

# DOUBLETALK

*Tandem Club of America\**

*\*North & South*

February, March, April 1985

DoubleTalk  
the newsletter of the  
Tandem Club of America  
Jack & Susan Goertz, Editors  
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## DEADLINE FOR THE MAY-JUNE ISSUE IS APRIL 10, 1985!!!

### EDITORIAL

Welcome to 1985! It looks like it is going to be a banner year for TCA and tandems in general. We've received more publicity than ever before, more and more tandems are being sold, and there are at least 7 major rallies in 1985 where tandems will be a very important part. Several where the TCA will be discussed. Susan and I are trying to arrange our vacation schedules so we can attend as many of them as possible. Look for at least one of us at GEAR in the BlueGrass, Gear UP, the LAW/BUSA National Rally, MTR'85, and STR'85. Come say hello, and let us know how we can all work together to improve DoubleTalk and make the TCA even better!

As I write this, it is 24<sup>o</sup> outside, and I haven't been on a tandem since December! Let's hope the weather breaks soon, and Susan and I can get back in tandemming shape before the rallies start. And speaking for a moment longer on rallies, my editorial last issue about the possibility of national TCA-sponsored rally has started a lot of discussion around the country. Nothing definite to report yet, but talk is continuing!

I had planned on including a new, up-dated roster with this issue, but the Postal Department's announced rate hike changed my mind. Rather than delay the issue, and cost the TCA about a nickel more per issue while I compiled the list, I moved up the deadline to February 10 so this issue would be postmarked before the new rates take effect. Look for your new roster in the next issue of Double-

Talk. And if any of your articles did not make it to me by the accelerated deadline, I apologize. Look for your articles in a future issue of DoubleTalk, and keep them coming! The next deadline is April 10, 1985! Don't miss it!

A new feature is started with this issue--a Tandem Cyclist's Cycling Calendar. If you have a tandem ride or event to list, send it to us. We'll include it if our deadlines permit.

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### LETTERS TO DOUBLETALK

Dear DoubleTalk,  
(comments about previous issues)

I do not see that listing the brand of tandem on the membership form would stimulate or increase communication and I recommend that you discard this idea. It would serve only to enhance the ego of the status-seeking consumer and would be a step away from unity and cohesion. Let us pull together for the good of bicycling in general and speak for tandemmers with a strong united voice.

A hospitality listing would be a nice addition to the roster...

Having never attended any kind of rally, I am unable to determine their value, either to the attendee or to the organization, apparently they are important to a lot of people and thus should be advertised and reported. However, to





devote more than a third of the publication to the wrapping up of past rallies seems excessive, and I wonder if these reports could not have been edited to include less detail, thus shortened substantially and leaving more pages for items of more general interest.

Keep up the good work. I'm sure yours is a low-paid and thankless job, and I'd like to compliment the editors and encourage you.

Sam Cox  
Tubac, AZ

Thanks for the suggestions, Sam, and the article, too. Susan and I can only edit and publish what we receive, within the constraints imposed by postal rates (no. of pages and so forth). If people such as you and Marge continue to contribute, the quality of DoubleTalk can only increase. And yes, the job is low-paying (we volunteer our time, and quite willingly), but it is far from thankless!

As for the value of rallies, where else can you see 100+ tandem teams at one time? Need we say more?

Editors

Dear DoubleTalk:

I was at the 1984 LAW/BUSA Rally in Indianapolis, and picked up a copy of DoubleTalk. I am probably barking up the wrong tree, but as long as I am frozen in, I might as well start here.

I am the proud owner of a

1940's vintage SCHWINN "Town and Country" single speed tandem. This bicycle has cross-over drive, drum-style hub brakes, and most of the original (factory) paint. It was used as a rental at our local U of Wisconsin campus, so as you can imagine, it is not in the best of shape. I am hoping to restore this to its former beauty.

I know I should probably be writing to the Wheelmen (the antique bicycle group), but as this bicycle is a tandem, I am hoping someone in the TCA has a line on where I might be able to obtain parts from the proper era to restore this bicycle.

By the way, I have no plans to sell the bicycle, either in its present condition or after it is restored.

Bill Scheitzach  
P.O. Box 1601  
LaCrosse, WI 54602

Dear DoubleTalk:

We were sorry to miss the Midwest Tandem Rally, '84, as it is only the second one we have missed. The other was the very first one in Kokomo, and we didn't have a tandem then.

As Rally time approached, we were in the process of moving 28 years' accumulation from Des Moines to our newly purchased 17 1/2 acres in the country which we bought to put underneath our daughters 2 horses! We finally accomplished said feat the day before New Year's with the exception of a little utility barn which housed our tan-





dem and many other bikes. We have the bikes here but still need a trailer or truck to move the "barn".

We now have a pasture for our horses, 4 out-buildings, and a neat old house which would make a lovely bicycle hostel. Plenty of shady grassy areas to pitch a tent or park a van or camper, and scenic, paved winding highway #415 ambles past our driveway! If you're in the area, please ride or drive out and visit, and we hope to attend next year's Midwest Tandem Rally in Indiana.

Avonelle & Leon Moss  
Hosts of MTR'81  
Madrid, IA



YOUR DESERT TOURIST  
NEEDS A MINIMUM OF CLOTHS  
A MAXIMUM OF SHADE AND  
PLENTY OF WATER

## TREASURER'S REPORT

### 07/01/84-12/31/84

Balance July 1, 1984 (corrected) \$1658.30

#### Income

116 Memberships @\$8.00	\$928.00
18 Patches @\$3.00	54.00
3 Reprints @\$0.25	.75
Advertising	40.00
Interest	40.08

TOTAL INCOME \$1062.83

#### Expenses

Printing	\$829.84
Postage	195.72

TOTAL EXPENSES \$1025.56

Balance December 31, 1984 \$1695.57

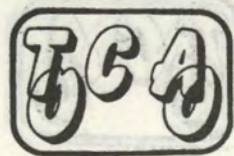
-Mal & Jean Smith  
TCA Treasurers

## RUDY AND KAY REACH A TANDEM MILESTONE!

Long-time TCA members (and frequent DoubleTalk contributors) Rudy and Kay Van Renterghem, of Tucson AZ, have reached the 50,000-mile mark on their custom Assenmacher tandem. This, the equivalent of tandemming twice around the world, took them seven and a half years.

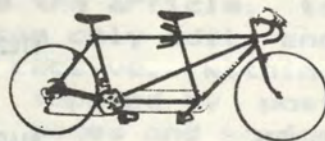
Included in this total are over 50 centuries and several Tandem Rallies, the latest being the Kangaroo Baggs Bicycle Tour and Tandem Rally in Ventura, CA, at which there were 100 tandem teams





included in the total.

A tandem team since 1974, Rudy and Kay have been TCA members since 1976! Are they going for the 100,000-mile mark? Who knows? We hope so, but only time will tell!



### TANDEMMING

With apologies to Willie Shakespeare and his boys

When you break down think of Honore Balzac

"They are bound to have defects in their qualities."

Or the Bible as applied to tandemming

It is not good that man should be alone.

I have been a stranger in a strange land.

For whither thou goest I will go.

The race is not to the swift.

They reel to and fro, and stagger like a drunken man  
and are at their wit's end.

Contributed by David Bowen  
Warren, NJ

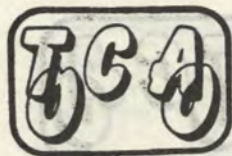
### MILLARD FILLMORE, YOU WOULD BE PROUD

In 1982, our standard anniversary trip (by auto) to Chenango Valley State Park, near Binghamton, NY, got pre-empted when the park was booked full. Instead, we found a cabin at Gilbert Lake State Park, near Oneonta, NY. Chuck and I decided that the alternate route was close enough to bicycle to, only "160 miles" away, a good distance for our first tandem tour.

This was our first tandem tour of any significance, and we had doubts. Could we make the trip? All of our previous, shorter tours had some type of bail-out features--a motel at night, a sag wagon, or a friend within driving range we could call if necessary. This would be our first tour where we would camp and be entirely self-sufficient. What bikes should we take? Other tours to date had been on singles (you know, those funny short bikes with only one seat!). Though we had had our Santana for a month and a half, we had no experience riding it on a long distance tour, or loaded. Finally, we decided a brand new tandem, with sealed everything, was more likely to make the tour without problems than our two older singles. An additional plus was the tandem's 27" low gear, which we would become very familiar with on the second day of our tour.

Next, we needed to figure out how much gear we could carry. We had front and rear panniers and a handlebar bag. Toiletries, tool kit, camera, gorp, etc., went into the handlebar bag. Each of us had one front and one rear pannier for our clothes. We decided to eat at restaurants along the way because





we had no room for cooking gear. Our sleeping bags went into a big plastic garbage bag on top of the rear carrier. We wrapped the tent in a tarp, which we used to cover the bike at night, and wrapped that in our sleeping pads. That package went on top of the sleeping bags. We were quite a sight when we were all loaded, something like a peddler's truck, and the Santana handled like one, too!

We left early on a Wednesday, wanting to get out of Rochester well before the morning rush hour. As we passed our bicycling neighbors from down the street, they waved and wished us a good trip.

Rochester has a bikeway along part of the Erie Canal. It's sort of a "bicycle expressway" for getting out of town with a minimum of traffic. By 9:00 we were clear of the city. The weather was fine, mostly cloudy with a light mist, and a temperature of about 65°.

We planned to follow the Barge Canal east to Auburn, reasoning that if we followed the water, the terrain would have to be mostly flat. We ate lunch in Clyde, about 45 miles into our trip. The weather was extremely cooperative. It rained only while we were in the restaurant, stopping as soon as we came out!

In the afternoon, we rode through acres and acres of potato fields. Later, while crossing a bridge over a river and a marsh, we read a historical marker which identified this area as "Mosquito Heaven". We believed it!

We arrived in Auburn late in the day. At a traffic light in Auburn, we passed a pick-up truck containing four or five men, who

serenaded us with a brief rendition of "Daisy, Daisy".

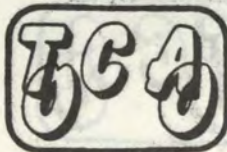
The last part of our first day's ride took us along the eastern shore of Owasco Lake. At the southern end of the lake is Moravia, NY, birthplace of America's most forgettable president, Millard Fillmore, and our destination--Fillmore Glen State Park. At a grocery store near the park, a clerk told us about this fabulous restaurant "just the other side of the park" which served and "all you can eat" spaghetti dinner. We set up the tent, showered, and hit the trail to the restaurant. Wouldn't you just know it? They were out of spaghetti!!!!

The next morning we had a granola bar snack to get us going. Later, we stopped about 10 miles down the road, in Groton, for breakfast. After breakfast, we faced our first major hill. Nothing to do but try out our granny gear. Mid-way up the hill we passed a funeral parlor with three older men in dark gray suits standing on the porch. They looked as though they expected us to drop over, and provide them with the day's business.

Later in the morning, we passed a road crew engaged in widening the road. A woman was directing traffic around the site. Her eyes got an envious, yearning look as she waved us through. When we rode by, she said, "It looks like you're having a really good time." We assured her that we were enjoying ourselves.

The rest of the second day is a blur of hills. We slowly pedaled (or walked!) up one side, overheating and peeling off layers of clothes. Then at the top, we'd get





all dressed again before screaming into the wind down the other side of the hill.

After a particularly challenging ascent and hair-raising descent into Norwich, we collapsed in a little park behind the library. A woman rode up on a moped and stopped to chat. She asked where we were from, and where we were going. She mentioned that she was listed as a Hospitality House in the LAW/BUSA Directory, and asked if we needed a place to stay the night. We regretfully declined the invitation. She said it was probably just as well. When she signed up as a Hospitality House, she had expected to get a lot of bicyclists to visit and party with. Instead, she found that bicyclists who stayed with her only wanted to shower and sleep! What boring company!

Finally, at about 6:30 that evening, we came to the road to Gilbert State Park. The sign said "4 Miles". We were ecstatic!! We could do anything now! Only 4 more miles! Boy were we wrong. We wound up walking 3 hills in only 4 miles.

It was completely dark by the time we found the cabin. We later discovered that my parents, figuring that we had stopped somewhere else for the night, had left to go to dinner. Later, we learned that they had left just 20 minutes before we arrived. Since there was no food in the cabin, and nothing to use to make a fire, we unrolled our sleeping bags and slept until mom and dad returned. We then ate everything they had brought for tomorrow's breakfast.

Over the weekend, we rested, chopped wood, ate, drank, rested,

and played cards. We also did the necessary laundry in preparation for our return trip. We did not tandem as a team once, mounting the Santana only to take my parents on a short trip around the campground.

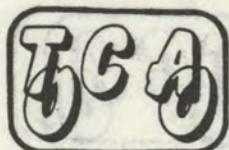
After a restful weekend, we headed home. We took a slightly different route in the hope of missing some of the hills. We also decided to take three days for the return. After all, our "160 miles" was actually more like 185 miles. The three day return proved to be a good idea. Even after our two rest days, we had more stamina and enthusiasm on the trip to the park than we had on the return.

On Sunday afternoon, after riding through Vernon Center, we came upon an enormous structure out in the middle of the cornfields. It looked to us like an airport - Dulles International in Washington, DC, to be exact. There was a big tower in the middle and one huge glass wall, five or six stories tall. Neither of us could think of an airport in the area, and there didn't seem to be any air traffic, or motor traffic, in the area. When we passed the entrance, we discovered that our "airport" was Vernon Downs Raceway!

Vernon Center had no campgrounds, so we splurged with a motel. What luxury. A tub and a comfortable bed. Heaven must be like this. The next morning we gave into the lie that cyclists are all on the road at the crack of dawn. We slept until 9:30. We barely got packed up and on the road by check-out time.

I spent most of that day thinking of ways we could "bail out" of the rest of the trip. Let's see...we could ride into the





next town with a bus station. Chuck could take the bus home and then come back with the car to pick up the bike, the luggage and me...I did stick it out, though.

Near Weedsport we found a nice campground in which to spend the night. We met an English couple who were over here for two months seeing America. They were interested in hearing about our trip. They'd been in the Adirondaks and had had terrible weather. They told us a somewhat amusing story about how they discovered their tent's seams hadn't been sealed yet. It sounded like they were lucky they hadn't drowned!

Our last day was a mad dash for the house. The closer we got, the more giddy and tired we became. About seven miles out, we came upon a detour where a road crew was resurfacing one of the streets. Normally, this type of thing wouldn't have bothered us, but we were so tired that we both practically came unhinged. Finally we pulled ourselves together and found the detour.

Only two blocks from home we saw the same neighbors we'd waved good-bye to just six days before. They said we looked great, every bit as good as when we had left. Considering how we felt, that was very nice to hear.

This was our first big tour. We had ridden 380 miles, and the Santana performed beautifully. We had no mechanical problems, not even a flat tire! We learned a lot about what it takes to do a big tour successfully. We learned that we had to pace ourselves. We could not go all out riding hard one day because we would have nothing left for the following days. We learned

more about each other. We had to adjust our individual riding styles so that we were both comfortable on the bike. This tour is now one of our fondest memories. We had pushed ourselves harder than we ever had before and were able to ride farther than we thought possible.

Elizabeth Hallman-Dye  
Rochester, NY



## A EUROPEAN TRIP, AND A NEW TANDEM?

Because of the current strength of the US dollar in Europe and elsewhere abroad, now may be the time for you to work in a trip to Europe, get a new tandem, and save money in the process. How can you do this? Consider this example:

In late fall, 1984, a production English tandem built of Reynolds 531 tubing and equipped with medium-grade components was selling for 725 pounds sterling (about \$920). This is a savings of ap-





proximately \$700-\$800 over what the bike would cost in New York. With the current bargains in air fares now, it is possible to fly round-trip from New York City to Heathrow for \$350-\$400 per person! Of course, when you return, there will be some duties to be paid, but if you use your tandem for a tour in England, it will be a "used machine" that you are bringing back (and correspondingly lower duties).

For a list of the numerous reputable British frame builders who will work with you, you may wish to ask for a copy of the British magazine, Bicycle Times. December, 1984, for a (fairly) comprehensive listing of current British builders. Write

Bicycle Times

26 Commercial Buildings, Dunston  
Tyne & Wear NE 11 9AA  
United Kingdom

Tom Kosakowski  
Yanby Al-Sinaiyah  
Saudi Arabia



**WABASH VALLEY**

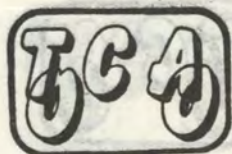
**TANDEM RALLY**

There are now at least four tandems-only rallies for those of you keeping track, and once I get all the details worked out with Jack and Susan, TCA'ers will be able to find out about the news. The **WABASH VALLEY TANDEM RALLY** is getting set up for its fourth year, and we will be trying for the #2 spot in attendance this year. But first let me clear up a few other details first.

If you happened to read "Dinner For Six" in the last issue of DoubleTalk, you may have noticed that it was missing a byline. Well, allow me to introduce us: Jay and Linda Hardcastle, of West Lafayette, IN. Linda and I have tandemmed together since 1981, and we also operate The Tandem Shop through a bicycle shop here. "Dinner For Six" has been floating along between editors for about a year and a half, so I guess I can understand how the byline got lost. We have toured another 2000 miles since it was written, but that is another story altogether.

Now getting back to the history of the WVTR. The first time we tried this was in 1982, and it was set up as a low-key club ride type of event. We started from Delphi, IN, and simply handed out maps and met at a restaurant 25 miles up river in Logansport. This was in mid-October, and we had 5 tandems along to enjoy cool riding on a sunny fall day with beautiful fall color. It was really not an organized event, but I felt it had potential. I decided to actually print a brochure and promote the 1983 edition.





In 1983, we still kept the low-key club ride atmosphere, but we had 16 tandems from 3 states gather around the courthouse in Delphi for cider and doughnuts. Things were a little more confusing, especially when 5 gallons of water were spilled on the registration table. But it was a warm day, though overcast, and everybody was excited to start riding. Linda and I announced that we would start the ride just as soon as our tandem was ready, only to turn around to see 15 tandems jump the gun and leave town. It was an exciting chase, but we never caught most of the tandems which disappeared over the horizon. Since our intention was to ride with other tandems, it was decided that in '84, something different would be done.

So the WVTR '84 added a hotel for a starting point, juice and coffee in the morning, and a Sunday dinner after riding. With Holiday Inn doing the work, Linda and I could ride with other tandems (Also, although it was mapped, I didn't mark the first 5 miles of the course.) But we would have a few difficulties. Such as the hotel using the wrong football schedule (and causing us to change the date), and then the hotel was no longer an official Holiday Inn (which is why the sign was gone from the Interstate), and finally, the weather.

After a great fall for warmth, the day before the ride was almost non-stop rain. So what do you tell the non-Holiday Inn? Should I have slides ready? And what about refunds? As I nervously drove into the hotel parking lot through a cold mist, pondering all these questions, I realized that the parking lot and lobby were crowded with tandems! In fact all of the

out of town riders had been lulled in by nice weather at home, and had come on in. In all 24 tandems and a triple pulling a trailer would be ready to start at 9:30 AM as the sky lightened and the mist subsided.

The teams could choose a number of routes offering between 15 and 60 miles of riding in the Wabash Valley. All the tandems passed through Battleground, site of the Battle of Tippecanoe, and our quarter-mile long line of bikes drew a fair amount of attention. There was the usual assortment of custom, factory and rebuilt tandems to draw the attention of the riders, too. Ed and Lynnae Rutledge had brought their copper colored Assenmacher custom down from Michigan. They call their bike the "Giraffe," since it had the same 14-month "gestation" period of its long-necked namesake. Bob and Sharon McGoffin of South Bend had not owned their Santana Arriva 24 hours, having picked it up the day before, but anyone wanting to give them pointers had to catch them first.

The tandems weaved their way through the valley with the sky threatening but never delivering any heavy rain. This late in the year, there was a definite division between the week-end riders and the squeeze-a-few-miles-before-dark types, so the Delphi Dairy Queen at 20 miles did a booming early business, after the entire group was stopped by a train. Some teams opted to head back for 35 miles, but 10 hardy teams opted for a full 48 miles, and enjoyed 2 climbs I went out of the way to find.

Everyone made it back to the non-Holiday Inn, where I nervously waited to see if the food would be

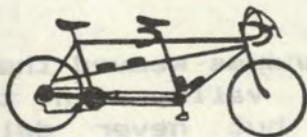




the reason it was currently without a sign. But much to my relief, and to the satisfaction of the 52 cold and hungry cyclists, the food was good and plentiful with bikie sized portions. As we all enjoyed a great meal and made new friends, Wayne and Phyllis Shirey and Bruce and Beth Bailey told of the plans now being made for the MIDWEST TANDEM RALLY '85 which they will be hosting in Muncie, IN, over Labor Day, 1985 (ED: See announcement in the Cycling Calendar).

And for Wabash Valley Tandem Rally in '85? Well, we are still working on all the details, but we're adding a Saturday ride, and the pizza parlor will know we're coming this time. And since we don't need 2 fall tandem rallies in Indiana, the '85 WVTR will be held in the Summer. See the announcement in the Cycling Calendar for more details about WVTR '85.

-Jay Hardcastle  
West Lafayette, IN.



## MY FAVORITE

### ACCESSORY . . .

The best bicycle accessory which we have seen lately is a motorcycle visor which attaches to a helmet with 3 snaps. It is made of a polycarbonate plastic, and thus is much less subject to shattering than glass. However, the plastic



does require some extra care in cleaning to avoid scratching the surface.

Adding the visor to a bicycle helmet, such as the Skid-Lid<sup>™</sup>, which already has snaps, or to any other which has snaps or to which you have added the snaps, is very helpful on cold or windy days. Also, the windshield effect keeps raindrops far enough away from the eye so that one can (usually) see around them much better than one could with glasses. I personally object to dark glasses except on the sunniest of days, so I am pleased with the way the visor fends off passing bugs.

Our visors have made us willing to ride on many days which were marginal (either too cold, too windy, or both), days which, without the visor, would have been "too lousy a day to bike." Our visors came from the Tucson store, Accessories' and Cycles Unlimited, a motorcycle store, for about \$10.00. They should be available from a motorcycle store in your area, too.

-Sam Cox  
Tubac, AZ





## TANDEMMING

With apologies to Willie Shakespeare and his boys

A merry heart goes all the day,  
Your sad tires in a mile.....

I see you stand like greyhounds in the slips  
Straining upon the start.

But flies our Eagle's flight, bold and forth on,  
Leaving no tract behind.

The labor we delight in physics pain

Rest, rest pertrubed spirit.

The litle dogs and all,  
Tray, Blanch, and Sweetheart, see, they barked at me.

I saw young Harry....  
Rise from the ground like a feathered Mercury  
And vaulted with such ease into his seat,  
As if an angel dropped down from the clouds.

Speaking of stokers:

I hold you as a thing enskied and sainted.

Contributed by David Bowen  
Warren, NJ



## TIRE TIPS

Tandems, as we all have found from experience, are rough on tires. Most tire failures, though, can usually be classified into three categories:

### (1) PUNCTURES

(a) Glass, nails, &

thorns: Try to avoid road debris and wipe your tires frequently. Avoid excessive tire pressures. If flats seem excessive, consider switching to the Specialized Touring K4 with its Kevlar belt.

(b) Spokes & spokeholes: Ensure that your spokes are the proper length. Line the rim with Velox rim tape or fiberglass-reinforced strapping tape.

### (2) CASING FAILURES

Many tires can't handle the high pressure and weight of tandems. Santana's original Univegas separated at the center grooves, as did some of the Tandem 120's. Wolber Invulnerables are vulnerable to ultraviolet light and mesh wire punctures.

### (3) RIM FLATS

Those "snake eyes" (two small holes side by side) are usually due to pinching the tube between the rim and the road. Check your tire pressure frequently. Run 110-130 psi on good high pressure tires such as the Specialized Touring or Turbo. Slow down and stand up for tracks and potholes. If these snake-eyes persist, go to heavier tubes and/or larger profile tires.

The more weight your tandem carries, the more profile your tire





needs, so select a rear tire that provides an adequate profile between the road and rim to avoid bottoming out. The front tire can run one size smaller.

The following summary tells of our personal experiences, based on our combined captain/stoker weight of approximately 290 pounds.

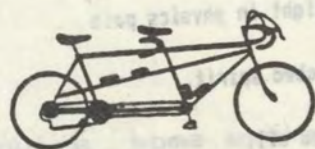
TIRE	UNLOADED PROFILE	COMMENTS
Turbo 27X1-1/8	2.3mm	Great front tire
Wolber Inv 27X1	2.3mm	Unsatisfactory
Turbo 27X1-1/4	2.5mm	Great rear tire
Touring 27X1-1/4	2.5mm	Softer, less responsive than Turbo
Univega 27X1-1/8	2.6mm	Tread Separates
Tandem 120 27X1-1/8	2.6mm	Ditto
NuTrak 27X1-1/4	2.7mm	Heavy, squishy

Note that there is little correlation between rated size and profile between brands. In general, more profile will give greater stoker comfort and a slower ride. The Turbos' are the most responsive, they handle high pressures very well, and they give us good mileage. I have heard stories of Turbos blowing off the rim, but we have never experienced it. New ones are "impossible" to get on many rims without first putting them in the hot sun (or a similar environment) and using talc. After a couple of rides they are easy to put on or remove by hand. Our favorite tire combination is the Turbo 27X1-1/8 on the front and a Turbo 27X1-1/4 on the rear. For loaded touring, we switch to a Turbo 27X1-1/4 on the front and a Touring K4 27X1-1/4 on the rear. Heavier teams may need to search for a larger profile tire for the rear. A Turbo 27X1-3/8 would be great. For tubes we use the Specialized 121 gm in front and the 175 gm in the rear.

Of course, there are those who

want to go fast and chance sew-ups. If so, double-check the gluing, and carry Fast Tack before tackling any fast down hills or tight, high-speed corners. Clement del Mondos are reportedly raced, but their centers wear out very fast.

Christian Bratina/Lynne Alexander  
New Britain, Connecticut



## TANDEM CALENDAR '85

May 24-27. GEAR in the Bluegrass. (Memorial Day Weekend). Georgetown College, 15 miles north of Lexington, KY. Tandem workshops and a TCA Town Meeting is planned! SASE to P.O. Box 22059, Lexington, KY 40522.

June 14-17. GEAR Up '85. Trenton State University, near Trenton, NJ, which is near Princeton. Tandem workshops, tandem rides, and possibly another TCA Town Meeting. SASE to P.O. Box 185, Lambertville, NJ 08530-0185.

June 22-23. Wabash Valley Tandem Rally '85. Delphi, IN. See the article, this issue, for a wrap-up of WVTR '84. SASE to WVTR, c/o The Tandem Shop, Box 2253, West Lafayette, IN 47906.

July 2-6. Bicycle USA National Rally '85. University of Wisconsin at Madison. Workshops and Tandem rides. A TCA Town Meeting?





SASE to Bicycle USA, Suite 209,  
6707 Whitestone Rd., Baltimore, MD  
21207 (301/944-3399).

August 2-4. Eastern Tandem Rally  
'85. Poughkeepsie, NY. Various  
rides in the beautiful Hudson Val-  
ley. Exhibits and a swap meet.  
SASE to Ben Strong, 40 Monroe  
Drive, Poughkeepsie, NY 12601  
(914/297-2413).

August 30-September 2. Midwestern  
Tandem Rally '85. Sheraton Hotel,  
Anderson, IN. Come celebrate the  
Tenth Anniversary of MTR! More  
details in the next issue of  
DoubleTalk. SASE to Wayne A.  
Shirey, P. O. Box 565, Daleville,  
IN 47334. (317/378-7548).

October 4-6. Southern Tandem Rally  
'85. Silver Lake Lodge, Ocala, FL.  
Limited to the first 70 Tandem  
Teams. SASE to Linda/Harold  
Donahue, 1340 SE 16th Street,  
Ocala, FL 32671. (904/732-3361).

Looks like a good year for Tandems!

firm. Peter/Judy Lewis. 8615 N.  
Regent Rd. Milwaukee, WI 53217.  
ph:414/351-2453.

FOR SALE: Mercian Tandem Frameset.  
25x20 double diamond. Blue with  
white details. 531 ST tubing.  
Great details & finish. Set up for  
front/rear disk brakes. Many  
braze-ons. TA Bottom Brackets,  
Campy Headset. **STOKER WANTS A  
BIGGER BIKE!!** John/Marcy  
Werthwein, 3354 Interurban,  
Springfield, IL 62707. ph:217/525-  
1230.

WANTED: Volunteer artist(s) to  
prepare sketches, cartoons, and  
illustrations to Jack & Susan  
Goertz, Rte 19, Box 248, Birming-  
ham, AL 35244.

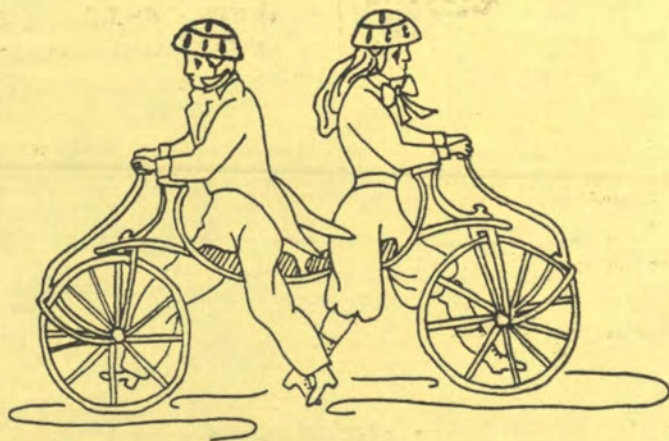
Advertising rates available upon  
request. Send a SASE to the Edi-  
tors. (Classifieds free to TCA  
Members)

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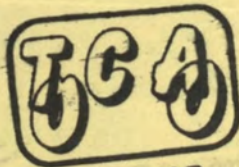
## CLASSIFIEDS

FOR SALE: Double Diamond Tandem,  
58cm X 58cm w/ Reynolds, Campy,  
Cinelli, Phil, DT, Super Champion,  
Avocet, Blackburn, Etc. Send SASE  
for specifics. \$1500 or best rea-  
sonable offer. Contact Barbara  
Gonos, 200 Westwood Avenue, Long  
Branch, NJ 07740. ph:201/222-9316.

FOR SALE: 1984 Custom Santana  
Sovereign. 22x21, Red. Touring  
Components. Ridden twice. \$2100







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