work the Opening Ceremonies, track events, road events, and medal ceremonies; cat 1 and cat 2 road or track cyclists interested in piloting tandem bicycles for blind cyclists during training sessions; and schools interested in adopting countries and supporting their adoptive countries during the World Championships. USABA event coordinators will need hundreds of community volunteers to make an event of this magnitude a success.

The U.S. Association of Blind Athletes is a non-profit organization member of the United States Olympic Committee whose mission is to ensure that the blind and visually impaired have the same sport competition and training opportunities as their sighted counterparts. USABA strives to educate the public about the misconceptions of the blind and disabled through its athletes and sporting events.

For information on volunteer opportunities or on becoming a USABA partner in hosting the world's top cyclists, please call Kim King at USABA (719) 630- 0422 or e-mail kking@iex.net.

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TANDEM CALENDAR 1998

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 11, 1998. **DATES (Dallas (TX) Area Tandem Society) Ride.** Dallas, TX. Wal-Mart parking lot at highway 80 & Beltline -east side of Dallas from 30 to 40 miles at a casual pace. Terry & Cindy Gregory (972-285-7833

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 kjkpk@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 12, 1998. **PIGS (Paired Iowans Going Somewhere) Ride.** Des Moines, IA. Ride leaves from Des Moines Art Center, Polk Blvd & Grande Ave. 25 to 45 miles. Pat or Ernie Fisher (515) 226-0172

July 12, 1998. **CRABS (Couples Riding A Bicycle Simultaneously (Baltimore, MD)) Red Raspberry Ride.** Harford County, MD. Pick raspberries along the route followed by a shady lunch by the water in Susquehanna State Park. Tom Bruni & Therese Spadaro (410) 426-3420

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 19, 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 18-19. **Team Northwest Tandemonium (Portland, OR area) Wine Country Tour.** Stay in hte Portland Metro area while still putting miles under your belt. Gary & Judy Dinsmore's fourth weekend tandem tour will meander around Washington and Yarnhill counties seeking out the area's best wine. An overnight motel or B&B will be reserved in the McMinnville area. Gary & Judy Dinsmore (503) 543-2584 or gdinsmore@columbia-cente r.org

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 19, 1998. **Colorado Tandem Club Ride - Frisco to Vail and back.** The ride leaves Frisco at 8am with lunch in Vail before the return. about 60 miles. Pete or Mindy Germann (303) 238-7648

July 19, 1998. **CATS (Chicago Area Tandem Society) Crystal Lake Ride.**

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.



Crystal Lake, IL. Contact John Loesch (630) 377-6258

July 25-26, 1998. **TOYS (Tandems of York (PA) Society) State College Weekend.** How far will you ride for ice cream. Ice cream from the Penn State Creamery is famous nationwide. Join us for an overnight trip to savor this treat. Joe & Carolyn Stafford (717) 246-1173.

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 25, 1998. **Colorado Tandem Club Ride.** Longmont, CO. Contact Paul or Susie for the details (303) 678-7961

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

July 26, 1998. **DATES (Dallas, TX) Area Tandem Society) Rockwall Ride.** Rockwall, TX. Rockwall town square. Rockwall is east of Dallas about 8 miles. Exit 130 and go north on Hwy 205 about 2.5 miles. 30 to 60 miles. Mike & Jeri Parker (214) 368-0450

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 2, 1998. **Colorado Tandem Club Ride.** Denver, CO. Doug & Becky will lead this "Let's practice our climbing" ride. B-B-Q as a reward for climbing 3000 feet in 45 miles. Contact Doug or Becky at (303) 422-4541

August 2, 1998. **Twin Cities (Minneapolis/St Paul, MN) Tandems Terry's Tandem Birthday Ride in Maple Grove. Terry & Joan Osell (612) 331-2723**

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. **Colorado Tandem Club Ride.** Monument, CO. 35miles through rolling hills, pine forests and horse ranches. The ride start is remote, allow enough time to get there. Larry Kline and Carole Shega (303) 988-4822

August 8, 1998. **CATS (Chicago Area Tandem Society) Full Moon Ride.** Union, IL. This is a NIGHT ride. Bring your lights! Tom & Kathy Voegeli (847) 931-1608

August 9, 1998. **Team Northwest Tandemonium (Portland, OR area) Annual Tandem Picnic & Ride.** Champoeg Park, Riverside #4 site. (503) 254-0800 for details

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 16, 1998. **CATS (Chicago Area Tandem Society) Long Way to Long Grove.** Long Grove, IL. Contact Joe & Sue Lippere (847) 705-8879

August 16, 1998. **PIGS (Paired Iowans Going Somewhere) Ride.** Des Moines, IA. Ride leaves from Des Moines Art Center, Polk Blvd & Grande Ave. Homemade ice cream ride. 25 to 45 miles. Pat or Ernie Fisher (515) 226-0172

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. **Colorado Tandem Club Ride.** Paul and Susie will be there to lead. They just don't know where they're going yet. (303) 678-7961

August 22, 1998. **CATS (Chicago Area Tandem Society) Apple Pancake Ride.** Chicago suburbs. The pancakes were great last year! Stan & Betty Panek (708-244-7412

August 28-30, 1998. **Western North Carolina OFF-ROAD Weekend.** Asheville, NC. David Lee (828)-658-3351

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. Smuggled 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**. Chicago Suburbs. The Lynch Family (773-238-8535)

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 13, 1998. **PIGS (Paired Iowans Going Somewhere) Ride**. Des Moines, IA. Ride leaves from Des Moines Art Center, Polk Blvd & Grande Ave. 25 to 45 miles. Pat or Ernie Fisher (515) 226-0172

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 20, 1998. **Twin Cities (Minneapolis/St Paul, MN) Tandems Ridin' Nort' Wit' Lena and Ole**. Scenic fall foliage ride around Northern Chisago County. Several great routes on rural roads and along lovely lakes. Part of the rides will be on the new Sunrise Prairie Trail. Food and drink at our house before and after ride. for details: Bill and Mary Mobeck, 6340-437th St Box 154, Harris, MN (612) 674-4498

September 20, 1998. **PIGS (Paired Iowans Going Somewhere) Ride**. Des Moines, IA. Ride leaves from Des Moines Art Center, Polk Blvd & Grande Ave. Apple Cider Ride. 25 to 45 miles. Pat or Ernie Fisher (515) 226-0172

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 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

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, 1998. **Colorado Tandem Club Ride**. Denver, CO area. Paul and Susie will lead a great ride. (303) 678-7961 for details.

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 Iaconia Rd, Worcester, MA 01609. 508-753-4471. More details via email: 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

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

September 27, 1998. **CATS (Chicago Area Tandem Society) St Charles Ride**. St Charles, IL. Joe Loesch (630) 377-6258

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 August 30. For more info, Karen & Brian Managan, 1134 Wall Rd, Webster, NY 14580. (716) 872-1751 or hey_managan@mlsonline.com www.netacc.net/~managan/fart

October 3-4, 1998. **CATS (Chicago Area Tandem Society) Lake Geneva Overnight.** A Classic lakeside resort town Lake Geneva is always fun to visit. The Stamms (847) 336-1843

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: bkmhlc@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 10-11, 1998. **CATS (Chicago Area Tandem Society) Festival Ride.** Chicago Suburbs (but on the Indiana side). The Baileys (317) 378-3469

October 11, 1998. **Twin Cities (Minneapolis/St Paul, MN) Tandems Fall Colors at the Country Pub in St Peter.** It sounds like we'll be doing more stopping than riding. Mike Ruedy (612) 944-7635

October 11, 1998. **PIGS (Paired Iowans Going Somewhere) Ride.** Des Moines, IA. Ride leaves from Des Moines Art Center, Polk Blvd & Grande Ave. 25 to 45 miles. Pat or Ernie Fisher (515) 226-0172

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

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

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 Thanks to the HATS Web site at <http://www.ghgcorp.com/currie>

October 25, 1998. **Twin Cities (Minneapolis/St Paul, MN) Tandems Red Cedar Trail.** We'll eat lunch at the creamery. Chris and Rachel Gilchrist (612) 731-8714

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

November 14, 1998. **RATS (Richmond, VA, Area Tandem Society) Junk Yard and White House Tour.** Providence Forge, VA. 2 pm at the Citizen's and Farmer's Bank parking lot for a sociable 30 mile ride through bucolic New Kent County. Highlights will include scenic autumn foliage, George Philbates' famous classic car junkyard at the 13 mile mark, and dinner at the White House Restaurant at the end of the ride. Jeff Wilkins (804) 932-9863.

December 6, 1998. **RATS (Richmond, VA, Area Tandem Society) Holiday Cheer.** Richmond Virginia. John and Joyce Knox invite the group for a ride

and social gathering with food. Bring a snack / desert food that will go well with wine, cheese, and hearty snack / meal of soup or chili

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, 13801 SW 26th St, Davie, FL 33325. joshua@polaris.nova.edu

February 9, 1999. **Twin Cities (Minneapolis, St Paul, MN) Annual Planning Meeting.** Bloomington, MN. Come help us plan an exciting schedule for 1999. Mike Ruedy (612) 944-7635

April 1-6, 1998. **1st Annual New Zealand International Tandem Rally.** Opal Hot Springs Holiday Park, Matamata, New Zealand. This will be a dream rally, need we say more? for more information via snail mail send 2 (two) International Reply Coupons to: Phil & Louise Shambrook, 48A Gordon Avenue, Milford, Auckland, 1309, New Zealand. or e-mail tandem_bike_42@xtra.co.nz

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

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



CLASSIFIEDS

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: 1993 Gordon Borthwick Softride tandem. Beautiful custom green/violet/purple paint. Lots of Phil Wood components/Mathausser hydraulic brakes. 21-speed. Custom 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) 7/98

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: 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: ll27369@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: 1996 Santana Sovereign, Plum, Mint condition, less than 300 miles. \$3000. Skip & Helen Neville (770)-978-8699 (GA) 9/98

FOR SALE: 1985 Ron Cooper Custom tandem, 22 x 17.5. Rolls-Royce Silver Cloud paint, Reynolds 531 Cromoly tubeset. Phil Wood hubs w/disk brake. Mavic E2 front rim, E4 rear rim, Mavic caliper brakes. Gipiemmo Special tandem crankset, Stronglight Spidel headset, Shimano STX rear derailleur and RSX 7-speed indexed shifter. US Flyer stoker suspension post. Great buy for \$2000.00! John & Betty Griffin, (530)-286-2696 (CA) 9/98

FOR SALE: 1987 Santana Arriva, 23x21 (Large), w/XT rear derailleur, 7-sp index bar-end shifters, Suzue sealed bearing hubs w/48 spoke wheels, rear rack, 4wb cages, computer. \$800. E-mail Thom31166@aol.com or call Jay or Jim @ (717)-367-1580 (PA) 9/98

FOR SALE: 1995 Custom Co-Motion Cappuccino, 21x18. Stoker SoftRide beam, 700c 48-spoke wheels, Sun tandem rims, Specialized hubs, Specialized cranks, 21-speed drivetrain w/Shimano XT derailleurs & bar-end shifters. Violet fade to blue custom paint. Rear rack & bottle cages included. Excellent condition,

low mileage. Located in Rochester, NY. \$2700.00. Robin & Jackie Salisbury @ (716)-323-2709 or e-mail salsbury@frontiernet.net 9/98

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

FOR SALE: Yakima bicycle roof rack including two single bike fork mount trays and a tandem form mount/bottom tube cradel tray; cross bars with gutter mounts (other mounts available for most cars); very good condition. \$300.00 OBO. Call Richard or Peggy. (252)-937-3827 (NC) 9/98

FOR SALE: Rhode Gear Super Shuttle bicycle rack with 6-strap stability system. Holds two bikes securely; versatile, will mount on trunk, hatchback, or van. Excellent condition. \$75 OBO. Call Richard or Peggy. (252)-937-3827 (NC) 9/98

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

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. (or e-



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)

STATE _____ TOWN _____

First Names _____

Last Name(s) _____

Street Address _____

Zip Code _____ Evening telephone _____

Daytime Telephone (optional) _____

Bedroom or tent site _____

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

TCA Merchandise Order Form

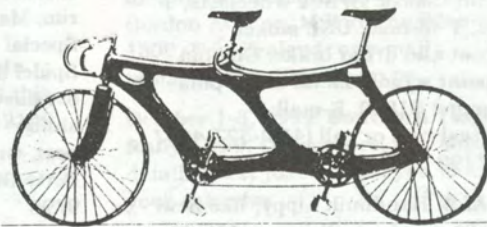
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WANTED: Volunteer artist(s) to prepare sketches, cartoons, and illustrations to Jack & Susan Goertz,

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Classified advertising rates available upon request. Send a SASE to the Editors. Non-commercial Classifieds

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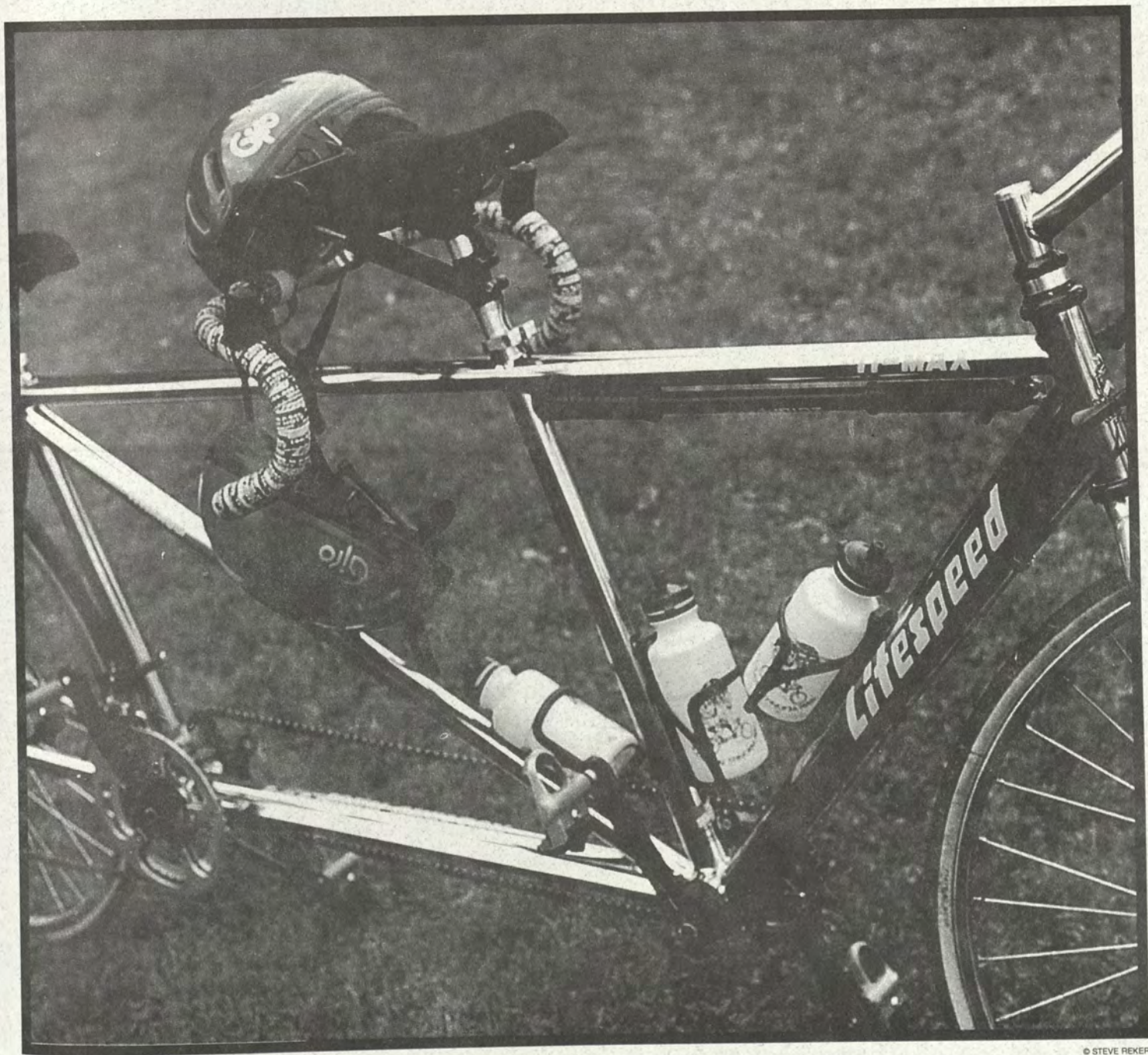
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