

# TANDEM CLUB OF AMERICA

## doubletalk

NOVEMBER - DECEMBER 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  
28655-3729

**6 issues of DOUBLETALK and membership**

**United States ... \$15.00**

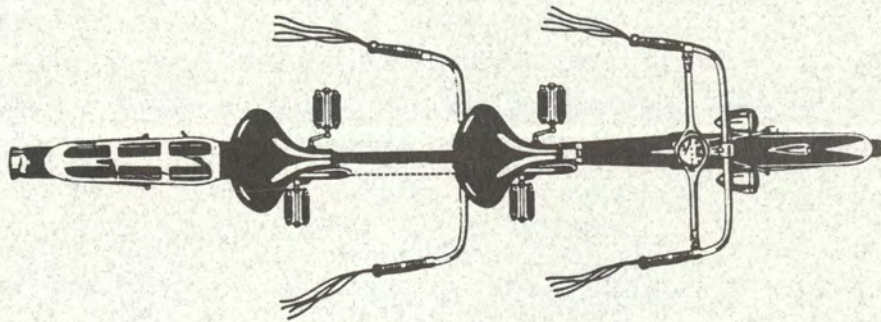
**Canada ... \$20.00**

**Other International ... \$25.00**

**All dues are quoted in U.S. Dollars**

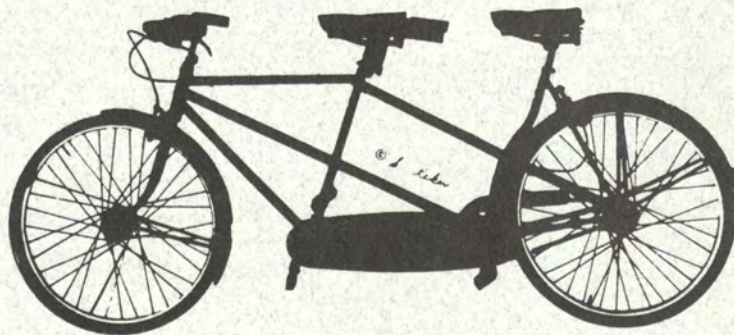
**SINCE 1976**





THIS IS  
YOUR  
NEWSLETTER.

IT IS  
AS GOOD  
AS YOU  
MAKE IT!





# DOUBLE TALK

Copyright © 1998 TANDEM CLUB OF AMERICA (except where noted)

<i>Editors:</i>	<b>Jack &amp; Susan Goertz</b> , 2220 Vanessa Drive, Birmingham, AL 35242-4430	(205)-991-7766
<i>Secretary:</i>	<b>OPEN</b>	
<i>Membership:</i>	<b>Bruce &amp; Judi Bachelder</b> , 306 W Union St, Morganton, NC 28655-3729	(828)-437-1068
<i>Treasurers:</i>	<b>Chuck &amp; Bonnie Dye</b> , 288 Mulberry St, Rochester, NY	(716)-473-8041
<i>Merchandise:</i>	<b>Stan &amp; Marilyn Smith</b> , 4100 Del Monte Place, Albany, OR 97321-6209	(541)-926-6415
<i>Graphic Designer:</i>	<b>Steve Reker</b> , 1636 Christy Court, St. Charles, MO 63303	(314)-928-7109

## AREA REPRESENTATIVES

California, Hawaii, Arizona, New Mexico, Nevada, Utah, Colorado

**Bob & Lois Weast**, 4324 Paradise Dr, Carmichael, CA 95608 (916)-961-5193

Washington, Oregon, Alaska, Idaho, Montana, Wyoming

**Chuck & Nancy Meitle**, 1505 NW Grant, Corvallis, OR 97330 (503)-753-0304

Iowa, Nebraska, South Dakota, North Dakota, Minnesota

**Bruce & Becky Perry**, 2652 West 34th St., Davenport, IA 52806 (319)-386-2919

Missouri, Kansas, Oklahoma, Texas, Louisiana, Arkansas

**Steve & Karolyn Reker**, 1636 Christy Court, St. Charles, MO 63303 (314)-928-7109

Michigan, Wisconsin

**Robert & Toni Dickieson**, 33843 Sleepy Hollow, Livonia, MI 48150 (313)-427-5876

Kentucky, Ohio, Indiana, Illinois

**Dave & Valerie Northcutt**, 213 Walnut Street, Elmhurst, IL 60126 (708)-279-3753

Florida, Georgia, South Carolina, North Carolina, Tennessee, Alabama, Mississippi

**Marv & Miryam Rubenstein**, 2815 Sweetbriar Dr, Tallahassee, FL 32312 (904)-385-0534

Virginia, Maryland, West Virginia, District of Columbia, Delaware

**Bob & Willa Friedman**, 5514 Callander Drive, Springfield, VA 22151 (703)-978-7937

New Jersey, New York, Pennsylvania

**Chuck & Bonnie Dye**, 288 Mulberry St, Rochester, NY 14620-2512 (716)-473-8041

Massachusetts, Connecticut, Rhode Island

**Emery & Anne Glass**, 1 Dodge Road, Marblehead, MA 01945 (781)-631-3239

New Hampshire, Vermont, Maine

**Bob & Linda Harvey**, 16 Clinton Street, Salem, NH 03079 (603)-898-5285

British Columbia, Alberta, Saskatchewan, Manitoba, Yukon, Northwest Territories

**Dave & Lyn Jones**, 5411 114-B St, Edmonton, AB T6H 3N6 (403)-437-6328

Ontario, Quebec, New Brunswick, Nova Scotia, Newfoundland, Prince Edward Island

**Dave & Brenda Vandeveld**, 2964 Keynes Crescent, Mississauga, ON L5N 3A1 (905)-824-9364

Since 1976





# DEADLINE FOR THE JANUARY-FEBRUARY, 1999 ISSUE OF DOUBLETALK IS NOVEMBER 1, 1998

## FROM THE EDITORS

This year is fast coming to an end, and quite nicely, we might add. There were some great rallies throughout '98 (wish we could have attended them all!), and the calendar is already filling for '99. Be sure to take the time to read the Rally reports in this issue, and remember the great times you had (if you were there) or read about the great times you missed (if you weren't there). The ones we attended were great!

The TCA set up a booth in the Midwest Tandem Rally Vendor Area this year, and TCA Volunteers donated an hour or so of their time to renew memberships, extol the virtues of membership to the non-members, and renew acquaintances that they may not have seen otherwise. At the risk of missing a team or two who may not have left their names, we'd like to publicly thank Bob & Jo Carol Williams of OK, Dick & Cathy Edwards of VA, Judy & George Bacon of AL, Chris & Rachel Gilchrist of MN, Rich Wolf & Ina Thompson of GA, Steve & Polly Luther of MN, Ray & Ellen Fischer of OK (formerly of WI), Herb & Margie Vonderembse of FL, and Jay & Linda Hardcastle of IA! The booth was a success! On behalf of all the TCA, thank you, thank you, thank you! The TCA will most likely have a booth space in MI next year. Why not volunteer an hour or so of your time?

At the end of MTR, the organizers of the Party in the Plains selected four names for the last door prize of the rally. These four couples -- Dave & Pat Tribbey of FL, Jay & Linda Hardcastle of IA, Frank & Katherine McGuire of NY, and Chris & Dora Cortez of IL -- all received a year's membership to TCA. Those who were already members had their membership extended for a year. Thank you, MTR, for supporting TCA!

We'll be working on the annual membership issue soon after the New Year. This benefit of

membership isn't offered by any other international tandem club! Some say it alone is worth the membership. Now, though, is a great time to make sure your information is correct. Check the label on the back of DoubleTalk and make sure you still have more than one issue remaining. Is the address correct? Go ahead and renew now. It won't hurt, and you will be assured that you will receive the next 6 issues (or more) of DoubleTalk. You can send or e-mail your address corrections to us, and we'll update the database. Remember, your checks for individual memberships should go to Bruce & Judi Bachelder. You'll find their address on the membership form and on Page 1. Memberships are still the same \$15/year they have been!

Have you sent us your article yet? If not, why not do it now? Remember, TCA is your organization, DoubleTalk is your magazine. The articles are all written by members, and all members -- including the "staff" on the front page, donate their time to keeping TCA going. If you don't send us an article, who will? We'll accept it in just about any format you can imagine, from crayon on butcher paper to electronic mail. We can accept pictures or/and or typed articles. We love diskettes (IBM-compatible only, please). We can convert from just about any format you can send, too, as long as our Windows-based PC's (yes, we have two networked together!) can read them.

In closing, we'd like to wish all of members of the TCA a joyous Holiday Season, wherever you live, whatever your faith. Ride carefully, ride safe, and plan on a great 1999! We look forward to your help in making 1999 the best year ever for the Tandem Club of America!







## LETTERS TO DOUBLETALK

Dear DoubleTalk,

In my letter in the previous issue of Doubletalk about reasons why a tandem may pull to one side, I failed to mention that this can be caused by fork legs of unequal length. A number of pieces are joined to fabricate a fork and it is not uncommon for one side to be imperceptibly longer than the other. If the difference in length is measurable, a competent mechanic can "shorten" the longer leg by removing a small amount of material from the axle slot with a rattail file. (Thanks to fellow TCA member Mike Weisel for reminding me of this.)



Bernie Derry  
Essex Junction, VT

## Book Review

**Bicycling the Pioneer Valley... and Beyond:  
28 Scenic Road Bike Tours in the Connecticut  
River Valley Region of Western Massachusetts**  
Author - Marion Gorham

The 28 tours listed in this guide offer many choices for both the novice and the experienced cyclist - a variety of terrain and outstanding features of the region, from scenic mountains and farmland vistas to waterfalls, country stores, rail-trails, and lightly used backcountry roads. Rides include detailed descriptions and options to lengthen or shorten the routes, making for 75 different tour options with distances ranging from 15-mile to a 60-mile circuit around the Quabbin Reservoir. Each tour is accompanied by a detailed, computer-compiled map showing the main route plus options in an accurate, easy-to-read format.

New England Cartographics, PO Box 9369,  
North Amherst, MA 01059 (888) 995-6277

Burley Piccolo



## Family Cycling Perfected!

Check out the #1-selling Burley d'Lite™ trailer and the Burley Piccolo™ trailercycle.  
The d'Lite holds two kids, tows effortlessly, and folds in seconds.  
Or turn your tandem into a triple with the unique Piccolo trailercycle.  
Kids love the thrill, and you'll love the safety of cycling with them.

Unparalleled design, construction, and performance.  
And a lifetime warranty.  
We couldn't bear it any other way.

Burley d'Lite



**BURLEY®**

Call or write  
for a free brochure.

**1-800-311-5294**

Burley Design Cooperative  
4020 Stewart Rd. Dept. 3 • Eugene, OR 97402  
(541) 687-1644 • Fax (541) 687-0436  
www.burley.com





## ETR 99 THE ROADS TO GETTYSBURG

E.T.R.'s. Tandem 99 will explore the same historic roads that played an important role in our nation's history. The beautiful rolling farm lands and apple orchards of Adams County will greet the eyes of tandem teams enjoying the sights of south central Pennsylvania. Rides of varying length and difficulty are planned to accommodate every age, skill and interest level. No visit to Gettysburg would be complete without a quiet reflective ride through the battlefield with its many monuments paying tribute to the brave men who paid the supreme sacrifice here.

Typical of past Eastern Tandem Rallies we are planning this as a family event. The T.O.Y.S. (Tandems of York Society) are helping in the planning of this event and suggest that you plan your vacation around a stay with us. The Eisenhower Inn and Convention Center has made the weekend of July 23-25 available for our exclusive use. South central Pennsylvania offers many interesting places to visit within a short drive from Gettysburg. The week end's events, while now in the

planning stages will be available in the registration packets that will be mailed out in January. To receive your information packet send a S.A.S.E (business size) to:

Rodney & Verna Moseman  
101 E. Main Street  
Lititz, PA. 17543



### CLUB NOTES

The COWS (Couples On Wheels) have been moving and changing. You can contact the secretaries Rex and Susan Brandt, 115 Fernridge Dr, Rockton, IL 61072 (815) 624-2576 they also have a web site up  
<http://www.athenet.net/~mertza/cows.htm> You may also contact them via e-mail willrca@aol.com

The Austin Tandem Club has a new name  
- TX-CATS!!

At their fall meeting the members of ATC decided to rename their group the TX-CATS (Texas Capital Area Tandem Society). They are currently working on a logo to represent their new name.

The MUTS (Michigan United Tandem Society) have new leaders of the pack. Keith and Elane Vandenberg, 3442 4th St, Wayland, MI 49348, (616) 792-6324 email: vandenbk@iserv.net

The Tandem Club of America still has a few T-shirts available at \$5.00 per shirt. The shirts are white with a nifty tandem scene across the front. We have KIDS SIZES and adult sizes. If you have e-mail - check with Marilyn (writetool@aol.com) before ordering. Use the Merchandise orderform in the back of the magazine to place your order. TCA Merchandise, Stan & Marilyn Smith, 4100 Del Monte Place SE, Albany, OR, 97321-6209





## THE '99's ARE COMING!!!

We attended the 4-day gathering in Las Vegas in September commonly known as InterBike International Bicycle Expo, last September.

There were over 900 companies from over 60 countries represented and we tried to scope out what's happening in the tandem field. Flashing lights, flashy models, suspension systems, components, clothing and a host of other cycle related products tried to get our attention, but we persevered and hunted down the sometimes elusive tandem builders at the InterBike show. Here, in alphabetical order, is what we spotted for the 1999 tandem year.

ATLANTIC COAST CYCLES offers an 18-speed, 26-inch wheeled basic tandem with upright 'comfort' handlebars and gel saddles for just under \$600. Contact Workman Trading Company at 718-322-2000 for more information

BURLEY DESIGN CO-OP of Eugene, OR offers several models with 700c or 26-inch wheels, drop bars, mountain bike bars, Softride Allsop beams and two models with S&S fittings for those who like to travel and prefer a 'pull-apart' twicer. They offer the lowest priced S&S fittings tandem in the industry at \$2,699. For more information call them at 1-800-311-5294.

CANNONDALE. Their oversized aluminum tandems are available in two road and two off-road models, including their MT3000 model with a HeadShok Moto FR suspension fork. Their RT3000 road machine is a real eyecatcher, (even in the shade), with its superblack ChromaLusion Purpleen fade paint job, that changes colors when seen from different angles. See your local Cannondale dealer for a test ride.

CARIBIKE is a new entry into the tandem field, and as its name implies the tandems can be carried, after you fold them. Two models are available; the CariTwo 6-speed is a bit of a copy of last year's Love Bike, but has 20 inch wheels and it folds. Their T-26 full size tandem folds, like the Montague, but has a most unusual tube arrangement and retails for about \$1,000. Both tandems have folding pedals and a

nylon carry bag is available. Call Carribike USA at 714-523-4535 if interested.

CO-MOTION has expanded its 1999 lineup of twicers with two new models. They introduced the Speedster AL, built with Easton 7005 aluminum double and triple butted tubes at a competitive price of \$4,125. Co-Motion combined the best features of two of their best selling models, the S&S equipped Co-Pilot and their Softride Cappuccino to make the "Sky Capp. They had such a big demand for custom built Softride equipped Cappuccinos with S&S fittings in 1998 that they decided to make the Sky Capp a production model for 1999. Again, at this bike show, Co-Motion featured a half dozen custom paint jobs that were real head turners. You may call them at 541-342-4583 or e-mail: [comotion@teleport.com](mailto:comotion@teleport.com) for further assistance.

DAVINCI with its three bottom bracket and Independent Drive 26-inch wheeled road and off-road twicers has added an aluminum Easton 7005 bike to their stable. They offer the biggest gear selection and will also equip your new DaVinci with S&S couplers. To get your technical questions answered e-mail: [todd@teamspirit.net](mailto:todd@teamspirit.net) or call 1-800-873-3214.

KHS offers two aluminum and two True Temper Tandemania models to choose from. See your KHS dealer for a test ride.

LTTESPEED, The kings of titanium build the Taliani tandem; features pierced top tubes and weighs in at an easy 31 pounds. Available in three frame sizes at \$7,000. Custom twicers available, too! See your local Litespeed dealer for a test ride.

LONGBIKES. Greg Peek, of Littleton, CO has jumped into the booming tandem market with both feet and lots of know-how. He is targeting the upper longbike market with cro-moly, and aluminum, off and on-road models. At his Las Vegas booth he showed off a real neat 20-inch wheeled kids tandem, and also a four-seater along with his other tandem models. Tandems are \$3,000 and up, triples at \$6,000 and quads at \$8,000. Custom built machines and S&S available too! Call this neat phone number: 1-877-TANDEMS for more details.





**LOVE BIKE.** This unique tandem debuted last year and is available in 7 and 27-speed versions. It is short wheelbased, about a foot shorter than most twicers. This tandem can be ridden as single bike and is steered from the rear seat via a set of long swept-back handlebars. It has a smaller seat and pedals for the front rider and optional footrests; this would be ideal for adult and child, or an adult and handicapped or blind second rider. Call 707-938-2429 for further details.

**RANS** offers The Screamer with a 73.25" wheelbase and double recumbent comfort. Mismatched crews or experienced riders will enjoy the Independent Pedaling System and the optional Ballistic Suspension fork. Travelers can select the S&S coupler option. To locate your nearest dealer call 785-6256346.

**SCHAUFF** of Remagen, Germany offers four tandem models including the double step-through frame Rothenburg. They have sold over 30,000 tandems since 1973 all over the world. Their other three models show an internal lateral X-frame. No

local phone number available but you can e-mail: [schauff@aol.com](mailto:schauff@aol.com).

**SANTANA** offers a selection of 18 tandem models ranging in price from \$2,795 for the Visa to \$10,500 for the new Ti Stowaway S&S model. Triplets at \$5,495; Quints from \$13,395 and custom work is available also. Rumor is they'll be building a six-seater soon for the e-x-t-e-n-d-e-d family. See your local Santana dealer for a test ride.

**SEVEN CYCLES** of Watertown, MA builds road and mountain bike tandems of titanium. Rob Vandermark had the Axiom road model on display and it is truly the hallmark of Ti tandems. Call 617-923-7774 for more details.

**TI CYCLES** builds both Ti and steel twicers in Seattle, WA. Steel framesets start at \$2,650; the Ti frameset is \$5,800 and they offer an optional Ti fork for an extra \$850 along with other options. Ti Cycles can be reached at 206-624-9677.

**UNIVEGA** offers the Sports model, with 26-inch wheels, upright-sitting 24-speed with coil spring saddles for cruising the neighborhood as a twosome. See your Univega dealer for a test ride.

**VENTANA** offers state-of-the-art off-road suspension tandems. Their El Conquistador de Montanas was the first production suspended tandem available and they're still going strong. A real eye-catcher at their small booth was a custom built suspended three-seater: Awesome! Want more information on their single tracking aluminum twicer? Call them at 916-631-0544.

**VISION** offers the DoubleVision recumbent tandem that can break apart for easy shipping by UPS or plane. It breaks down into sections less than 59 inches in length. Also available with IPS which allows either tandem rider to pedal or coast... anytime! Over and under the seat steering available for '99 models. Call toll free 87-RIDEHARD for more on this recumbent tandem.

That is a thumbnail sketch of what was new for tandems at the InterBike show in Las Vegas. The new tandem models will be at your favorite dealers soon, so go check them out. May 1999 give you the tandem of your dreams and tailwinds and downhill tool!

Rudy & Kay Van Renterghem  
Tucson, Arizona

## TANDEM AIRLINE CARRIER

Protection of a hard case, ease of storage of a soft bag, rolls easily on 6 wheels, minimum disassembly-wheels and capt's seat, No Cable Adjusting, pockets inside for extra gear, \$595 plus shipping  
try before you buy RENTALS AVAILABLE

## TANDEM COVER

Protect your tandem on trips or while not in use  
Urethane coated nylon keep out dirt, dust and moisture  
Loose fit, draw string bottom, stuff bag, \$59.95

**BIKEFLYER** manufactured by Flyer Canvas Prod.  
15221 Transistor Ln, Huntington Beach, CA 92649  
[flyercanvas@juno.com](mailto:flyercanvas@juno.com) Ph & fax 714-891-6842

**800-394-3191**





## A TANDEM RALLY BRITISH STYLE

I've attended quite a few tandem rallies in the states: Eastern, Southern, SouthWest, and Western. But Tandem-98, sponsored by the Tandem Club of the UK, was truly unique. I guess I realized it from the very beginning; the brochure listed the first activity as "ball games and kite flying."

Brenda and I traveled from London to Penrith, Cumbria (in the Lake District) via Virgin Trains. It was a very comfortable and efficient 4-hour ride. A five-minute cab ride to Newton Rigg College was easy; we had two suit cases containing a Bike Two'sDay.

Where do I begin to describe the differences? The "Brits", in general, ride lower tech tandems; many ride without clipless pedals and even without helmets (It's not all bad.). Most do not wear matching uniforms and often do not even wear "standard" cycling togs. They all seem to ride with panniers (obviously for storing rain gear) and are seen more frequently in pubs than on the road (As I said, it's not all bad!). And most of them camped at the rally. The rest of us stayed in the dormitory of the college; single rooms no less. There were also quite a few single bikes in attendance as well as many families on bikes of all sorts.

But let's focus on the major differences: the rides. After all, that's why we attend tandem rallies: "Right?". Well there certainly was no mass start. How could there be? There were no specific rides for each day. This was a 3.5-day rally, not our standard U.S. 2.5-day event. There were 4-5 rides of each category, short, medium and long. You could ride any route any day at any time. Further, there were no maps. The pre-rally information told you which Ordnance Survey maps you should have for the short, medium and long routes. In addition, the route sheets provided were "rather vague." They only told which towns you should go through; but did not tell you which roads you should use. They didn't even hint on the direction from one town to another. Do you realize how many ways there are to get from Unthank 'Up Front' to Hesket New Market? Well, several, to say the least. And, in the Lake

District, they're all great cycling routes!!! The result is that no two tandem teams probably ever rode the same route! On Sunday, we rode with our friends, the McCubbins, with whom we were staying while in London. But they dropped us somewhere outside of Bassenthwaite. When we found them again in Keswick, we discovered we had taken different routes. Both team were bragging about how beautiful and isolated our route was! So we once again discovered there is no best way!

The route sheets did have an additional piece of information: for each town, they told whether or not there was a pub. This is the most essential information for British tandem riders.

The U.K. Lake District is one of the best cycling areas I've ever experienced. The number of well-paved but isolated roads is unmatched, even in Texas. We definitely will go back. But you should be forewarned (as I was); bring all the gears you've

**This Tandem FLIES!**  
and rides like a dream



**www.bikefriday.com**

**1-800-777-0258**

Custom-fit. Packs in two suitcases. Checks as luggage on the airlines.

**Tandem Two'sDay**





got. We were fortunate enough in 1998 to tour the Pyrenees on our Santana tandem and John, the Canadian Rockies on his Bike Friday. But neither of these compared to the hills in the Lake District. The Lake District hills weren't particularly long, but they were constant (never a flat spot) and they're steep! One of the long routes had a couple of sections with 20% grades. We stayed off that one; but couldn't avoid routes with 16% grades. And a little gravel. On Monday, we did a short 42-mile ride; our altimeter showed climbing 4,400 feet. That's quite a bit more than in the Pyrenees or Canadian Rockies.

Back to the routes - the rather vague, no roads mentioned routes. This was not due to lazy organizing. Indeed, the organization was precision, "as only the British can do it." But, rather, the rally organizer, Roger, did this on purpose. He believes

that, in prior rallies, the rides "have become too technical. All people do is look at the maps. They don't look at the countryside - don't even know where they are." This all seemed strange to me. I even resented it somewhat, having to figure out which of the dozen plus routes to ride. But after three days of this, I was sold. We got to know the area much better than if we'd have followed a planned route. Or worse, just followed arrows on the road. We never saw all riders at one time, or all the bikes together. In fact, we didn't see many of the 150+ tandems on the road. We did meet some nice tandem riders in pubs, however. And that's not a bad way to spend a vacation.

John McManus and Brenda Cole  
Dallas, TX

---

## EASTERN TANDEM RALLY 1998

Having been the organizing team for ETR-97 Linda and I looked forward to attending ETR-98 with the only obligation being to ride our tandem and be pampered by the host teams. As soon as we got our registration package in the mail, our check was off to Massachusetts.

A few months before we were to go, we found out that we would be needed to host the daughter of a friend in Japan while she was on summer vacation from The Hun School in Princeton, NJ. For those of you who don't fully understand "obligation" in a Japanese way, the only way to say it was that it was our "honorable obligation" (i.e., both want to and have to at the same time) to take Akiko under our wing. Now, what to do about the ETR? Akiko, like almost all Japanese, rides a bicycle. But those are the ubiquitous kaimono jitensha (shopping bicycles a.k.a., Baba Chari or Old Woman's Bicycle) that are seen all over the orient. One speed, gas pipe, black painted 40 pound indestructible bikes with a basket on the front. American "recreational" bikes are a whole different story.

We called the Willards and assured ourselves that we could get a suite with a separate bedroom and sent them a check for the difference. We picked up Akiko exactly one week prior to the ETR. We outfitted her with cycling gear and introduced her to

Linda's 15 inch Terry Symmetry. It was not a marriage made in heaven. She was afraid of the toe clips so we added block pedals (from the boxes of unused cycle parts in the garage) and set her on the bike. We rode together almost every day and after work. This wasn't encouraging as she noodled along at about 10mph wondering why anyone would want to sweat while riding a bike.

That's not to say that she wasn't willing to try. But this was all so new and different; gears, derailleurs, hand brakes... Lucky for us our friends Mel and Barbara had a guest from Spain Josema who would captain Akiko on a tandem. We brought along the Terry just in case Josema and Akiko didn't become a tandem team.

Friday morning we packed all of our gear and loaded the Terry and the Bushnell atop our Saturn and headed North-East. After about 6 hours of interstate, rest stops, lunch, etcetera we finally arrived at the Hotel in Fitchburg. After we checked in we wanted to take a ride just to get the blood moving. One taste of the hotel water and we "had to" take a ride and get something other than tap water to drink.

With Linda and I on the Bushnell and Akiko on the Terry we set out to the town of Fitchburg to find





a supermarket of convenience store. We did get the water and sports drinks and pedaled back to the hotel. The climb back to the hotel, after a mere six miles of riding didn't seem too bad. Akiko, who had finally gotten the hang of shifting, followed up at an easy pace. I could almost remember when I was young, and thin, and strong. However, the humidity along with the grade, the years, and the pounds had me dripping by the time we crested into the parking lot. Akiko hadn't even cracked a sweat.

On Friday night Akiko and Josema met and took a practice ride on the Cannondale that Mel brought for them to ride. A quick tour of the parking lot and suddenly Akiko was all smiles. She no longer had to worry about gears, hand brakes, steering, all she had to do was pedal. (Circles not squares but that is a different story.)

On Saturday Josema and Akiko were still debating which route to ride. Josema was looking for a big ride and, following a translation into kilometers, Akiko was opting for a really short ride. After all why would anyone intentionally ride 100km to lunch when you could get there in only 20? They compromised on the 36 mile ride with the short route home. Linda and I headed out for the 40+ miles around the reservoir.

Shortly after our start we caught up with members of the 1997 ETR and New Jersey Tandem Club (recently re-named Doubles Of the Garden State --woof!) Linda and I aren't particularly strong, or particularly fast, but as some who have ridden with us will tell you we have our moments! We hit the downhill section of route 140 and took off. We managed to gain enough momentum to power up grades in the big ring only to blast down the other side. Yippee! As I said moments. It just doesn't last and the "cream always rises to the top." We flagged on one grade and all we saw was the others dropping us one-by-one. Team Nick held back for a time but we could not maintain the pace. Besides, we had promised ourselves a pleasure tour and were settling in for a "nice" 40 mile ride to be followed with an equally nice 20 mile ride after lunch.

Did I mention that Fitchburg is "ski country?" I think there may have been a 20 foot stretch of parking lot that met the surveyors definition of "flat." Every other paved surface had some measure of grade. The route descriptions of "rolling" qualified as it rolled constantly. We stopped took pictures,



talked with other tandemists along the way. All the while rolling up the 40 miles to the lunch stop. The Reservoir Ramble was a "Cartoon Balloon" route so we followed the same route away from the reservoir as to it. That is until we reached route 31. To the right is the hotel about 4 miles away. Straight ahead is lunch. To be honest, I was not excited when Linda gave me the cue for the last turn before lunch. Mile Hill Road had the ring of difficult as she told me of the next turn. All of this while we were climbing, and climbing, and climbing with the occasional down.

Mile Hill road was a teaser. Not too steep, but steep enough to know that you will never get going again if you stop. To make matters worse, there are signs and drives along the way but tandems still screaming down the other side of the road meaning that the picnic was farther on. Thanks to going out of phase we managed to pedal all the way to the lunch stop. Tired, quads screaming, we limped into the parking lot, leaned the tandem against the picnic table and proceeded to have lunch. We saw Akiko and Josema who looked like they had just made an easy ride and talked with



**RAILS**  
-TO-  
**TRAILS**  
CONSERVANCY



1400 Sixteenth Street, N.W.,  
Suite 300, Washington, D. C. 20036  
(202) 797-5400 • FAX (202) 797-5411





lots of people we know. Most people took advantage of the chair lift ride to the summit not me.

Perhaps we sat too long, perhaps we wore ourselves out, actually because I did not know I had become dehydrated we fagged out on the way out. My legs just didn't have another 20 miles in them. We made the turn onto 31 and pedaled our way back to the hotel.

A hot shower, lots to drink, and dinner with a bunch of tandemists. The entertainment at the rally was excellent. I heard one long time ETR attendee comment that this was the first time almost everybody stayed. Usually the majority of people head out to tinker with their tandems and talk with old friends. He joked and had us laughing at ourselves as well as the situations he called to mind. He was also a good singer. A great night.

Sunday we went out for the 19 mile ride. I was still pretty tired from the previous day. It took the better part of 5 miles and 3 bottles of water to get me

back in shape. Pretty soon we were going with the rollers and having a ball again. Suddenly we made a left turn and the route started downhill. As we screamed at close to 45mph I was thinking "we're going to have to pay for this." I was wrong, we had paid in advance, the only climb remaining was into the hotel parking lot.

Leaving on Sunday is always an anticlimax. Many of these folks won't see us for another year. Surely we will see our fellow DOGS (I'm going to have to get used to that) but there are lots of people we only see once a year at the ETR.

Five hours later we're at home and getting back into the routine of day-to-day life. We have a few pictures, better memories and an expectation for next year in PA. See you there.

George & Linda Wells  
Dover, NJ

---

## MIDWEST TANDEM RALLY 1998 PARTY THE PLAINS

---

ed: Three great teams shared their thoughts about MTR98 - we've gathered them together for your enjoyment.

Jay & Linda Hardcastle (J&L) - First Midwest Tandem Rally attended in 10 years

Tom & Fran Ostertag, (T&F) - A Minnesota team -Regular MTR attendees

Rich Wolf & Ina Thompson (R&I) - First time MTR attendees

(R&I) Friday evening was the Ice Cream Walk. It was held in the old Union Train station, built in 1929-31 and saved from destruction in 1971 by the then mayor. It has been recently restored to its former glory and houses the Durham Western Heritage Museum. The old station is fantastic, with art deco treatments throughout. What a great building. And what foresight on the part of the city fathers to save it.

(J&L) For the two of us, (we also owe a lot to Linda's folks, who were giving us a "kid-free"

weekend!) a great weekend of HOT riding and socializing started with an early morning drive into downtown Omaha, where we parked and began unloading our tandem in the convenient lot next to the headquarters hotel and ride staging area. We soon met up with Jack and Susan Goertz of Birmingham, AL, great friends for almost 20 years and our riding companions for most of the weekend. The blocked off street soon began filling with tandems of every make and configuration, the most novel a 30 seat, six wheeled pedal powered vehicle of indeterminate origin. (I am sure the original proto-type was conceived in southern California). A local radio personality was soon in the spirit of things, polling the audience for club and state affiliations, until precisely at 9:00 AM when we started out with our police escort for the first day's ride north.

(T&F) We picked the back of the mass start and leisurely rode north out of town around the Airport. It was great to have a Police escort and most of the officers seemed to be enjoying the duty. The route





had some nice scenic areas and one major downhill before the lunch stop in Fort Calhoun. Fran was already succumbing to the heat and we decided that we were only doing the short route. We passed some interesting houses on hills on the way back into Omaha. We did manage to lose the road markings (excellent, by the way!) and stopped with Fred and Sandy Goldenson from Naperville, Illinois to take a break at the Local McDonalds on 30th and Witmore. We asked personnel on a fire engine that was parked there for directions and after a cool beverage, got back onto Florence Boulevard and back to the DoubleTree. After looking through the Vendor Displays, we headed for the Upstream Brewery for the Tandem@Hobbes gathering that was arranged by Arlyn and Sandy Aronson from Michigan. The food and fellowship was great. The portobello mushroom fajitas were delicious!

(R&I) In addition to the riding, there was an exhibitor's area with several tandem-oriented companies showing their goods. On Saturday afternoon and evening there were workshop presentations. We watched a Bilenky S&S take-apart triplet become a take-apart tandem in less than 9 minutes. And we listened to members of the Saturn racing team tell about their exploits and training. This was a nice addition to the normal rally format we have seen elsewhere.

(T&F) Sunday morning the temperature was 73 degrees, there was fog and the roads were wet... the humidity was heavy. We decided right off to only do the short route (54 miles?!?!?) and thoroughly



The 30 seat 6-wheeled pedaled powered vehicle

enjoyed the flatlands of Iowa after the hills in Bellevue. We stopped in Plattsmouth for lunch and had a good time devouring grapes, watermelon and strawberries. After loading up on All-Sport we continued the ride around Offutt Air Force Base and back through Bellevue (hills...) into town.

(J&L) Sunday's ride would be HOTTER than the previous day, and started out through the rolling hills on the south side of Omaha. We again rode with Jack and Susan, and Jack and I were both informed that we were missing some spectacular views from the ridge tops while maneuvering through the light Sunday morning auto traffic and many tandems. But such is the captain's lot. We soon came to the south edge of Omaha, and then crossed the Missouri into Iowa at Bellevue, Nebraska. The descent off the bridge would be the last major hill for a while, and our two bikes soon joined up with another group of tandems for fun pace line riding along the Missouri river bottom lands. It was a beautiful morning, but already warming up quickly and probably above 80 degrees (on the way to 95) before 10 o'clock. During a brief road side stop, we met Dave Walker, a regular participant on Tandem@hobbes, riding his amazing and colorful S&S Triple/Tandem convertible. The entire bike is built around S&S couplers to break down, and it can be reassembled in either a tandem or triple configuration.

(R&I) Sunday's ride went south. Leaving the hotel, we rode south on the rolling Omaha streets until we reached Bellevue, a delightful suburb. Some streets were cobblestone (actually brick), and it made me wonder how anyone does Paris-Roubaix. We crossed over the Missouri River, immediately encountering flat, flat, flat Iowa. Fortunately, there were no headwinds as that would have been brutal. After Iowa, we recrossed the Missouri on a bridge type we hadn't encountered before. It just went up. No down. Why? Because there is a bluff on the Nebraska side. Actually, after climbing the bridge and then the bluff, we did have a great downhill to the picnic. The picnic lunch was in Plattsmouth at a lovely park. Plattsmouth is where the Platte River meets the Missouri. Coming back after lunch, the heat and humidity took its toll. Not much shade for the next 15 miles, and the lone tree attracted lots of hot tandemists.





(R&I) Sunday night was the banquet. We sat at a table with Ruth and Bob Husky and four other couples. Ruth and Bob are the oldest tandem team there and were recognized as such. He is 83 and just keeps going. We have met them at many other tandem events. Entertainment included a joking MC, a story teller, and the 1999 committee telling us about the wonders awaiting us in Midland, Michigan.

(T&F) We rode in the Labor Day Parade on Monday (tough riding at 2.1 mph). It would have been nice if Monday's weather had been on Saturday and Sunday, but such is life. There were about 50 tandem teams participating along with the 30 person bicycle thing. Ken and Vi Lewis were riding dressed as Raggedy Ann and Andy... and there were also some people dressed as birds.

(R&I) Omaha was a surprise. There is a warehouse area, part of downtown, that has been converted to a tourist area, with lots of shops and

restaurants, including a very nice brew pub. It also seemed that there was a lot of construction downtown, a sign of prosperity.

(T&F) New Motto for the Rally instead of Party the Plains:

When you're Hot, You're Hot! When you're really Hot, You're in Omaha.

(J&L) Linda and I had a great time at our first Midwest Tandem Rally in 10 years. In the interim, we had spent seven years in Washington state, added Tyler and Justin to our family, and finally returned to our Midwest roots. With so many changes in our lives in the last 10 years, it was fun to look back and compare and contrast the gradual changes you may have taken for granted between the 1988 (Springfield, IL) and 1998 rallies.

Jay & Linda Hardcastle - Ames, IA  
 Rich Wolf & Ina Thompson - Atlanta, GA  
 Tom & Fran Ostertag, St Paul, MN

## MIDWEST TANDEM RALLY 1988 - 1998

Then	Now
Attendance a record at 150 teams	Attendance down at 350 teams
Ham Radio volunteers	Cell Phones
Cateye Solar	Flight Deck!
6 Speed Suntour	9 Speed Shimano
48 SS Spokes	3 or 4 carbon Spokes
Arai Drums	V Brakes or Hydraulic Disk
Toe Clips and some Look Pedals	SPDs and some toe clips and others
Socks on Water Bottles	Ice Filled Camelbacks
Slides or Prints	Digital or Video
Scrap Books	Visit my WWW site
Spenco Saddles	Recumbent
Banquet Chicken	Banquet Chicken (so some things don't change!)
Wool Rules	Love that Lycra
White Bell Biker II helmet with red strips	Giro, Bell, Specialized, in any color!
Drop us a Card	Here's my email
Maybe a new bike next year	It's old, but a lot faster without the trailer!
The best people to ride with anywhere!	





## TWO TANDEMMS TOURING TUSCANY

Pat and Glenn Armstrong, James Graham and Fancy Bulley's Adventure in Italy

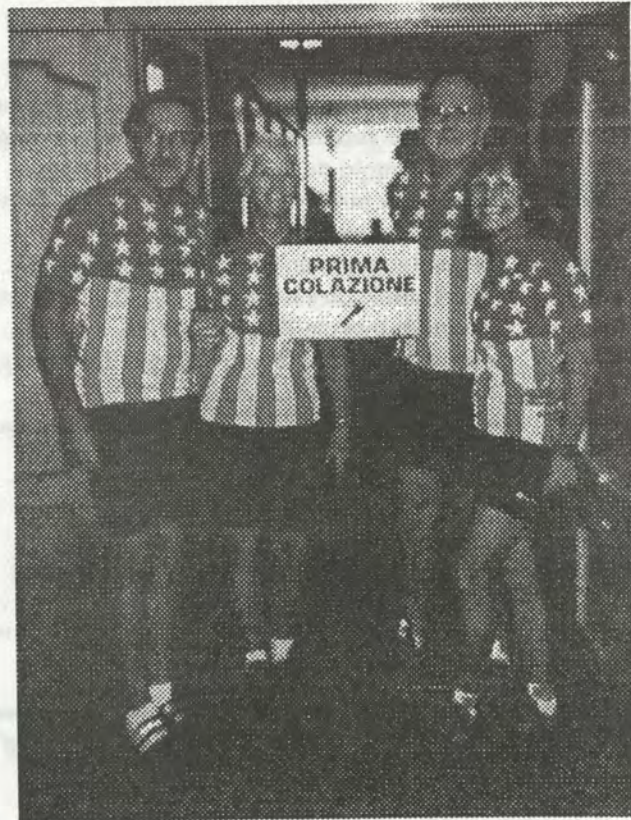
After two canceled flights in San Francisco, an agent at the airline check-in counter initially refusing our Pedal Pack tandem cases, a missed connection in Chicago, a detour through Heathrow Airport in London instead of a flight directly from Chicago to Milan, and a flock of birds on the runway which prevented our timely landing at the Milan airport, we finally arrived in Italy!!! All of this made the challenge of loading our two tandem cases on the bus at the airport and then on the train at the train station seem simple. We were not even ruffled when on the already moving train the conductor told us that we could not transport our oversized suitcases on the train. We smiled and shrugged that we did not speak Italian and he rolled his eyes and left us alone.

In Florence, after a day of walking around and recovering from our journey to Italy, James and Glenn assembled the tandems, checked our tandem cases at "left luggage" in the train station, and we set off on our Tuscany adventure,

Our first day we rode to San Gimignano to connect with the hiking group we would meet each evening. This group was led by Tom and Dee Armstrong, Glenn's son and daughter-in-law, who live in England. The hiking group consisted of eight people who had known one another for years and enjoyed partying each evening. They were from England, Wales, and San Jose and Orange County, California.

We had a wonderful time riding from one ancient, hilltop, walled city to the next. Each day's ride began with a long downhill and each afternoon we had our "reward", as Pat called our uphill climbs to our next stop. Each day's ride consisted of climbing and descending many hills, which provided breath taking vistas.

Our final evening with the group was spent in Montepulciano. The next day we rode to Chiusi to catch the train back to Florence where we claimed



Pat & Glen Armstrong, James Graham, Fancy Bulley

our cases and packed our tandems for the trip home. After shipping our tandems from Florence to Milan, We hopped on the train ourselves.

We had a wonderful time with absolutely no flat tires or mechanical problems. We found the Italian drivers extremely polite and considerate of the "Crazy Americans" on tandems. We are still the best of friends and look for-ward to many more tandem tours. In fact, one of our dreams is a ride across the United States in a couple of years. We plan to do our own Sag support by taking "half bikes" as well as our tandems and each of us taking a turn at the wheel of our Sag wagon. Any suggestions or interest is joining us?

Fancy Bulley  
La Selva Beach, CA





# TANDEMING..

## "YOU MAKE THAT LOOK LIKE FUN"

My husband and I hear these words often, and we take great pride in such a simple comment. Three years ago when we purchased our tandem we never imagined the fun, friendship and travel that a tandem would bring to our relationship, but it has! We decided to get a tandem because we needed new single bikes and a tandem just seem to be more practical than singles, given our difference in abilities. Also Lonnie, my husband, saw a shiny new Santana tandem at Bicycle World in 1983, a whole year before we ever met. He never forgot that image in his mind. We were not influence by family, friends and did not even ride with our local club the Hanover Cyclers at the time when we considering getting a tandem. We only rode bikes on vacation and around town.

On February 14, 1996 we placed our order for a brand new shiny white tandem and christen the name "Casper, the friendly tandem" even before saw our new tandem. Like most new tandemist it took

awhile to get the signals and the communication worked out, actually we still are working on improvements. We bought the book "The Tandem Scoop" almost a year BEFORE we bought the bike. We joined TCA and went to a Mid-west Tandem rally just to look and talk to people before we jumped in on this "investment". In hindsight we would not change a thing. We love our tandem, we are happy that we took our time and carefully researched what we wanted in a tandem and what we were willing to spend for that happiness.

Now we have almost three seasons and 5,000 miles under our tires. We ride with local social tandem groups like TOYS and CRABBS. We ride alone, right from our back door aided with maps of all the backroads in Pennsylvania. We ride with our local club on weekend social rides and with the Tuesday and Thursday night "Go-fast-Guys". We have traveled to ride starts 3 hours from home, or to rallies half way across the United States. All of these activities are fun, even the race we entered and finished seventh in, just out of money contention...did I mention there were only seven tandems in the race? It was fun anyway, we had our fastest ride ever of 20 mph.

Most everywhere we go and most all the people we meet make a similar comment, "you make that look like fun!". That is a wonderful and encouraging compliment to give any tandemist, experienced or just starting out. Lonnie and I are just having fun, therefore it must look like fun to others. We are also proud that our local bicycle club ( half-bike riders ) had three active tandem couples in 1996. Now our club has fourteen active tandem couples, some of them are even the Go-fast-Guys that now spend quality time with their significant others enjoying their tandem. We don't take credit for the explosion of tandems per capita in our town, but if you are having fun, and that is important in a relationship, then that is where the crowd will be...having BIG FUN on a tandem!

Wendy & Lonnie Hamer  
Hanover, PA

BIKE TOPPER
TOPPER LOCK
WHEEL CROW

---

ATOC
WE
EXPANDED!
TOPPER  
Rack Products

---

TANDEM  
TOPPER™

"Using the (TT) is an absolute pleasure - just ask my stokers, they no longer have to help me..."  
K.H., Portland ME

Drive  
Attach

IMPROVED FOR '98

---

**Atoc Inc.**  
6615 180th St. SW  
Lynnwood, WA 98037

800-ATOC-021  
(800-2862-021)

FAX (425) 743-0483  
[www.Atoc.com](http://www.Atoc.com)

- One-person loading!
- Quick & easy to use
- No damage to bike's finish
- Carries tandems & singles
- A breeze to install

Official Sponsor - Burley Cycling Classic





## The Stuckers Down Under The End of the Journey

With this segment Gene and Diane Stucker complete their New Zealand journey.

We are nearing the end of a great journey. Early in February, on the 8th, we took a rest day. This day allowed me to go over Dina's records and look over some data that may be of interest. So far we have moved our residence town on 38 of the 65 days that we have been in NZ, about 60% of the time. On these days we have accumulated a total of 976 miles (1570 km) of pedaling for about 26 miles (41 km) per day. (If we include the mileage that we put on pedaling around towns while we are staying there we passed 1000 miles a few days ago). On these moving days we have climbed a total of over 28,500 feet (8690 m, 54 miles) for an average climb of 750 feet (230 m) per day. Despite all my complaints about hills this only amounts to an average slope of 0.55% but, of course, it isn't the averages that get to you

Our expenditures continue to hover around US\$80 per day (figured at an exchange rate of 61 US cents per NZ\$. Actually the rate numbers reported in the papers here have varied between 56 cents and about the 61 used but we won't find out what Visa used for our charges and our Master Card charged for money withdrawals until we get home). On days when we are in bigger towns and take tours and such the average daily cost rises and in the small towns it drops. It could be much less if we camped more and perhaps costs could conceptually be reduced if I drank less Guinness (but we have to be practical, don't we?) and costs could, of course, be more if we selected more costly places to stay. At any rate this is not an expensive place to vacation if you can get here cheap or if you stay long enough to spread travel costs over lots of days. Our tickets cost just \$3000 and we will be here about 180 days so that will add about 17 US\$/day to the total. Still US\$100 a day for two people isn't bad.

For the next several days, we played tourist and did not pedal. We treated ourselves to a train ride through the Taieri Gorge to Middlemarch and back. This train ride was interesting, for it took us through the NZ gold rush country. The train was actually

proposed when the gold rush was in full tilt, about 1870, but construction didn't start until 1879. By then, the gold rush was over, but the construction plodded along. It was not until the early 1900's when there was enough track in the gorge to be of significance. Local legislation protected the RR for the next 60 years, but by 1990 the handwriting was on the wall. The railroad was to be closed. Dunedin bought part of the track and right of way, and more of the RR has been converted into a trail. Today, this is a very significant tourist attraction.

After 3 days of touring - via double decker bus - and visiting museums, it was again time to pedal. On February 11, we left Dunedin. We began our day climbing up Three Mile Hill, the challenge of the day, we thought. Actually you may have noticed that city streets are often steeper than stretches of highway. Dunedin is quite proud of its steep streets and one

### England in 1999!

Chris Davison and Rich Wolf invite you to join them on an affordable, deluxe cycling adventure in England.

#### South of England Adventure

June 12 - 19 & June 26- July 3

#### The Cotswolds Adventure

June 19 - 26

8 days, 7 nights - \$1,295 pp, double occupancy

35-50 miles per day	All breakfasts
Airport pickup and return	Most dinners
Deluxe accommodations	Baggage sag
Quiet country lanes	On-road support
Historic places	Singles and Tandems

#### PennyWise Cycle Tours

Call: 1.888.605.4531 toll free

<http://pennywisecycle.home.mindspring.com>





street in town is recorded in the Guinness book as the steepest street in the world. This was not that street, but still it was the first hill that we attempted in NZ that we had to get off and walk. And walk. And walk, for it was a long hill

Eventually we did get to the top of the street and then down the other side, equally steep. Finally we got to edge of town and on the road and could ride the bike again, albeit on up. The cycling guide said that Three Mile Hill is 340 m (1116 feet). We had started at the Dunedin post office which was at about 50 feet elevation and sure enough we finally got to where Dina's altimeter said we were 1060 above where we started and that was the top. And the view!. It was glorious and at the same time we could look forward to mostly coasting for the rest of the day. Total climb for the day was 1380 feet so outside London street and Three Mile Hill there wasn't much left.

We pedaled through Lake Waihola, through Milton, and on to Balclutha. By the time we reached our destination, the combination of the heat, the hills (we climbed about 1000 feet today, all very steep), the colds we have and perhaps the trucks roaring past all resulted in my really crashing when we selected a room at the Highway Lodge Motel. We decided to just have a simple meal in the room tonight and go to bed early. For the weekend of 13-15 Feb there was a wool festival right there in Balclutha but we hadn't decided to stay around and see it. Still, on Friday, 13 Feb, when I awoke after about nine hours of sleep and still feeling exhausted, it seemed a good day to attend the festival. Fortunately even with the festival in town, our room was still available for another night.

The alarm went off at seven on Saturday, 14 Feb, and we got up feeling better than we have for several days,. I think the antibiotics that we have been taking are having their effect as they usually do, you finally feel good when they are about gone. We got up, ate our normal fresh fruit, yogurt and muffins, paid for the room, packed the trailer and bike and were on our way at 9:30. Today was to be a short day. Our goal was Clinton, a tiny town only 18-19 miles away, and on the way to the following destination, Gore, a much bigger city. Sort of a nice twist to an American tour of NZ to stay in Clinton and Gore on successive nights

Then it happened. An accident unique to our bike. Each seat is held on the frame with two normal bike quick release skewers. It makes it fast and easy to remove and replace the seats but today, when I started to push hard on the pedals, my seat came loose and popped back towards Dina. I lost control and we slid into gravel on the side of the road on our left side. This is the same side that we fell on several weeks ago. Of course we bike more slowly now so the results of this fall weren't serious but still we scraped some of the old spots. We also felt pretty embarrassed and debated about mentioning the fall in these notes for fear that several of our friends would write and suggest that maybe dottering old folks should... Well, we are still doing adequately well, and a while later, about noon, we arrived in Clinton

The town sign, that is located behind a statue of three Clydesdale horses, says that the population is 420 and there are two service stations, a store (that was closed by the time we arrived), a couple of tiny shops (one of which served us our daily ice cream cone) and a hotel/pub where we intended to spend the night. We really should have called because this is the only accommodation between Balclutha and Gore and Gore is another 40+ km. We were lucky again. There was a wedding in town and four of the six available rooms in the hotel were already taken at noon but that left us our choice of a couple of rooms. The pub and restaurant were in the same building as the motel, it wasn't much of a walk for tonight's dinner. Dinner was really good. My chicken cordon bleu came with two big chunks of stuffed chicken and Dina's two big chunks of blue cod fillet was also too much. Still Dina was able to eat a boysenberry parfait for dessert. It was a lovely evening and we walked around the tiny town again on the way back to our room, stopping to chat with a friendly woman who was "hosing" her garden.

Sunday dawned cloudy and threatening but we jumped up, feeling great and ready for the ride to Gore. As we packed the bike it looked like it might clear but it was still cool enough for sweatshirts. Again we got on the road at almost exactly 9:30. Out of Clinton is up a hill but then it becomes gently rolling, i e, I didn't have to put the gears into granny low more than about once a mile and then only for a short distance. We cruised along with light traffic since it is Sunday in the country. We are surrounded





by hills, mostly some distance away, and between us and the hills are lovely fields, mostly full of sheep.

We stopped at a tiny store in Pukerau, about 2/3rds of the way to Gore, for our daily ice cream fix. The store didn't make cones so we had to settle for ice cream bars, but they are good too. Dina got a Memphis Meltdown, a really big ice cream bar covered with a thick layer of chocolate and then with a layer of caramel and then covered again with a thick layer of chocolate. The store owner told us that it had been introduced just a few months ago, had been wildly successful and had taken over 30% of the ice cream bar market. It is very good but it is also a lot of ice cream. I was a little worried that Dina might not be able to pedal after all that but she seemed fine - maybe because I helped her with a couple of bites.

From Pukerau on into Gore the road gets flatter and slightly downhill so we whizzed along and were there before we expected. In Clinton we had taken Dina's picture with the statues of the Clydesdale horses so in Gore it was my turn to be in the picture with the huge brown trout. For dinner in Gore, we walked to the center of town, probably about a mile and a half, to several people's favorite pub. It is named Howl at the Moon and is a large, nice pub. Again I couldn't get Guinness but settled for a bottle of DB's vita stout while Dina had a tap DB ale. For dinner tonight, we split three "entrees" (appetizers), garlic bread with humus, vegetarian salad and pumpkin pasta with pesto sauce. These were all very large and pretty rich too and we couldn't finish it all but walked away quite satisfied.

The alarm rang rather early for us, and we would have loved to stay in bed longer, but we needed to start another day. Again we packed the trailer, chatted with some other folks staying in the motel who wondered about our bike and were on the road about 9:30. This was to be a rather long day for us, over 40 miles, but it had only two significant hills and we were to end up in Invercargill. Since Invercargill was 80m lower elevation from Gore, we thought we would have about 200 net feet to coast down today, but it was not to be. Down the road, maybe a mile, there was Edendale hill staring at us and we put the bike into granny low and cranked up. Not too bad, we thought, and now to coast down to Invercargill. Well it really didn't work that way. For one thing it seemed to be slightly uphill rather than

down and for another Dina picked this moment to mention that we didn't have the SW wind in our face that the forecast had promised last night. The weather gods were listening and the wind almost instantly swung around 180 degrees to blow in our face. Actually though, even with the wind and the apparent upslope we rode easily into Invercargill and to the downtown campground that we had called last night.

We had decided to spend a few days in Invercargill and a few more in the area, specifically to tour the Catlins (a hilly coastal area nearby) and Stewart Island. On Tuesday, 17 Feb, we went to the visitor center for advice and bookings. We ended up: 1) booking a day with a fellow who would pick us up on Thursday for a one day tour of the Catlins, 2) a bus that would pick us up on Friday to take us to the Stewart Island ferry, 3) tickets for the Friday morning ferry, 4) lodging for Friday and Saturday on the island and 5) ferry tickets (two of the last three available) back from Stewart Island on Sunday afternoon. While we are on the island, we hope to be on the twilight boat tour that sees kiwis feeding on the beach. So, we had our schedule set for the next week.



## The Tandem Pack



- The only Hard Shell Case made for Tandems
- Frame rests in beds of custom cut-to-fit foam
- Can be converted to house 2 "mono" bikes
- Rolls Easily •••• AND IT LOCKS!

[www.pedalpack.com](http://www.pedalpack.com)  
 1-888-733-3520





We visited the museums in Invercargill, whiling away the time until our tours were to start. Invercargill's museums were quite interesting, with many rooms devoted to different topics. There was a room, for instance, with Quaker displays, mostly a large tapestry that local Quakers are making that was inspired by the classic at Bayou.

Thursday was the day we were to tour the Catlins. We were ready when David Hamill pulled up in his van, right on time. David gives you the impression that even if people didn't pay him for the tour he would do it for you because he likes being with you so much and he likes to show off the area around where he has lived for so long. The tour cost was NZ\$48 per person and today there were five of us in his van. We drove probably 200-250 miles, mostly on gravel roads, stopped at many sights, had morning tea and a picnic lunch that David supplied and didn't get home until about 5. In the Catlins there were lovely crescent beaches, walks in original forests, bluffs of beautiful rock, a very old lighthouse and clearly it was a place worth a visit. The highlights were probably the two waterfalls, broad, multi-streams of sparkling water on jet black rock with many steps down. That, or the beach covered with exposed remains of a petrified forest blown over and then covered by a volcano 160 million years ago.

Saturday was the day for the trip to Stewart Islands. At six AM the alarm went off and we were startled. We got up, dressed, reassembled the bike trailer and sorted our things into stuff going to Stewart Island with us and stuff waiting for us in the trailer with the bike in the garage at the campground. Shortly thereafter the shuttle bus stopped at the office to pick us up for the 16-mile trip to the ferry. The ferry is an aluminum catamaran especially designed and built for this service. It is driven by two big V-8 engines, has a passenger capacity of about 50 people and on this fast boat the trip takes just one hour. Normally it makes two trips each day. We were off at 9:30 across smooth seas for an uneventful crossing.

Stewart Island is 2% privately owned, all in the immediate vicinity of the town of Oban, and there are 38 km of road, about half sealed. The island is 5-6% owned by Maori trusts and the rest is all park. We toured the roads in the taxi and felt that we knew our way around. The island had been a

whaling station, fishing base and boat building location, and had supported several sawmills. Now there are about 350 permanent residents, there are lots of brown kiwis living on the island because the DoC does their best to control predators, and such stuff and the major industry is tourists.

On Saturday we just wanted to see the island. We slept late, ate a big breakfast, and we were off walking on some of the local tracks. There are long tracks around the island that take several days to complete and these have huts along the way. We didn't take these but they might be something for future visits. We just walked a few short tracks near the town. They were wonderful in the difference in vegetation between what we were used to at home and what grows here. That night we decided that we did have to try the local delicacy, titi or mutton bird, even though we were sure we would not care much for it. It is a young sea bird that only certain Maori with ancestral rights can capture in April & May. They are preserved in salt and their own fat. So we bought 1/2 of a cooked bird, warmed it a bit, and tried it with crackers and a glass of wine. Fortunately, our host said that he liked mutton bird, so it did not go to waste!

Sunday, 22 Feb, we got up and packed to go back to Invercargill on the afternoon boat. We wanted to revisit one short but lovely trail through the fern filled bush close to town, visit the local museum and stop again at a very nice shop that carried only unique stuff. We also stopped for our daily ice cream fix at a place that had some coffee-black walnut ice cream; wonderful stuff. The weather was still questionable so we carried a backpack with the rain suits as we walked but it didn't rain until we lined up to get on the 3:30 PM ferry. The trip back to Invercargill on the ferry was really rough. The catamaran smashed its way into and through the waves with lots of harsh bumps. I had bought a book at the ferry terminal and read all the way across but Dina can't read in those conditions and watched the passengers instead. She assured me later that she had done quite well since several people had become seasick. It took 1 1/4 hour instead the scheduled hour. Back in Bluff we caught the shuttle, got to the Invercargill campground and recovered our bike and trailer, repacked quickly and roughly fearing more rain, and rode to the motel that we had reserved.





While on Stewart, we had determined that we should rent a car for the next several weeks. The decision was one we had debated for the past several days. Our decision was based on the data that we have collected that: 1) The rainfall on the west coast is very heavy; that is why there is a rain forest there. 2) The roads along the west coast tend to be very narrow, have little or no shoulder and wind a lot. 3) There are many stretches where it is a long way between official campsites and other accommodations. We may regret the decision but already it has been cold and rainy for the last few days and we feel better inside. On Monday, back in Invercargill, we began to call rental car companies for a one way rental to Picton, but today we learned that cars were apparently not available. Finally, in frustration, we decided to hop on our bike and visit the car rental agencies in person. We soon find several to choose from. Perhaps they took pity on old folks on a bicycle, because we soon found cars, and at progressively better rates! But now it was too late to leave on Tuesday. Thrifty will deliver the car of our choice on Wednesday morning.

From the 25th of February until we arrived in Picton on the 18th of March, we toured NZ with our bike dismantled in the back of our rental car, a Nissan Maxima (whose seats fold down, giving us just enough room to pack bike, trailer, and gear inside the car. It was \$80NZ/day, but the car would let us see much more of NZ than our tandem would. And we would be dry and warm as the rains came down. On the way to Picton, we stopped where we wanted to, and drove three to five times as far as we would have biked each day. But traveling by car, while it let us tour the western coast, kept us from truly exploring the small towns we drove through. People just don't stop and talk to you when you're traveling by automobile, like they do when you're traveling by tandem! We did many of the touristy things these three weeks: visited the power plant at Lake Manapouri, toured Doubtful Bay via catamaran -- all the way to the Tasman Sea and back, and through the Homer Tunnel! We even were able to visit the Fox Glacier near Haast, via a 5-person helicopter.

We drove through many quaint towns and stayed at some great B&B's. Of course, we rarely missed our daily dose of NZ ice cream, even though we were now touring by automobile. Where possible, we always took the scenic routes, stopping



as often as we could at the overlooks to enjoy the beautiful vistas.

Finally we arrived in Picton, the end of our moto-journey. We quickly found our motorcamp, where we had stayed the last time we were in Picton, some months ago. We reassembled the bike and it felt great testing it as we biked through Picton. We found the Thrifty car rental agency, where we would turn in our Nissan, and bought ferry tickets for the next day.

Wednesday 18 Mar, Dina decided that she had the time for a haircut because we were on the 1:30 ferry so after breakfast we biked to the ferry building and parked the bike and trailer. Dina then walked into town (maybe 3 blocks) for her haircut while I read the morning paper sitting beside the Thrifty office waiting for the local to show up. Finally the Thrifty man did appear but he couldn't get the Invercargill office on the phone. When we picked up the car we had let the girl there swipe our VISA card but now we wanted the charges to appear on our Master Card instead. Hopefully it won't be on both cards but eventually we left without any statement. Things work out, I suppose, especially here.

Finally it was time for our ferry to leave, and we rode our bike right onto the catamaran, tied the bike down and had a dull ferry ride to Wellington across a flat strait. A couple of weeks ago one of the other, faster ferries had hit a wave big enough to break its bow. Snapped one of the two points on this catamaran many feet back into the hull and it is out of service. What do we get?. A little wind but nothing to write home about at all. Landed right on time at 4:30, and we biked back to the Downtown Backpackers where we had stayed before in Wellington. This time we decided to spend the next two days in Wellington, to visit the art museum, and to decide what we would do for our remaining time in NZ. We still had two months before our flight back to the US.

We had decided Friday, March 20, would be our last day in Wellington. We went to the town center tourist info office and bought a ticket for an evening event and then walked quickly across town to a noon cello concert that was listed on our program as a free event. Unfortunately when we got there we found that it was a ticket event and they had sold out. It had sounded great, ten cellos playing together but we couldn't get into the small church where it was





being held even though I tried to play the imposed on American tourist and offered to pay and stand. They weren't buying so we had to leave.

Now we had the afternoon and Dina still carried a clipping that I had torn out and indicated an interest in, an experimental wind turbine on a Wellington hill. We decided to walk to the turbine. It turned out to be a few miles away and Wellington hills are much higher than Houston hills. We struggled on and up and on and up and finally got there. I had mentioned to Dina that I intended to ask the people there to call us a cab for a ride home after we saw the turbine, but when we arrived there was no one there. The wind turbine usually generates 210-250 Kw, enough for about 80 typical homes, in the normal winds; it shuts down at winds over 90 km/hr and the power drops at winds below 20 km/hr. After we took pictures of the turbine and the town below, we started back down. With great good fortune, in about a km a taxi pulled up to drop off a customer and we engaged him to take us back to the backpackers. It cost NZ\$10 and seemed a real bargain.

Saturday, 21 Mar., we checked out and walked across the street to catch the 10 AM train to Paraparaumu. As we did on the way South, we intended to miss riding the narrow, heavy traffic route out of Wellington. The train was waiting on the tracks and we loaded the bike and trailer and sat down. When the "guard" got on the train he seemed a little startled but we talked to him and told him about biking NZ and he quickly became quite friendly and cooperative. Right on time we arrived in Paraparaumu, unloaded the bike and trailer and got on the road. We had stayed in Paraparaumu on the way South and therefore intended to try for another town, Otaki, about 20 km further on.

As we biked north we were reminded of the traffic in this area, probably especially now that we had been spoiled by the low traffic roads on the South Island. This is fairly dull country by NZ standards - green fields with veges growing, a few cows, and lovely hills in the background. Biking along as we got close to Otaki there seemed to be several veggie stands along the road and finally we stopped at two or three and bought several good looking fruits and veggies. Arriving in Otaki we stopped at the only motel and found it quite nice and reasonable at NZ\$60.

Sunday we were back on schedule. Up at seven, we were on the road by 9:30. Our goal was Foxton, about 45 km away. One thing we see a lot of - the amaryllis that pop up in the fall - a stalk of flowers with no leaves. In Texas and LA, most of the ones we see are red. Here they are currently everywhere and in various shades of hot pink. On the way to Foxton we went through Levin where, going South, we had spent two nights in a bargain motel. As we passed through Levin today we were stopped by the owner of the motel standing beside the road. We chatted and he wished us all the best as we went on. Shortly thereafter, during our ice cream break, we talked to a local couple who, when they found out our route, were concerned about our crossing a bridge that was long and narrow. Later on that afternoon, just as we entered the bridge, we noticed a car behind us with flashing lights and driving at our speed. Of course it was the concerned couple, protecting us from other traffic. Wonderful people, right? We made it to Foxton, stopped at the only motel, but it failed the modem safety test and proceeded to a hotel where they said we could use the kitchen phone because we didn't get a phone in the room. We did go out to dinner Sunday evening at the only place in Foxton that served dinner after about five PM and it was called Big Tex. I introduced us to the hostess and mentioned that we were from Texas but it didn't seem to faze her.

On Monday, we ate our fruit, yogurt and muffins in the hotel lounge and packed to leave. About eight the hotel staff, i e , the owners and their kids, arrived and began to clean and prepare for the day. We chatted at length, paid our bill, held the six month old grandchild, met the father-in-law, and finally got on the road. It was to be a short day, about 40 km which actually is our average, but this was flat, almost as flat as Houston. The land on both sides of the road was neatly fenced into rectangular, cultivated plots and several of the plots were being grazed by dairy cattle. Looking way off into the misty distance, we thought we saw large hills on the horizon. Could have been Kansas. We headed on up route one for Sansom, a tiny town but one large enough to have several accommodations. About 6-8 km out of Sansom we stopped for our ice cream fix and had a long talk with the owner of the shop which specialized in honey products. We found out a lot about bees before we proceeded on North. About one km out of Sansom we almost passed a lovely





looking building that had a backpackers sign. We had almost decided to spend the night in the Sansom motel because it seemed a bargain in the write-up at NZ\$60 per night and also because Dina might want to fix dinner since it didn't appear that there was a good place to buy a dinner in town. When we walked into the backpackers building we were impressed with the woodwork first of all and then we entered the cafe and saw the food. When asked, the staff said that they were open for meals until 8 PM and with that we had about decided to spend the night. Then we looked at the double room and found it was a large cabin for NZ\$24 and jumped on it. I imagine we will be awakened early by the several banty roosters interacting with the customers. . Later we found that the building had been built by a wealthy family in Wellington many years ago and had been a home and later a church. The present owners purchased it, had it cut into six pieces and hauled to Sansom and reassembled into what we now were in.

The planes from the nearby airforce base quit their take-off and landing practice about the time we went to bed, but the pet bantam roosters did wake us about 5:30; then again at 5:40 and again.. At our normal seven we finally got up and faced the day. We ate our fruit and took our vitamins in the backpacker kitchen and then went into the restaurant for some of their coffee and muffins for breakfast. Everything was good and the bill for dinner, a double cabin and breakfast was NZ\$66. Another great bargain! After a visit to the post office, we were back on the road.

Our goal for the day was Wanganui, about 50 km down the road. It would be a little on the long side for us but it was the only logical stop on our route. It was a lovely day, clear and bright and the wind wasn't bad. We biked along, thinking that we might be in Iowa with the rolling hills and the tall corn in huge fields beside the road, complete with the signs telling us which variety of Pioneer seed had been used. For many miles the road was as flat as yesterday but gradually it began to roll. We stopped in Turakina for our daily ice cream cone and got a great deal. The owner was quite interested in us and in our bike and our dollar cones were very large. I had, for example, a dip of lime, a dip of vanilla and a dip of orange-chocolate chip in my cone and all for a NZ buck. Real ice cream, too. Can't do that in the states, right?

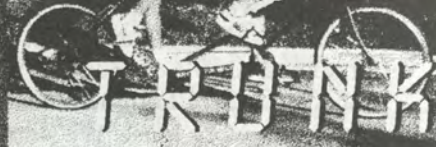
## MONTAGUE TRI-FRAME TANDEM

The high-performance tandem that folds.

ROAD



TO



99

SECONDS



CALL FOR A FREE BROCHURE  
**800-736-5348**  
[www.montagueco.com](http://www.montagueco.com)





Past Turakina the road got MUCH more rolling. We coasted to a bridge and then climbed 200-220 feet up a steep hill on the other side. Not once but several times. Fortunately the energy from the ice cream did its job and we made it to Wanganui, albeit with some aches and ready to stop for the day. Actually, two days, as we wanted to rest and explore this town before continuing on.

Thursday, 26 Mar, we were well rested after our loafing day and packed to get a 9-9:30 start but the couple in the next unit were interested in our bike and in our travels so we stood there and talked for a long time. Just as we were about to finally leave the owner of the motel and her small son came over to talk and delayed us even longer. Finally we got on the road but well after ten and then I wanted to stop at a local bike shop to have them tighten the head set. It takes a couple of spanners much larger than it is practical to carry to tighten head sets and mine had begun to work loose. We stopped at the shop and the mechanic was more than happy to tighten the nuts at no cost for the opportunity to see and talk about a recumbent tandem. We also got good advice about our route out of town and took some suggested back roads that were quiet and pleasant

Our back roads joined route 3 a few kilometers out of town at a BP station where it was time for more advice and a toilet stop. Not much option but to simply bike along route 3, even though there were lots of tandem milk tankers driving at high speeds and there were also several rivers to coast down to and crank back up from. We biked through Kai Iwi, which wasn't much, and, then Maxwell and Nukumarū which seemed to be even less. It was a tough day because the hills out of the river valleys were quite steep. Actually we ended up climbing over 1300 feet, much more than normal, even though the distance for the day was only 22.4 miles. Finally we were almost at Waitotara and again we noticed an accommodation beside the road. We stopped, of course because our luck had been good, and found this place had a couple of nice motel units, cabins and what they called a "farm stay". Borrowing the keys to several available units we checked to find that the farm stay was a third story room on the back of the shearing barn. It had a kitchen, a private bath, a large double bed, a TV and even a phone and, miracle of miracles, the phone passed the modem saver test. All this with huge picture windows on all four sides for NZ\$35 per night!. That was it. . We

didn't even walk down to check the motel units because there was no way they could have merited the NZ\$75 per night in comparison. We unpacked, walked back to the office to buy a few great looking things for dinner and settled in for the night. Dina actually walked about the farm because the owners had developed gardens and a small zoo there. There was a large variety of birds especially, colorful and interesting, llamas, pigs, rabbits, goats, etc. Also a miniature golf course almost overgrown with lovely flowers.

Friday started with the alarm at seven and our standard fruit, yogurt and muffins breakfast before we got on the road. It was to be even shorter than yesterday at about 34 km but today we didn't get engaged in long conversations and were off by 9:30. The target for today was Patea, a coastal town with several different accommodations for us to choose between. It was a glorious day with a perfect temperature for cycling, bright and clear and we both felt great so the miles slipped under our wheels.

There were only two rivers with their long hills to climb and they went well. The towns of Waitotara and Waverly both had accommodations and seemed pleasant if small but clearly either was a place that we could have stayed if we had chosen. We didn't see anything worth stopping for today though. By about noon we pulled into a dairy on the edge of Patea for an ice cream cone and asked for advice about where to stay

The owner allowed that the motel was not bad and the hotels were OK but he thought that the best deal was clearly a cabin at the motor park on the beach. That seemed like good advice so we finished our cones, got on the bike and took the first left off the highway toward the motorcamp. Much to our surprise the hill quickly got too steep to pedal up and we had to get off and walk, the first time that has happened since we left Dunedin on London street. At the top another left turn took us down a steep hill to the motorcamp where we checked out the facilities, found the manager and rented a cabin for the night

The next day, the alarm went off at seven again and I got up, turned on the heater in the cabin and jumped back into bed to snuggle until the room warmed a little. It didn't take long and by 7:15-7:20 the comfortable room and my bladder drove me up and into my clothes to head down the hill. Breakfast





was to be fruit and cold cereal today and the debate was should we eat in our cabin or go to the camp kitchen for this simple breakfast. The decision was for the camp kitchen to possibly talk with our friends whom we had met just yesterday or someone else interesting. It turned out to be our friends from the previous evening. Since it was Saturday the TV news was minimal and again we had a nice talk

We got packed and started on our way by 9:30 with a goal of Hawera, only 28 km away. We hoped the traffic would be light on a weekend and there were very few trucks but many more cars. Oh yes, I probably haven't mentioned that most trucks here are pulling two trailers and it adds a great deal to the wind they generate to blow you off the road. Most of them are tankers hauling milk or big square trucks hauling sheep 2 or 3 layers deep. When talking to someone about these double trailers they said that in Australia it was common for trucks to pull four trailers and that they looked like trains going down the road. I really don't want to be biking and have one of those Australian four trailer units go past on a windy day!

We went through Kakaramea, Manutahi, Mokoia and finally Whareroa and none of them had a dairy for an ice cream cone. One did have a pet food store but we weren't hungry enough for that! On the edge of Hawera we stopped at a big milk processing operation visitor center to ask for advice and check their displays. It is beginning to seem difficult to take the coastal route to New Plymouth because there don't seem to be any accommodations for an excessive length of that road. We wanted help in finding places that we might stay and the people at the milk plant were very helpful and found a well located potential stop. Unfortunately no one answered the phone at the potential stop so we still don't know. We might decide to take the inland route for the comfort of places to stay rather than the adventure of camping beside the road or in a farmer's field. Hawera it is the place to make that route decision. We had decided to spend two nights in Hawera because the forecast is for rain tomorrow, the remnants of some cyclone north of the Tasman, and because there are a few things that it might be interesting to see. At the motorcamp we found that all the cabins were already rented but the owner offered us a caravan instead. The caravan (i e , camper trailer) seemed at least as nice as a cabin so we took it.

Monday, 30 Mar, was to be another short day. Really short this time; we intended to go to Manaia, a small town only about 15 km from Hawera; the profile showed only two good hills. After spending a cold rainy day in the caravan in the Hawera Motorcamp we were all caught up on routine stuff as well as rested and relaxed but it seemed to make sense to split our mileage to take advantage of the accommodations in this town where we could walk to the beach or visit the local museum or some such things. The day dawned bright and beautiful so we had our breakfast, packed, stopped there in the motorcamp to fix a flat tire on the trailer and were on our way into downtown Hawera about ten. Finally, about noon, we got going and at the edge of town we took the left branch as the highway forked and were on the coastal highway, number 45, instead of the inland route, number 3. This was supposed to be the light traffic route but there still seemed to be lots of cars this morning. That and the road still had lots of rivers to cross with very steep highway into and out of each river valley. Oh yes, there was the wind. At probably 30-35 mph and right in our face it made the progress even slower. Oh well, we can handle it all for 15 km and indeed we did, pulling onto Manaia about 2 PM and stopping at the visitor info office to get an opinion about which of the town's two hotels might be best for us. The young woman behind the desk, Carol we found later, paused and said, "Let me make a couple of calls for you ". She called, turned to us and reported, "Just as I thought, the New Commercial Hotel doesn't rent rooms and hasn't for some time ". "OK", I said,, "I guess that makes our decision for us. We will stay at the Waimate hotel tonight ". After another call Carol reported that the Waimate had recently changed ownership and the new owner had decided not to rent rooms, at least for the present. Well OK again, we will use our fall back plan, buy some groceries and bike the 3-4 km out to the Kaipoknui Beach Camp Ground; but do they have cabins or will we have to pitch our tent?. "Oh sorry, they are closed for the season ". Carol reported. It turned out that we could bike another 15-16 km into the wind and through the river valleys to the hotel in Oeo where Carol called and they were still in business and had rooms for tonight but Carol then called a friend of hers who she knew did farmstays





Carol gave me the phone and I spoke to Gaynor Scott who said, "Come on out". I sputtered out a few attempts at questions like should we bring food?. what did they charge?. etc., but she just said, "Look it won't cost you anything; don't bring food, we have plenty; just come on out and we will take care of you". And they did. We did have to pedal 8 km toward the mountain top to just past Kapuni, North of Manaia, to get to their farm. The cross wind was not as bad as a headwind and there were frequent windbreak hedges. Grant and Gaynor were a couple of the most gracious hosts that could be found anywhere. Their farm, Delvin Farms, is one of the largest dairies in Taranaki. We had a wonderful evening looking over the dairy, eating a great meal, visiting with our hosts and slept like babies. The farmstays they did were not the type we were familiar with - a bed and breakfast on a farm. Grant is very active in innovative farm methods and often had farmers from other places - from all over the world - stay with him and observe. And he and Gaynor often traveled to other countries where they stayed on farms and learned about new methods.

From the Scott's home we didn't have to retrace our route back South to Manaia but instead we could head directly West on a secondary road through Auroa, where the Scott girls went to school. We looked to our right to see Mt. Egmont and saw only gray skies and a faint, misty outline of the lower slopes. Heading South to Pihama we could see the Tasman Sea spread out before us. We rejoined route 45 in Pihama where we intended to stop but there was nothing there but a garage, and then rode the 9 km along route 45 into Opunake. Today the traffic was much lighter on 45

We were at the Opunake visitor info office, again the library, before noon. According to our brochures, in Opunake there was a motel, a hotel and a campground and, yes, all three were there and operating. We decided to take a backpacker's room behind the motel since we couldn't use the phone anyway. The motel room was NZ\$70 and the backpacker's was NZ\$36 and that may have influenced our decision but the backpackers was a spacious five bedroom house and there was no one else there. We unpacked, biked to the nearby dairy for our ice cream cones, explored the town and the beach, got more groceries, met a local young man who had built his own recumbent, let the young man and his wife a ride on our bike while we held their

baby as security, and generally got familiar with the area.

Wednesday, 1 Apr, the alarm went off at seven as usual and we heard the wind blowing very hard around the house and in the trees. The morning TV news (called "Breakfast" here and with a familiar theme music) confirmed what they had said last night, "Heavy rains in Taranaki with winds gusting to over 100 km/hr". We didn't intend to be April Fools despite the date so we strolled to the office and told them we would stay another night. Dina fixed French toast made with a pumpkin seed and mixed grain bread and with that, the NZ fresh fruit, the homemade preserves and local honey that we have gathered it was wonderful to sit eating a leisurely meal. We ate and listened to both the howling wind and the TV news while having a second cup of coffee. With another lazy day at our disposal we took advantage of the free laundry here in the backpackers and caught up again on that chore after three days. The strong wind whipped our laundry on the line until the sprinkles started, causing a mad dash into the thrashing, still damp clothes. For the trip we wore one set of stuff and brought five sets but we do laundry every three or four days to take advantage of time and facilities. Besides, if we wait until the last minute to do all five extra sets it is also time for sheets or something and we usually have two machines full of stuff to wash anyway. Self contained bike touring is full of dailiness.

Thursday, 2 Apr, dawned just as predicted, windy and rainy again. The alarm went off at seven, as usual, but we simply listened to the wind and rain for a while before we got up since we didn't think there was really much chance that we would decide to push on to the next town. Some part of our reluctance is that we know that the next town is very small, is 40 km away, that the headwind and many rivers will make it a tough day for us and the only hotel that we have found indicated there was in a newspaper ad, isn't listed in any of our reference books and didn't answer when the local visitor info office called them. Today we will try to contact the hotel again and be assured that if we get there we will have a room

Finally we got up, ate a typical fresh fruit and porridge breakfast and again had a second cup of coffee as we listened to the wind and watched the





TV news and weather. The forecast doesn't seem to get any better so one day soon we may have to face it and just go. Maybe a good movie first. Then again on Saturday the NZ knee surf board championships will be held at the beach here and that might be fun too. So many ways to rationalize behavior. In early afternoon it looked so great out that we took the bike and went downtown for some groceries and such. Timing was great since we arrived just where the sidewalk cover started as the rain came. We called the Stony River Hotel in Okato down the road about 40 km and reserved a room for tomorrow night.

Friday, 3 Apr, started just like most with the alarm at seven. Looking out the window it looked fine and we jumped up, well rested from two days of loafing, and got into getting ready to leave. As comfortable as we were with our five bedroom house, three nights in Opunake is enough. Of course if it had been really cold and raining and windy we might have rationalized staying and going to the movie and watching the knee surf board competition but better to go if the weather is friendly. We were on the road at 9:15 for what may be a new record .

This was a much nicer day than the two we loafed in Opunake. As we rode we noticed some unique hills on both sides of the road. We thought they might be old sand dunes, eroded somewhat. However, when we rode through a cut in one, we could see that they seemed to be made of assorted rubble - some smooth roundish rocks and some angular rocks - in a matrix of mud. Certainly not sand dunes. We tried different scenarios all the way to the hotel. There, on the back of our AA map, we read about vast mudflows in this area during the Pleistocene glaciation.

We continued through Pungarehu and then into Warea where we finally stopped for our daily ice cream. No cones at this gasoline station so we split one of the NZ, too big, too rich, ice cream on a stick and chatted with the clerks. The final 12 km into Okato went quickly and we arrived at the hotel and I was quite surprised when the bartender stepped forward and said, "Hi Gene, I'm Randy". I suppose when you call ahead for a room and identify yourself as a cyclist to a hotel that has only five rooms and then walk in about the time you predicted in a cycling logo tee shirt it is pretty silly to be surprised when they know who you are, but still all that hadn't occurred to me.

Saturday we got up at seven as usual and had a good breakfast with Jim and Shirley in their kitchen as part of our bed and breakfast package. We had seen the price of the B&B as NZ\$35 and thought. that was per person but it wasn't, it was for both of us. we got on our way . The road was still down into river valleys and then up a very steep hill to another short plain but we were gradually swinging East and the NW wind was more and more a tailwind or at least from a side. Here, the cuts through the hills showed just mud with no rock. The day was lovely and we rode along with pleasure, especially since we could see the Tasman in the distance and the sun sparkled off the waves. We averaged about 9 km/hr and as we got close to New Plymouth we took the beach road for lighter traffic and to be closer to the sea. We did hit one hill at the edge of town where we missed a shift into granny low gear and Dina already was complaining about her knee hurting. We then decided to push the bike up this very steep hill but at the top I looked back and the trailer didn't look right. On checking the trailer had a broken bolt that needed to be replaced at once, so I sat down at the side of the road and proceeded to fix it. At that moment it started to rain. A friendly fellow from across the road came out and offered us the use of his garage but it would have taken more time to move into it than to just finish so that is what we did. Back into the rain and on down the road to the Mid Town Motel that wasn't fancy!

Sunday, 5 April, was the day to see some of New Plymouth. Our first stop was the visitor info center to attempt to get better data on the next few days. The accommodations aren't spaced well for self indulgent recumbent tandem riders, pulling a trailer and a little past their prime, so we are trying to find more potential places that might be used. It looks like we have found three comfortable days up the coast but we will see.

Monday, 6 Apr, was the day we had thought we would be on the road North again but our local friends offered to take us for a hike up the mountain. Margaret was working at her volunteer job until noon so we walked about town again, mostly in the big town park where the best exhibit was the fern rooms, and then met Margaret and Derek for lunch at the tea room in the park. From there Derek drove us to the DOC office on the mountain where we took advantage of the displays and watched a video on the area. Then came the moment of truth. Margaret





lead us up the 800+ steps along the route to the razorback where the climb to the top really starts. Fortunately for Dina and for me it was really too late to attempt the climb to the summit so we walked back the long way, around the mountain which meant down into stream beds and up again, just like our biking around the mountain. Then we drove back to Margaret and Derek's home for a visit. Eventually we all decided that dinner at Maloney's was just what was needed after our walk, based mostly on our recommendation from the previous night. We drove there to find they were closed on Mondays but then tried our second choice, Peggy Gordon's. Not bad; and they had a good supply of Guinness !

We decided to leave New Plymouth on Tuesday and continue on North. The weather reports reassured us that there was no concern with either rain or wind from still another fading cyclone in the area we were covering. Actually, we were feeling pretty comfortable in New Plymouth and liked the town and almost decided on another night. There were plenty of things to do and we could even try that third Irish pub, but still there is a lot of country left and we wanted to see as much as we could before we left. Our ambition for this day wasn't overly much. We intended to spend the night in the motel in Urenui and had called ahead for a room because there were only four rooms in the motel. Biking out of town on route 45, the coastal route on which we had come into town, we rejoined route 3, the busier route, at the edge of town. It was a delightful day, the road wasn't very hilly and what wind there was tended to be from the side so things went well. We went through Bell Block and on to Waitara where we stopped for the daily ice cream fix.

On down the road we pulled into Urenui and checked into our room at the motel. Urenui is a smaller town than we had hoped and there was no place to eat dinner so Dina had to fix it in the room again. Well, actually there was a takeaway just across the street and for dinner we decided to get a couple of their burgers and supplement them with things fixed in the room. We tried a local fritter, but when you were born in KS, purple fish patties don't go down well! Oh, well, when in NZ....

Leaving Urenui the next day, we had to attack Mt. Messenger, a very steep mountain on route 3

that climbs to 190 meters, and that after a hilly road with lots of these river valleys to climb out of. When we went to pay for the room the landlord made me an offer. "Stay another night and I will just charge you New Zealand\$20 for it." "Why would you do that?", I asked. "I just like to have you kind of folks here.", he replied. We thought about it but decided to get on our way even though the room was very comfortable and this was indeed a bargain. I had also asked if I might use his phone to call Compuserve in Hamilton and he agreed and said to come up to his room where the phone was. On the way up the stairs he announced that it was his birthday, his 67th birthday. When we got to the rooms he poured himself a waterglass full of scotch from an open bottle on the sink and I thought that maybe he wouldn't remember what the rate was to have been if we had decided to stay. As he watched me call for my E-mail he mentioned that he had for the last few years celebrated his birthday at least three times a year. Nice guy but we were glad to be on the way.

Wednesday turned out to be a great day and the road wasn't too hilly, the wind was not bad so the miles, excuse me, the kilometers, went by fairly quickly. The road is very lovely here in this non-tourist area. Along one side there are big hills so close that it seems that you could reach out and touch them while on the other side the Tasman sea stretches just past very green fields full of sheep and cattle. We got to Mt. Messenger and for the first several meters it was very, very steep but it eventually got to a normal grade and we struggled to the top. Like most things, it was worse in anticipation than in fact and as we coasted down the other side we congratulated ourselves on our strength and endurance; so much so that when we had biked our normal 40 km and stopped at the "bach" (vacation cottage) that an acquaintance had offered for our use, we looked it over and decided to continue on to the next town. It was another 13-14 km of much hillier road and by the time we got to Mokau we were beat. The campground didn't have any tourist flats for rent and we decided to get a room at the motel. The town was much smaller than our information had indicated with no place to eat after about 5:30, so again Dina fixed one of our packaged dinners in the motel kitchen. We regretted passing the "bach" for the rest of the evening. We had passed free rooms to pay New Zealand\$70, worn ourselves out, didn't find a pub to eat in or





even a good store for more food. Still we were warm and dry, the dinner was good and we decided to spend two nights in this motel to rest our sore legs. Even making the decision made our legs feel better.

After getting over Mt. Messenger, we looked back and saw that Mt. Egmont was visible on the horizon with almost no cloud cover. We were in a position to see the line of older, eroded volcanoes to the right that had preceded its emergence and also the small, newer cone on the left and close to the main cone of Egmont that indicates the continued movement of the earth's crust. And we also had a good view later from our motel - it was beautiful at sunset.

Worried about the next few days and very limited accommodations, we called for reservations at a B&B in Bexley Station in the Awakino Gorge (uphill, but only about 20 km away) and at the hotel in Piopio (much more uphill and about another 40 km) so that the next three nights are covered. We shall see.

We slept late the next morning, then had a leisurely breakfast overlooking the nicest view from any motel of the trip so far. The highway makes a large loop from the South into Mokau, around a large, shallow bay perhaps a km wide. The immediate area inside the road loop and around the bay is quite flat and either water-covered or grassy. If the tide is out the bay is black sand. Around this flat space and just beyond the road steep hills rise, ranging from bluffs to tree-covered slopes. Colors range from many greens to brown rocks. Our motel is on the North side of both the bay and the road, about 50-60 feet up the side of the hill and has a large glass door overlooking the scene. We spent most of the day after than loafing, after the exhausting day before.

On 7 April we again hit the road. It's our standard routine -- on the road by 10. Today is a short ride -- Our B&B is just 18km away. It was just 6 km to Awakino, that closest beer supply, but today is Good Friday so we can't even stop for a couple of cans to carry along because everything of that nature is closed. From Awakino it was a couple of km until the river gorge started and then another ten km up the gorge to the entrance to Bexley Station, our B&B for the night. The gorge is really lovely and the slope is quite modest so the trip went quickly. It did start to rain very lightly but not enough to even get out



the rain jackets. The driveway up to the B&B was gravel but we started to bike up slowly. It got steeper and steeper until we got off and pushed the bike. Still it got even steeper and with frequent stops we pushed the first km but still saw no sign of a house. By now we had stopped to rest a few times and Dina suggested that we abandon the bike, walk to the house and hope they have a truck to come back for our stuff. But we didn't abandon anything and kept pushing until we saw a tunnel through the hill ahead of us and the road got steeper still. We stopped again and reconsidered leaving the bike by the side of the road as we breathed deeply, but started again. Through the tunnel, which had a right angle turn shortly after we entered, and then finally the road got flatter. At 1.5 km we saw the house and our hostess, Kay, came to the porch to welcome us. We pushed the bike and trailer into the shed and went in and flopped down for a cup of tea and a rest.

Shortly thereafter the husband, Ross, came in and offered us a ride around the farm which we quickly accepted. Kay and Ross have lived here for four and one half years. The farm is slightly over 2000 acres of which about 1200 are pasture and the remainder is still bush. They raise cattle for sale, contract raise dairy calves and raise sheep for meat and wool but also are almost self sufficient with a couple of pigs, a few milk cows and a big garden. The land is hillier than a Houstonian can imagine. Ross says the house is at 650 feet elevation, one corner of the property is at over 1000 feet and another is at 1280. The 800 or so acres that aren't in pasture are in bush and that is mostly in valleys and such. We both greatly admired Ross and Kay for their courage in taking this on. Previous to buying these acres, Ross was an engineer, Kay was an office worker and they had had only 20 acres.

Saturday, 11 April, was a "normal" day again, 40 km with a 9:30 start. We had called ahead to the tiny town of Pio Pio (which I pronounced as it looked, as two identical sounds, i.e., P-O, P-O, but locals pronounced it either as P-Op-EO or as Phew, Phew ) and reserved a room in the only accommodation, a hotel. According to our cycling guide there was one long hill early in the trip and then a little rolling into town. Shouldn't be too bad a day.

But first we had to go down the 1.5 km driveway that we had pushed up yesterday. With both rim brakes and the rear hub brake on full and my feet





dragging on the ground we proceeded slowly down the hill and, despite Dina's terror, we eventually made it to the bottom. One incoming car did meet us but it was essentially at the bottom where the road is not too steep and fairly wide. Back on the main road at last, the day was super and we pedaled steadily along admiring the view. In four km we came to a one lane tunnel but it was only about 100 meters long and we made it through without encountering any cars. Then we began to climb on what we thought would be the major climb of the day. Up maybe 250 feet of steep hill and then down again about the same amount. Well, we thought, we must not remember the road profile as well as we could have. Then another climb and another downhill. For the day we climbed well over 1500 feet for one of the highest numbers of our tour and even though the scenery was very beautiful we were pretty tired when we finally got to Pio Pio by 3:30 PM for a very slow day. Our cycling guide really missed the road profile on that stretch.

We stopped at the dairy for the day's ice cream fix and then went to the hotel where we needn't have called as we were the only guests. We got our room, arranged to put the bike into the garage and went back to the dairy for the keys to the town museum. For a tiny town they had accumulated a large amount of old stuff and several buildings in which to store it. It wasn't too well organized but the whole place did show interest and care and we spent a couple of hours looking at what had been collected. Actually much of the stuff in these "museums" is stuff that I used as a kid or that I remember my aunts and uncles using, so it is still hard for me to accept that it belongs in a museum but there it is.

The restaurant in the hotel wasn't open but the owners did fix dinner for us as part of being guests there. It was fine, although a little lonesome there in the large dining room by ourselves and not what we might have ordered in another place. The local beer is called Waikato and isn't Guinness but it isn't bad, either.

Happy Easter! It is hard to realize that holidays are happening here since we don't recognize the local activities. Well yes, there are chocolate bunnies in the stores and yes, most things are closed today but still the signals that we usually have at home aren't here or don't register. After breakfast (which we fixed ourselves in the hotel kitchen), the proprietor

arrived, unlocked the garage, chained up the guard dog and we packed the bike and chatted since this was their day off and they could relax. We got on the road after ten headed for the big city of Te Kuiti, about 5000 people. Again the bike guide had the terrain wrong. We thought it would be an easy day but there was much more climbing than we expected and on top of the previous day's climbing we were ready to stop when we got to town. Probably because the route was so hilly, it was gorgeous. We saw pleated hills, colonnaded rocks at the top of hills looking like castle ruins, and deep green valleys.

The first place we encountered in Te Kuiti was the Panorama Motel on the crest of the hill overlooking town and we stopped, liked the room and settled down. Actually we unloaded the trailer and took it off and then biked into town without that weight. We had been told that the big local supermarket would be open today but that was wrong, so we stopped at a few dairies for the fixings for tonight's dinner. A good dinner and a good night's sleep overlooking the town below. Nice place with a large cage for white doves with small doors through which the doves were free to come and go.

Monday, the day after Easter, we were back on the road. We went for another short day to the settlement near Waitomo Caves. Just 12 km up route 3 and then 8 km off to the left we were at the campground we had decided to check first. They had already rented their tourist cabins but the regular cabins seemed quite adequate and we took one. We unpacked, relaxed and debated just what we should do this afternoon until I fell asleep and took a nap while Dina read did the laundry. Good decisions, good way to spend the afternoon. There is a stag in a fenced area probably 300 yards up the road - and it is roaring time. Sounds like an angry dinosaur - we hope he calms down for a nights sleep.

We turned off the alarm at seven the next morning and rolled over to let the room warm up. Everyone here uses electric heaters, probably because with all the water power electricity is pretty cheap, and it is nice to sleep in a cool room and warm up the room before you get up. The room did lose its chill and Dina muttered into my ear that we really should get up if we were going to accomplish what we planned. After a hearty breakfast, it was off for the nearby cave, the Waitomo glow worm cave. Really, I thought that we had seen enough glow





worms in grottoes and such around the islands but we had never seen them in a cave and this one was supposed to be great, so we went. The first part of the tour we walked through a conventional cave and looked at the walls and shapes and they were OK but not outstanding. The big room, the "cathedral", complete with a limestone "pipe organ" is noted for it's acoustics and there have been several concerts there. Then we descended to the river that ran through the cave and got into boats that floated slowly in the stream in total darkness as we looked up and about. It was a mystical experience. Areas in the blackness were covered with clusters of tiny points of light like the night sky only much more dense and somehow close and personal. Breathtaking. We hadn't seen the glory of glow worms at all before.

After leaving the cave, we went to watch the local angora rabbit house shear a rabbit. We have seen sheep being sheared several times. On TV the other night we even watched as a specialist sheared a llama. Now it was rabbits. These Rottweiler angora rabbits were developed in Germany over many years and a local man imported several as the basis for a business a few years ago. Their fur grows so rapidly

and is so warm that they must be shorn at least four times a year or they will die of heat stress. The importer, a sheep shearer, designed a special rack into which the rabbits are tied and supported as the shearer cuts off the fur with sheep shears, the only place in the world using this method.

Wednesday, 15 April - it had rained all night. As the alarm went off we wondered if we might spend another night here but the weatherman on the TV last night had said that the rain was moving NE. Looking out the door we could see that the TV was right, although it was heavily overcast the clouds were moving NE as predicted and there was blue sky toward the SW. OK, no rain today but colder (sort of hard to get used to a southern wind bringing cold). Last night a large group of young girls had arrived at the camp just before dinner time and watching TV in the kitchen was hard to do; young girls make lots of noise in groups. When I got up the kitchen was empty and I yelled at Dina, "Get dressed quickly and we can make it into an empty kitchen." We made it, got a table and got the morning news turned on just as the girls arrived. Didn't hear much again until we left the table. Today's ride was only a short one to Otorohanga where we intended to

# Custom Cycling Jerseys for:



ABBOTT TANDEM TEAM

- \*TANDEM TEAMS
- \*CLUBS
- \*EVENTS

**L. Gaylord Sportswear**

**Call Laurie Abbott**

**(714) 548-5427 or**

**Fax (714) 548-2756**

**894 Production Pl. - Newport Bch, Ca 92663**





spend the night. The two motels in town were located across the street from one another and, it turned out, owned by the same people. Fortunately the woman who answered our ring was a delight and we were rented the last available unit at New Zealand \$69.50 for the night. The unit was very pleasant and the kitchen was quite nice which was the important factor for our evening meal. Once unpacked, we headed for the major attraction in town, the kiwi house. An endowment some years ago had resulted in a breeding center for endangered birds and along with this there was a display area. Since kiwis feed at night they have a cage where the days are reversed and we could watch first a brown spotted kiwi and then later a brown kiwi. Outside we could observe a great number of other native birds. After the birds we stopped at the information center to check on future days and then a stop at a supermarket for chocolate and cookies. Dinner with lots of fresh veggies in the motel was great, the cookies and chocolate kept our energy level up and another day was done.

Thursday, April 16. While biking along today, I am reminded that fall is here. The poplars have lost their leaves, the sumac is bright red, and many trees have turned a bright golden yellow. Have seen a few trees that look like maple starting to redden. At the fresh fruit stand yesterday, we were amazed at how many huge, red apples could hang from a branch. And today, with a southerly blowing in, it got cold. Oh, yes - there are many camellias in bloom - mostly in variations of pink.

It was a reasonably short day, about 25 km, and rolling with an adequate supply of hills but none too long and the wind was strong and at our backs. We met one other cyclist, a teacher from Hamilton headed the other way, and he swung around and visited with us for a while. Strange really, of all the cyclists who we have met or who have passed us he is the first to stop and chat. Most don't even say "Hello" as they go by. The highway is getting heavier and heavier with traffic, to the point that we are now thinking that we will take a train from Hamilton into Auckland to miss the traffic (and to stay alive). At any rate, right road or wrong, we passed through Kihikihi and quickly came to Te Awamutu. That evening we surveyed the three pubs that people had suggested for dinner and settled on the big downtown hotel that had recently changed hands and was being remodeled. It was freshly painted and

clean and the menu sounded good. In the bar there were about a dozen men, all sitting on bar stools drinking and none eating. We went into the restaurant where there were four people at a table finishing their dinner. Well, at least we weren't alone. We ordered and the other four people left. While sipping my beer the waiter came back to let me know that they were out of both the spinach and the feta cheese for my dish but could make substitutions. OK, I didn't really know how it would taste with the original ingredients anyway. By the way, we asked, do these mains come with veggies, potatoes or salad. Well tonight there had been a big group there and we could just help ourselves to whatever we wanted from the buffet of that sort of stuff that was laid out. Well, it was all OK but not great and when the waiter didn't ask about dessert we walked down the street to a McDonalds and got a soft cone. (Yes, the same Golden Arches are everywhere!)

We decided to spend two days in Te Awamutu, to give me a chance to catch up on my rest. We walked about the town, smelled all the roses in the rose garden that the town is famous for (did anyone else notice that over the last several years, as they have bred roses for color and size and whatever else they have bred out the fragrance?), examined all the old buildings that are restored and looking great, stopped and examined some possum boots that I thought might be a great souvenir, but weren't and generally just pattered. That evening we had dinner at another pub, the Rose and Thorn, and then went to see the Full Monty (a movie).

Sunday arrived, and I felt great. We packed, then biked on down the road. Today we headed for Hamilton, a large town in the area, a location for a CompuServe contact number and on the way toward Auckland. The main road is getting really busy but today we can take a back road all the way. There was very little traffic and the route was mostly gentle hills through rich looking farm country with Mt. Pirongia, a nice cone of 959 meters making a nice backdrop. The road was so quiet that much of it had lichen growing on it. Just outside of Hamilton is the South Pacific temple of the Mormans and we stopped at their visitor center for a tour and their attempt at brainwashing. In my working years at Exxon I found that Mormans have an outstanding work record with the company, every one that I worked with was a delight and Exxon makes a





special effort at Brigham Young U because the graduates do so well. Still the details of the religion seem hard for us to accept.

From Temple View, the town where the temple is located, it is a very short distance into the heart of Hamilton. On our first stop we found a motel in a good location and it was not only clean, spacious and cheap but the phone passed my modem saver test! Down to the train station we went and checked on how to take a train into Auckland tomorrow. It turned out that our best bet is the "real train", as the station manager called it, because it has a baggage car that we can be sure to be able to put our bike and trailer into. The other trains have a tiny baggage space that we probably couldn't get into. The problem is that this real train runs once per day at 5:30 PM which gets us into Auckland well after dark. Well, we will have to get a reservation at a place close enough to the station that we can walk to it.

Monday, 20 April, was the day we had decided to take the train into Auckland from Hamilton. With a 10 AM checkout time at the motel and a 5:30 train to catch we probably had plenty of time to see the sights in this town that apparently is mainly a satellite of Auckland. First, we needed a room in Auckland and looked into our reference books. The Auckland backpackers where we had stayed on arrival wasn't too far from the train station but didn't have any place to store a bike, so we tried one described as "within two blocks of the train station". Unfortunately they didn't have any doubles for the night so we asked if they could suggest another place close to the train station, and they gave us a phone number. Yes, the second place that we called did have a double, was close to the train station and we took it. With that resolved we took our trailer to the train station to check it, and then rode around Lake Rotoroa to while away some hours.

We ended at the train station right on time at 5 PM in time to buy a ticket and arrange to get on the train with both bike and trailer. The train was on time, the bike and trailer were loaded without incident and we made the two hour trip into Auckland as night fell. At the Auckland station we helped unload the bike and trailer with the only incident my speedometer hitting the doorway and falling off the bike and the battery falling out. We recovered all the parts, reconnected the trailer to the bike, asked about how to get out to Beach St. and

started the push to the backpackers. Dina, with map in hand, lead off into the dark with me pushing the bike.

Out of the new station, past the old, huge and ornate older station and to the very busy road. We were near the dock area and the road was wide and heavy with trucks. Streets ran in many directions and we stopped for help a couple of times. We were suspicious about the route when we noticed that we went up a street called Parnell Rise and indeed our suspicions were correct because we made it only with Dina pushing from the rear as I pushed and guided at the front. Then more uphill, but not as steep, and downhill where I could sit on the bike and use the brakes while "walking" with my feet on the ground until finally we were there. Much to my surprise we were at a YHA hostel but we got there right at the time I had estimated, 8 PM, and our double room was on the first floor very near the rear door where the bike shed was located. The bike and trailer went into the shed, we unpacked and walked 3-4 blocks to the heart of Parnell, an upscale part of Auckland for dinner. Tonight it was Subway!

Tuesday, 21 April, we slept late and, when we finally arose, walked into downtown Auckland for the major thing we stopped here for, tickets to Riverdance. It was about noon when we found the box-office after taking a route across parks and a college campus. We asked the woman behind the counter if there were tickets available for tonight's performance and she, in turn, asked, "Are you traveling through the area?" "Yes", we answered, "Why do you ask?" It turned out that tonight was sold out as every performance is by noon of the performance day, but we could indeed buy tickets for tomorrow night's performance. "If you buy them now they cost \$80 each but if you come back in the morning after about 9:30 AM they will be released for \$37.50 each, and it is unlikely that many of the tickets remaining for tomorrow will be sold today. Wouldn't it be worth your time to try again in the morning?", she asked. We were assured that essentially the same tickets would still be there and decided it was worth the extra trip. With thanks we left for a walking tour of Auckland. The Museum of Transportation had a bicycle exhibit, but it wasn't too impressive.

Wednesday, 22 April, we rose when the alarm went off to dress, eat, and head for the ticket office





for some of those cheap seats to Riverdance. All the information that we had was correct and we got a couple of seats, albeit on the next-to-last row in this 2800 seat auditorium, for the discounted price of New Zealand\$37.50 each (the New Zealand\$ is back up to about US\$56 cents so it cost the two of us US\$42 to see the show). With the tickets in our pockets for tonight we took another of the local buses, the Link, a circular route around the whole main part of the city for New Zealand\$1 per ride. After the ride, we walked up the hill to visit the museum, primarily to see an exhibit on weaving that interested Dina. At the museum we found our way into a display about the military history of New Zealand and found it fascinating. Over the years New Zealand has participated in a disproportionate way in almost every conflict that England and/or the US has been involved in and their losses have also been disproportionate. In WWI New Zealand had 20% of the entire male population in uniform. That's 20% of the males aged newborn to 100. That was a higher percentage than any other allied country, including England. I keep thinking about how the total population of New Zealand is presently about 3.6 million while Houston is well over 4 million and wondering how Houston would cope with losses like New Zealand has had. We did find the weaving display which was small but good and looked through some other displays while we were there. Really nice museum and located on a high hill with a great view of the area too. That night we saw Riverdance, and it was great, even from our nosebleed seats.

Thursday, 23 April, we got down to details about just how we were going to proceed to bike to the Bay of Islands north of here. We now had about a month with return tickets dated for 26 May to go up and get back. The plan was developing that we would take the commuter train out to the end of the line west of here, Waimauku, to get away from the traffic and from there bike to Helensville to spend the first night. There are no passenger trains headed north from here. From Helensville we were trying to decide just how we would deal with the various problems of accommodations and terrain when one of us turned to the other and said, "Really, I would rather just go home." It sounded like a great idea to both of us and was almost instantly decided to go downtown to see if we could change our tickets to

some close date and just leave the Bay of Islands for our next New Zealand visit.

At the Air New Zealand office a very helpful woman said that sure, she could change our tickets for a nominal charge and if we would come back tomorrow she would find out about the LA to Houston leg on Continental and we could pick up the changed tickets. We felt good about the decision. We have been gone long enough and probably are a little homesick, whatever that means. The next morning, we called at the airline office and got our tickets, visited the friend's cafe for a pancake breakfast, wrote and sent an E-mail note to some Houston family and friends hoping that we could get a ride in from the airport when we arrive there Monday night, and started to get ready to leave. A big concern was bike boxes, but we recovered one that we left at a downtown backpackers when we stayed there in December and got another from a bike store nearby. Bought some tape to seal the boxes, picked up some spare cardboard for stuffing and began to feel that we could make it even though tomorrow is ANZAC day, the Australian/New Zealand version of Veteran's Day. We bought enough fruit and yogurt to get us through a holiday Saturday and a Sunday.

ANZAC day came and went, and we survived. The TV news was about the day's festivities. On Sunday, I started to pack the bike and trailer into boxes again while Dina packed and organized all the rest. It took a couple of hours or more and lots of tape but finally we got everything into two strange looking boxes that the airline might believe are bike boxes. Then we walked to the nearby Auckland Art Gallery for an exhibition they called Orientalism. Lots of paintings & old photographs from a wide variety of artists over a period of about 175 years but all dealing with North Africa and the area around and into Turkey and Greece. Later we caught a bus out to a suburb where a local group was putting on one of our favorite musicals, Sondheim's "Into the Woods". It was a well done production, especially for a small, amateur company, and we enjoyed it a lot. Another bus back into town, a walk along the dock area and up Parnell Rise and we had our last dinner in New Zealand at an Italian restaurant. Good food and a good finish to the evening.

Monday, 27 April, is our last day for this trip in New Zealand. Today we stop by the Air New





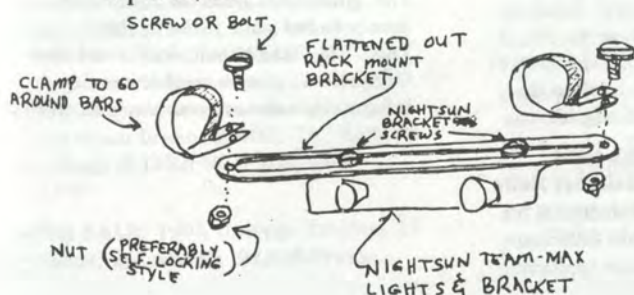
Zealand office to see which flight from LA to Houston we are on, buy just a few more souvenirs and catch the van from our backpackers to the airport. We must have been here about long enough because when we arrived everyone immediately knew from our accent that we were from the US. Lately almost everyone we talk to asks, "Are you here from Canada?" It wouldn't be too long before we actually became Kiwis!

Gene & Dina Stucker  
Back in Houston, TX

## TECH TIP

As a footnote about the AT-4 bars, I also wanted to mention that I found a simple way to mount our Nightsun Team Max headlights to them for our occasional after-dark excursions. I took a pair of rubber-coated clamps and put one around each side of the bars about four inches on each side of the bridge piece, just about at the lowest part of the bends in the bars. The best places to find these coated clamps in a large enough size to go around handlebars is at hardware and auto parts stores. I then got one of those long, narrow, slotted metal brackets that is used to attach a rear rack to the brake bridge or braze-on. I hammered out the bends in the bracket so that it was straight and flat. I then attached each end of the bracket to the rubber-coated clamps. I then mounted the Nightsun headlight bracket directly to the long metal bracket so that the lights would be suspended directly below the handlebar bridge. This setup has worked well for us, and it avoids having to try to mount the headlights in the usual place on the handlebars amid the clutter of the brake and shift levers, drag brake lever, computer mount, and cable housings.

Williard Wheeler  
Upland, CA



## EUROPE ON TANDEM!

SUMMER '98

Spirited tours lead by nationally acclaimed tandem builder, Glenn Erickson.

These are exceptional tours in the best of France and Switzerland created for tandems only

**Rhone Valley** July 26-Aug 9

**Switzerland** Aug 15-28

**Provence** Aug 30-Sept 12

Call, write, or e-mail for detailed itineraries and info



6119 Brooklyn Avenue NE  
Seattle, WA 98115  
206.524.7731  
1.888.972.0140 toll free  
<http://www.ecycletours.com>



## 1999 CLEAN AIR CHALLENGE

Hi, I'm Phil Perry with the American Lung Association of Arkansas and I wanted to let you know of a very special offer that we are extending to your club. Arkansas' largest cycling tour, The 1999 Clean Air Challenge, is scheduled for May 15-16, 1999. It is a 120 mile, 2 day adventure through the heart of the Ozarks from Little Rock to Hot Springs and return.

If any of your members (4 or more) register before March 15, 1999, we will provide lodging on May 14, FREE! We want you refreshed and ready to ride. We provided the very best food and great facilities to include accommodations at the historical Majestic Hotel in Hot Springs... Free. For much more information about this ride please visit our web site at [www.lungark.org/special.htm](http://www.lungark.org/special.htm) or call 1-800-880-5864. Plan now to attend.

Phil Perry  
Director, Special Events  
ALA/ARK





## TANDEM CALENDAR 1998/9

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 Filberts' famous classic car junkyard at the 13 mile mark, and dinner at the White House Restaurant at the end of the ride. Jeff Wiliness (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, 1999. **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

April 16-18, 1999. **Alabama Tandem Rally 1999**. Auburn, AL. The Alabama tandem rally returns the the loveliest city on the plain. Country roads, tandem friendly terrain, Southern Hospitality. Great riding and socializing. SASE to George and Judy Bacon, 305 Snake Hill Circle, Trussville, AL 35173, e-mail judybacon@aol.com

May 14-16, 1998 **COWS Annual Spring Tandem Rally 1999**. Wauseau, WI. Reserve your room at the Stoney Creek Inn (715) 355-6858. Registration forms available in early 1999. SASE to: Mike & Dianne Meuret, 632 Fultin St, Wauseau, WI 54403

May 14-16, 1999. **Georgia Tandem Rally 1999**. Madison, GA. Three days of riding in historic, fairly flat, Madison, Georgia. Applications available Jan 1, 1999. e-mail strauss@mindspring.com or SASE to Roger Strauss, 832 Chelsea Park Dr, Marietta, GA 30068

May 28-31, 1999. **Northwest Tandem Rally 1999**. Corvallis, OR. Contact information will follow. Just reserve the date for a great event!

May 29 - June 5, 1998. **International Tandem Rally 1998** Herkenbosch, Netherlands. The main rally base will be the campsite Elfenmeer near Herkenbosch, located within the National Park "De Meinweg". Contact Carmelita Gorg, Laurentiusstr. 30, D-52072 Aachen Tel. (+49 241) 9319017 e-mail cg@comnets.rwth-aachen.de http://www.tandem-club.org.uk

June 25-27, 1998. **MATES (Mid-Atlantic Tandem Enthusiasts) Rally 1999**. Salisbury State University, Salisbury, MD. Interested? SASE to:

Team Friedman, 5514 Callander Dr, Springfield, VA 22151-1402

July 23-25, 1999. **Eastern Tandem Rally 1999** Gettysburg, PA. See the short article elsewhere in this newsletter. SASE Rodney & Verna Moseman, 101 E Main St, Lititz, PA 17543 e-mail tmoseman2@juno.com

August 6-8, 1999. **Southern Tier Tandem Rally 1999**. Elmira, NY. We begin friday evening with wine and munchies social and go from there. limited to 45 teams. Rich and Lindy Shapiro, 850 W Clinton St, Elmira, NY 14905 (607) 732-4859 e-mail rich@gtgtandems.com http://www.gtgtandems.com/str.html

September 3-6, 1999. **Midwest Tandem Rally 1999**. Midland, MI. The host hotel is the Valley Plaza Best Western 800-825-2700. There is an RV park on site. Check out the MUTS website http://www.accn.org/~kvanden/muts/ or SASE MTR'99, 5409 Drake St, Midland, MI, 48640-2410

September 3-6, 1999. **Sleeping Lady Tandem Rally**. Leavenworth, WA. The routes include beautiful country roads, up and down twisty roads through apple and pear orchards, with some highway stretches. The rides begin and end at Sleeping Lady, a mountain retreat and conference center. www.sleepingladyresort.com

October 1-3, 1999. **Southern Tandem Rally 1999**. Greensboro, NC. More details later, just wanted you to mark your calendar. Bruce & Judi Bachelder, 306 W Union St, Morganton, NC 28655-3729 judibachelder@hci.net

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:





## CLASSIFIEDS

**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. Asking \$1700. Lindy Lyle, e-mail: ll127369@pegasus.cc.ucf.edu or call (407)-282-3245 (FL) 11/98

**FOR SALE:** 1997 Medium Duet in great condition. Just got accepted in MedSchool and no time to ride (or money!) Contact Andrew Fletcher (afletcher@mindspring.com) or call (770)-660-1642. Asking \$1700. (GA) 11/98

**FOR SALE:** 1996 Santana Arriva, small (53x48). Available in November 1998. \$2900. Purchased new in August, '97. Beautiful bike and well maintained. Plum metallic Sachs Ergo, XTR derailleurs, 40h Mavic T217's on Edco hubs. Contact Mark @ (770)-419-0492 or e-mail: (livngood@flash.net). (GA) 11/98

**FOR SALE:** 1993 Schwinn hybrid tandem model "Double Time" 21-speed, w/toe-clips & straps, cyclocomputer, ATB bar ends, trailrack, & 2 bottle cages. Excellent condition and ready to go! \$1100 (791)-294-1919 or e-mail to Busterd3@aol.com. Clive & Beverly DeBeck. (MA) 11/98

**FOR SALE:** 19x17 Lippy custom tandem -- mint condition! Lilac/gray pearl w/custom decal. Gorgeous! STI shifters & other upgrades. \$1750 OBO. Call (541)-389-6780 or lv msg @ (541)-317-3749 (OR) 11/98

**FOR SALE:** Cannondale road tandem, 23x21. Dark blue. All Campy Record tandem componentry, including Ergoshifters, hubs, bb's, cranks, and more! Sun rims, captain & stoker computers, adjustable stoker stem, stoker shockpost, rear rack, 4 cages, Arai drum brake. \$2000. Call Richard or Peggy @ (252)-937-3827 (NC) 11/98

**FOR SALE:** 1995 Univega Tandem 21 speeds, 26" wheels 21X18 Frame

Like New \$750 Firm Call  
203-227-8123 Robert Seskin (CT)  
11/98

**FOR SALE:** 1997 Vision Tandem Recumbent, IPS (Independent Pedaling System). Ridden less than 500 miles in the one year we've owned it. New: \$4000 Asking: \$3000 Scott Henry (920) 868-3309 or oldtimeportraits@dcwis.com (WI) 11/98

**FOR SALE:** Santana Arriva 1994, large size, Plum color. Shimano 8-speed, Edco hubs, dishless rear wheel. Bar end shifters. Shock post and clipless pedals. Low mileage, excellent condition. Asking \$2200. Call (516)547-4245 OR EMAIL AT WEINART@AOL.COM (NY) 11/98

**FOR SALE:** Cannondale Road Tandem 1993, Red. Only 1,000 miles. Shimano XT derailleurs, bar end shifters, ControlTech adj stoker stem, Arai drum brake, rear rack and bag, Extra set of 40h rims, computer and mirrors, \$2,500. Jon (719) 633-8737 (CO) 1/99

**FOR SALE:** Help us go recumbent - Two tandems: Santana Fusion 1996 medium Green; Santana Fusion 1996 Small Burgundy; both have - XTR, tamer seatpost, 48h, drag brake, Bruce Gordon Racks, computer low miles - \$2,100 each. Either can be set up with kiddie cranks. Kelly (970) 625-5025 (CO) 1/99

**FOR SALE:** Santana Road Triplet 1994; 56/54/52; custom tri fade - burgandy to silver. XTR, Bruce Gordon rack, 48h, drag brake. \$4,200. can be set up with kiddie cranks. Kelly (970) 625-5025 (CO) 1/99

**FOR SALE:** 1991 Santana Arriva, medium. 48h wheels, Shimano barcons, Deore LX derailleurs, 13-30 7spd, 52-42-26; Arai drum brake, dual pull brake levers. Well maintained, repainted, yearly overhauls - \$1900. Joe Cahill (507) 281-2644 CST, jcahill@ibm.net 1/99

**FOR SALE:** Orbit tandem 19 - 17" road bike with crank extenders. Excellent tandem for the smaller

rider. Asking \$950. E-mail PERK4357@aol.com or call Maliya at 610-935-0869 in Phoenixville, PA 01/99

**FOR SALE:** 1997 Vision Tandem Recumbent, IPS (Independent Pedaling System). Ridden less than 500 miles. New \$4000; Asking: \$3000. Scott Henry (920) 868-3309 or oldtimeportraits@dcwis.com 1/99

**WANTED:** Used Sovereign in the medium size. Any year, color or condition with the aluminum frame. Call Arlyn or Sandy Aronson 906-932-9852 evening or gnarly&san@gogebic.cc.mi.us (MI) 11/98

**WANTED:** Triple frame or complete bike. Please call Elliot (860)739-3369 or EKimmell118@AOL.com (CT) 1/99

**FOR SALE:** Campy equipment - derailleurs, bb, pedals, more; Pedals, Ti spindle, Ritchey Logic Pedals, new, with cleats. Used twice. \$75.00; Time Cleats, offer; Shimano Deore tandem crankarms, 175x175. 100 miles or less. w or w/o timing gears. \$135.00; Tandem stems, Santana captain's stem, 9cm x 15 deg x 1.25". Adjustable stoker stem, 29.8mm; Handlebar bolt, allen, are bent. \$35 ea; 27" rim 48-hole. Shines like new, less than 100 miles. \$10.00; Shimano bar-cons, 6/7 speed, new. Make offer; Shimano freewheel, 13-30 6sp, new. Make offer. Much more. Ask for complete list. Matt Kurzrock (310)-541-1456 or 541-6506 (h) or (310)-540-8800 (w). CA 11/98

**FOR SALE:** 48-spoke wheels: Phil Wood hubs, freewheel, 140mm spacing, DT spokes, Super Champion rims. 27" w/extra 700c new rims. \$125; 2 Phil Wood bottom brackets, 113mm & 125mm - \$40 ea; 3 Specialized tandem cranksets, 175x175, \$125 ea; 1 kid-back conversion kit, \$60. Call (423)-984-1206 evenings or (423)-977-4200 da. (TN) 11/98

**FOR SALE:** Draftmaster Multi-sports rack w/Tandem accessory moutn. Fits 1 1/4" trailer hitch. Like new,





\$175.00 + shipping. George or Janice. (508)-756-3394 or e-mail: geojan@mindspring.com (MA) 11/98

**FOR SALE:** Bike Pro Hard side tandem case, older model \$250 Kelly (970) 625-5025 (CO) 1/99

**FOR SALE:** Ladies Terry Liberator saddle \$25; kid-back conversion kit \$100, 1 1/8 inch clamshell, was used on 1987 Santana triplet with Columbus cromoly tubing. Alan Currie currie@ghg.net (H) 281-480-7796 (W) 281-483-4428 (TX)

**FOR SALE:** 2 Suzue axles with bearings, rear q/r skewer, complete Suzue hub with axle and q/r skewer - all for \$150; Santana Child Stoker Kit, includes, child width road handlebar, Control Tech extra long adjustable stem, crankset with toe clips and straps, child size seat - \$300. jcahill@ibm.net or (507)281-2644 CST 1/99

**WANTED:** TA Triple 170 Crossover Crankset. Also looking for right 170 Captains crankarm for Stronglight 99. E-mail to twoodby@usa.net or call (810)-731-7947 (MI) 11/98

**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 hibike@globalnet.co.uk

**HELP OFFERED:** Touring Italy? Need news or tips about cycling in Italy? Contact Paolo Sanvito, V. Europa 4, 20057 Vedano 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-mail them to [tca\\_of\\_a@mindspring.com](mailto:tca_of_a@mindspring.com))

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

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

## 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:

September-October, 1998

July-August, 1998

May-June, 1998

March-April, 1998

January-February, 1998

+ more

## 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.





## 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

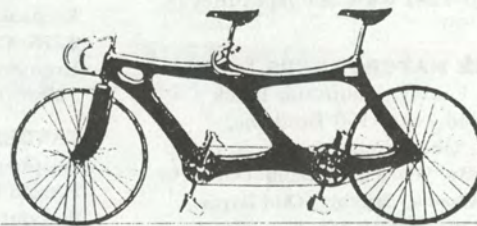
New Lower Price - Same high quality!

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

Stan & Marilyn Smith  
4100 Del Monte Place SE  
Albany, OR 97321-6209

**RED STILL AVAILABLE!**

TANDEM CLUB OF  
**A · M · E · R · I · C · A**



(logo shown approximately full size)

Total Qty Green Polo shirts \_\_\_ x \$25.00 = \_\_\_\_\_

Total Qty Patches \_\_\_ x \$ 4.00 = \_\_\_\_\_

Adult sizes only: Adult: Small\_\_\_ Medium\_\_\_ Large\_\_\_ X-Large\_\_\_

Indicate quantities and include \$25.00 for each shirt, \$4.00 for each patch ordered.  
Canadian and other foreign orders should include extra for appropriate postage.

**T-SHIRTS  
ONLY \$5.00 EACH  
WHILE THEY LAST!**

Ship to: Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ ZIP \_\_\_\_\_ Country \_\_\_\_\_

**T-shirts are still available!! \$5.00 U.S. includes US postage (limited sizes)**





# TCA DEALER MEMBERS

## Tandem Dealers

**ERICKSON CYCLES** The world's finest tandems. Custom-fit, handbuilt, and beautiful! Signature, Production, S&S coupling travel models available. Order now for Spring/Summer delivery. 6119 Brooklyn Avenue NE, Seattle, WA 98115 206.527.5259. GlennEBike@aol.com 11/98 (52666)

**TANDEMS, LIMITED.** Free Catalog. Selling America's finest tandems, including Bilenky, Burley, Cannondale, CoMotion, Litespeed, Rans, Santana, others. Wheels/Parts/Accessories, too! 2220 Vanessa Drive, Birmingham, AL 35242-4430. (205)-991-5519 e-mail: tandems@mindspring.com 01/99 (431)

**Da Vinci Designs** - Builders of the IC tandems you've heard about. Tandem components: cranks 160mm - 180mm, brake boosters, tandem rims, in-line cable adjusters and separators. 303/936-1241 www.teamspirit.net (CO) 3/99

**TANDEM MATCHMAKERS** Touring, Racing, Family, Mountain, Track - New, Used - over 100 Tandems, Triplets, Quad, Recumbents. Rentals. Long tests. Wheels, Brazing. Odd Parts, Wheels, Brazing, Odd Parts shipped worldwide. Mt. Airy Bicycles (888)-MYTANDEM or tandemist@aol.com (MD) 3/99

**ROSENTHAL TANDEMS** - Custom fillet-brazed tandems (and singles) built to fit you and your riding style. Fittings done on my tandem sizing fixture assure proper fit. Stillwater, MN. (612)-436-6666 or rtandems@winternet.com 5/99

**GEAR-TO-GO-TANDEMS.** NY and Northern PA's largest Santana dealership. Two locations: Rochester & Elmira, NY. Santana, Ibis, Burley, Rans in stock. Test rides by appointment. Elmira (607)-732-4859; Rochester (716)-872-6120. E-mail

Rich@ggtandems.com Visit our website: <http://www.ggtandems.com> 05/99 (53741)

**TANDEM CYCLEWORKS**, Denver, Colorado. Complete tandems-only sales, service and supply. Stokers love our special attention! Leading national dealer for six brands, plus custom. Call (303) 715-9690 or [www.tandemcycleworks.com](http://www.tandemcycleworks.com) 9/99

**TANDEMS EAST.** Burley, Cannondale, Bilenky, Co-Motion, Montague, recumbent tandems, wheel building, child conversions, Free Catalog. Demonstrations rides by appointment. 86 Gwynwood Drive, Pittsgrove, NJ 08318. 609-451-5104 email: TandemWiz@aol.com Website: [tandemseast.com](http://tandemseast.com) 9/99

## Other Dealer Members

**T-SHIRT QUILTS** Handcrafted from your souvenir T-shirts. Each quilt is a one-of-a-kind custom design keepsake. Prices range from \$85 to \$275. Call Margaret Thatcher, Brainerd, MN for brochure. 1-800-337-8771 11/98 (8397)

**TANDEM MAGAZINE.** Contact Greg Shepherd @ Petzold Publishing, 26895 Petzold Road, Eugene, OR 97402 to find out about the newest entry in the tandem bicycling magazine field. (503)-342-3723. 11/98 (51405)

<http://www.kiva.net/~studio33>  
Terrific Tandem Gifts! Bicycle metal sculpture, jewelry, home/office accessories. Neat things for your single cyclist friends, too. Great for awards. Delivered to your door. You'll want them for yourself! 11/98 (53893)

**ERICKSON CYCLETOURS**  
**Summer'98** Cycle France or Switzerland with your tandem partner! Fully supported tandem tours lead by nationally acclaimed tandem builder Glenn Erickson. Rhone Hills

and Valleys: July 16-9; Switzerland: Aug 15-28; Provence: Aug 30-Sept 12; Call or e-mail for details. 1.888.972.0140; [www.ecycletours.com](http://www.ecycletours.com) 11/98 (53253)

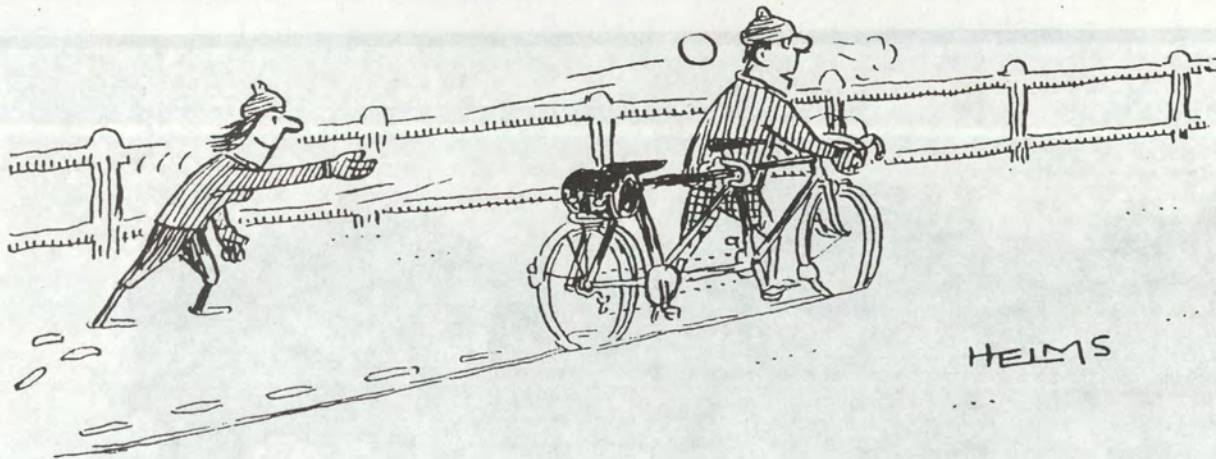
**ACORN INN** Bed and Breakfast: Discover Central Virginia's rural beauty with tandem-riding hosts. Ten bedroom renovated stable; cottage. Near Blue Ridge Parkway, historic Charlottesville. Ideal for groups. Delicious breakfasts. (804)-361-9357. 07/99 (4985)

**TRUESPORT** features the most complete and up-to-date tandem racing calendar anywhere. For online race flyers, results, links and more, please visit us at: <http://www.truesport.com/Bike> 09/99

**ENGLAND** - Fully supported, led by Chris Davison and Rich Wolf. Quiet country lanes. Deluxe accommodations. Fine dining. Discover the real England. 8 days, 7 nights - only \$1,295 pp. 1.888.605.4531; <http://pennywisecycle.home.mindspring.com> 09/99

**BECOME A TCA DEALER MEMBER!**  
A \$45.00 membership gives you a one-year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word classified ad in each issue of DoubleTalk while you are a member. Ads are pulled after the date shown in the ad. New ads with \$45/membership must be received by the editors by the first of the next month (i.e., ads with an 7/99 date will not run in September-October issue if your renewal is not received by **AUGUST 1, 1999**) to keep your advertisement current. Send your ad and check (payable to TCA) to Jack and Susan Goertz, Editors, DoubleTalk, 2220 Vanessa Drive, Birmingham, AL 35242-4430.





**Dues**

United States \$15.00/yr

Canada 20.00/yr

Other International \$25.00/yr

All dues are quoted (and must be paid) in  
US Dollars

2 and 3 year memberships are encouraged

**Membership**

Please fill out the membership form below  
and mail  
with a check made payable (in US funds) to:

**Tandem Club of America**  
Bruce & Judi Bachelder  
306 W Union St  
Morganton, NC 28655-3729

**TCA MEMBERSHIP APPLICATION / RENEWAL**

Membership No. (from your mailing label) : \_\_\_\_\_

Please Print your name or Paste Your Label below. Make any necessary corrections.

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

Address: \_\_\_\_\_

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

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

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

Color: \_\_\_\_\_ Style: \_\_\_\_\_

DoubleTalk is now available on tape for those that are legally blind. Please check here if you prefer to receive your copy on tape instead of the printed copy.... \_\_\_\_\_

Amount enclosed: \$ \_\_\_\_\_ for (1) (2) or (3) Years + \$ 4.00 for each patch



# THE LAST PAGE



© STEVE REKER

Double-clicks now available on tape for those that are legally blind. Please check this.  
If you prefer to receive your copy on tape instead of the printed copy, please call  
Amount enclosed \$ \_\_\_\_\_ for (1) (2) or (3) \_\_\_\_\_ for each page.







# Tandem Club of America

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

6 Issues of DOUBLETALK and membership

United States ... \$15.00

Canada ... \$20.00

Other International ... \$25.00

# TCA

All dues are quoted in U.S. Dollars

Tandem Club of America

DoubleTalk  
the newsletter of the Tandem Club of America  
Jack & Susan Goertz, Editors  
2220 Vanessa Drive  
Birmingham, AL 35242-4430

Forwarding Postage Guaranteed  
Address Service Requested

BULK RATE  
U S POSTAGE  
PAID  
Birmingham, AL  
Permit No. 387



Postage Due  
\*\*\*\*\*3-DIGIT 980  
Member No: 7806 8. Issues Left  
JOHN & MARTHA KEANE  
4204 140TH AVE NE  
BELLEVUE WA 98005-1130

*Delivered to wrong  
street / address*

THIRD CLASS MAIL