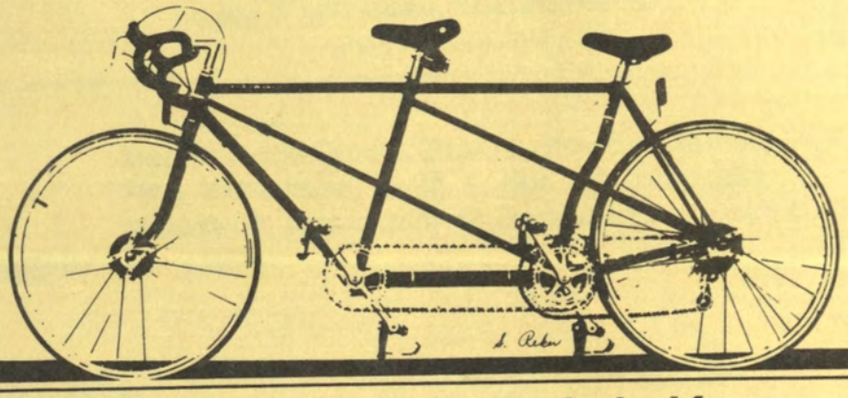
TANDEM CLUB OF
A·M·E·R·I·C·A



NORTH SOUTH

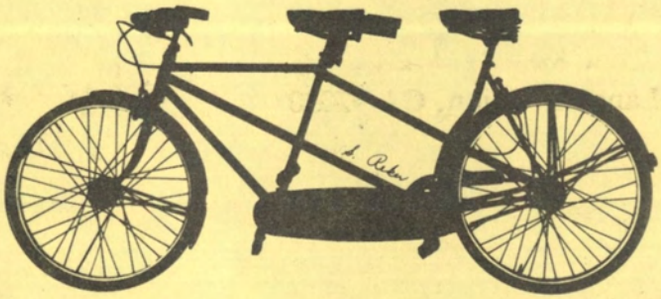
DOUBLETALK

July/August 1985

DoubleTalk
the newsletter of the
Tandem Club of America
Jack & Susan Goertz, Editors
Route 19, Box 248
Birmingham, AL 35244

~~THIRD CLASS MAIL~~

*** FINAL RENEWAL NOTICE ***
Jack & Susan Goertz
Route 19, Box 248
Birmingham, AL 35244



Send **DOUBLETALK** articles to Jack & Susan Goertz, Rte. 19, Box 248, Birmingham, AL 35244

DOUBLETALK

Editor Jack & Susan Goertz, Rte. 19, Box 248, Birmingham, AL 35244
Secretary Peter Hutchinson, R. D. 1, Box 276, Esperance, NY 12066
Treasurer Malcolm & Jean Smith, 84 Durand Dr., Rochester, NY 14622
Graphic Designer Steve Reker

Area Representatives

California, Arizona, New Mexico
John & Donna Goodloe, 456 Silvery Lane, El Cajon, CA 92020

Kentucky, Ohio, Indiana, Illinois
Stewart & Deborah Prather, 2873 Regan Ave., Louisville, KY 40206

Massachusetts, Maine, Rhode Island, Canada
Bill & Clairbourne Dawes, 55 Hosmer Rd., Concord, MA 01742

Washington, Oregon, Hawaii, Idaho, Colorado
Bob Freeman, 326 31st Ave., Seattle, WA 98122

Iowa, Michigan, Montana, Minnesota
Bruce & Becky Perry, 2652 W. 34th St., Davenport, IA 52806

Florida, Georgia, Alabama, North Carolina
William Durham, 260 Crandon Blvd., #6, Key Biscayne, FL 33149

Missouri, Kansas, Nebraska, Louisiana, Oklahoma, Texas
Steve & Karolyn Reker, 1636 Christy Court, St. Charles, MO 63303

Delaware, Pennsylvania
Bill Bailey, 2207 Lower Lane, Arden, DE 19810

Virginia, Maryland, West Virginia, District of Columbia
Scott & Sharon Richie, 3235 Patterson Ave., Richmond, VA 23221

New Jersey, New York, Connecticut
John Ruggini, 4 Victoria St., Roritan, NJ 08669

DEADLINE FOR NEXT ISSUE IS AUGUST 15, 1985!!

FROM THE EDITOR

If you are thinking this issue is late, you are right. It is. I have been up many nights putting this one together, and parts of it have even been done twice! Why, you ask? Well, let me blame part of it on my computer. After spending many long hours last month writing/completing the membership management program, it decided it had had enough work, and quietly died! Fortunately, it died at what I thought was on opportune moment: I was on my way to GEAR-Princeton, and it would be fixed when I returned. Right? Wrong-O! Okay, then, you've got three weeks to fix it and I'll get it back when I return from the League's National Rally (Madison, WI). Then the newsletter would only be two weeks late and I can slide it in when I return. Wrong AGAIN!

Four weeks later I have my computer back, and it's fixed. I'm only one month late with DoubleTalk, but I'll make up for it by including some of the talk I took part in while at the three rallies held so far: GEAR in the Bluegrass (Lexington, KY), GEAR-Princeton (Ewing Township, NJ), and the Bicycle USA/League of American Wheelmen National Rally (Madison, WI).

At GEAR in the Bluegrass, I chaired a TCA town meeting, probably the first "town meeting" since Malcolm Boyd chaired one back in 1980 at GEAR-Geneseo. There were about 50 tandemists present, or about 10% of the membership. Discussion was lively, to say the least! Topics included: What's the status of the National Rally? (It's still in the "talking stage", but time is drawing near for a decision for 1986. A final decree should be made sometime in August of this year for a go/nogo decision). What's my plans for TCA? (I have no plans for the TCA. I am only serving as the Editor of DoubleTalk. The TCA is your organization, and it can be anything you want it to be. What it seems to be is this: an organization or a confederation of tandemists that like to get a newsletter and meet 3 or 4 or 5 times per year at the rallies around the country and ride and "talk tandem"). How long did Susan and I intend to serve as Editors? (As long as it remains fun, which it is as long as you keep sending in good articles for us to select from and to edit for DoubleTalk, or until the membership ousts us?) When can we do this again--hold a town meeting? (Probably not officially until 1986, but there will certainly be a lot of discussion at the four Tandem Rallies this year, especially about the National Tandem Rally idea). One last question, about the NTR, what locations are under consideration? (Northern Kentucky, Southern Ohio, and Western New York State). I know this does not even touch 1/2 of the topics, but it does give a bit of the flavor of the meeting.

GEAR-Princeton saw no TCA meeting, but I did have a chance to talk with many of the Eastern area cyclists. Of course, the main

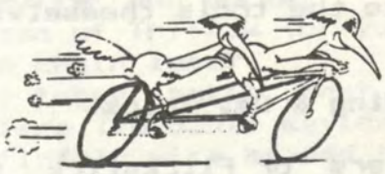
questions were those concerning the possibilities of holding an NTR in '86. Enthusiasm for such an event was somewhat less than that voiced at Lexington, but those who spoke to me about it (40-50 tandemists), were slightly in favor of one (about 5-3 unofficially). Main comments about it were concerning the proposed locations, as some did not want to drive for 4-6 hours to get to a rally.

No TCA meeting was held at Madison, either. Here, though, the attitude for an NTR was very positive. In fact, I had no unfavorable comments made to me at all!

Please discuss the NTR idea at the ETR, the MTR, and the STR this fall. Forward any strong feelings you may have on the subject, either pro or con, to TED ELLIS, 53 NORTH STREET, WARWICK, RI 02886, within the next 30 days (by September 1, 1985).

That's it for this issue. I've rambled long enough. And oh, yes, the next issue <u>will be out on time</u>. I promise no more computer failures. How do I know? I bought a second computer for backup so that I should always have at least one to work on.

--Susan & Jack Goertz



LETTERS TO DOUBLETALK

Dear DoubleTalk:

Everytime we get the TCA Newsletter, I say to Jeannie, "I must write re: the T.C. scene in the U.K.' In March of this year (1985), I was elected Chairman, having held other posts on the committee for the past 4 years. Our present membership is in excess of 3600. Not bad, eh?

My spare time is rather short at present, but would hope to have an article for the Sept/Oct. edition. Meanwhile, perhaps you would like to put the following short note into DoubleTalk:

A letter from England

Just over a year ago, in May, 1984, Jeannie and I were starting off on our first trip to America, plus our ROBERTS tandem. We had met Christian Bratina and Lynne Alexander, a tandem team from New Britain, CT, just by chance in London in 1982, and we were looking forward to taking up their kind invitation to come over and visit them.

During our three weeks we cycled through the 6 states of New England, covering over 700 miles in 11 days. Our third week was spent visiting New York and Washington. I would like to take this opportunity to thank those TCA members who heartily gave us accommodations on our trip, and the opportunity of staying with real American cyclists.

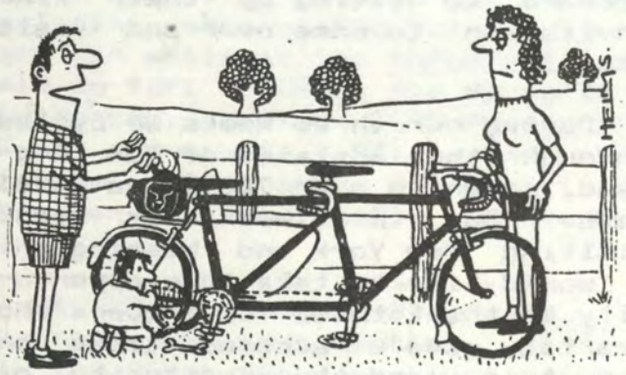
In a future edition of Double-

Talk, I will be writing about the tandem scene in Great Britain, where, I as mentioned earlier, the Tandem Club membership exceeds 3,600 and also has many international members. Further members from the states would be welcome, so please write to me for details.

England is a wonderful place to tandem, and flying across is no problem. I live close to both Heathrow and Gatwick airports and would always be pleased to meet people and arrange the storage of their tandem boxes.

Thank you for an interesting newsletter which we always look forward to receiving.

Ross Savage & Jeannie Taylor
29 Osprey Gardens
Selsdon Vale
Selsdon, Surrey
Great Britain CR2 8TB



"I can't help it if he's more mechanically-minded than I am."

TANDEM TOOLKITS

Tools are something that can spark a lot of debate among cyclists, with attitudes running from the racer without a spare tubular to the touring cyclist carrying a Craftsman (tm) tool chest in a trailer behind him. With many cyclists there is an almost religious conviction about a certain tool that they won't leave home without it. So I am sure that this little article will spark some interesting debate. (I am all set for the letters asking why I left out a third hand). But debate can really be healthy, up to a point.

The two kits I describe here are what Linda and I have carried over our last five years of tandemming. The sport kit is what I have arrived at by paring down for fast club rides and day trips. Many of the tools have seen little use except for the repairs of others' bikes on club rides. (That's one of the "hazards" of being both a club officer and a bicycle/tandem mechanic). I must admit that some of the stuff we carry is probably just to humor Murphy's Law of Tools, but it seems to work as well with repairs as it does with our raingear.

We have experimented with many methods of carrying all this from rack trunks to homemade "lateral-mount" frame bags. I will try to cover some of the different ideas in a future article. But let's move on to the tools themselves:

Sport Riding & Day Trips

Tire Levers or Flickstick (1 if you're really good)

3mm, 4mm, 5mm, & 6mm Allen wrenches (include a 1/4" for Phil Wood Tandem Hub)
6" Crescent wrench (for bolt-on hubs and general repairs)
8mm, 9mm, & 10mm end-wrenches (small lightweight ones)
Chain tool (Uniglide if that's the brand chain you're using)
Spoke wrench to fit your spokes
Screwdrivers, 1 philips-head, 1 slotted
Swiss Army Knife
Presta Pump and/or adapter
Patch kit
1 inner tube (2 for longer rides)
Duct tape (wrap some on a wrench or on the screwdriver blade)
Long gear cable
Long brake cable
Hand cleaner and rag

Why bother with a chain tool on day trips? If the unlikely does happen, isn't the person you would call for a ride home sharing the bicycle with you? And extra links so that if you do destroy a link in the timing chain you can repair it without shortening the drive chain.

Long Distance Touring

Add these items for either long distance touring or if you are the overly cautious type:

Park SPA-2 Red Pin Tool (for the BB and the eccentric shell)
SunTour Freewheel remover (Pocket Vise)
Crank Puller and Socket
Small can of Triflow (or your favorite chain lube)
2 inner tubes (total, that is)
Spare tire (foldable Kevlar bead or a tri-fold wire beaded tire)
Short brake cable (for front)

Transverse Cable (for the cantilever brakes)

Spare Parts

These are the little odds and ends that always seem to end up in the bottom of the tool bag. The chainlinks are needed to repair a broken timing chain, but the rest is up to you and the distance you are riding. 35mm film cans make handy containers for these.

Chainlinks
5mm bolts (for racks, toeclips, fenders, etc.)
Brake blocks and/or shoes
Spare spokes
Chainring bolts (drive and timing)
Rack and Pannier Spares (nuts, bolts, and screws)

Whew! Though it seems quite a lot, this can still be packed into a rather small bag and if you are mechanically competent, will see you through the worst of breakdowns. I could probably have doubled the length of this article with all the uses or eventualities that I carry these tools for, but it seems that it might be better for me to use that in another article and leave you with something to muse over. Who knows? This could turn into a regular column. Unless too many people think I left out the 3rd hand!

In any case, Good Cycling!

Jay and Linda Hardcastle
c/o The Tandem Shop
West Lafayette, IN

TANDEM WHEELS

When we got our first tandem, I was sold on the idea of 48-spoke wheels. But after years of riding and no broken spokes, I figured that at least the front must must be overkill. A year of riding a 36-spoke front wheel has confirmed that suspicion. With a Mavic G-40 rim, DT double-butted 14-15-14 gauge spokes, laced in a 2-cross pattern, and a Turbo 1-1/8" tire, we have had absolutely no problems with our combined weight (riders only) of 290 pounds. And it is decidedly lighter and more responsive. For a heavier team, or touring with panniers, a 40- or 48-spoke wheel is probably a good insurance policy. Now, if I can jsut get hold of a 40-hole G-40 rim, and a 40-hole, double threaded rear hub . . . . .

Lynne Alexander &
Christian Bratina
New Britain, CT

THE CASE FOR 48-SPOKE WHEELS

Usually, I just print articles received, but Lynne's & Christian's article on Tandem Wheels deserves a rebuttal:

It is true that most front tandem wheels are over-built with 48-spoke wheels. In fact, you can ride with just about any wheel at all on the front of your bicycle, just as long as it is laced tightly and is round and true. It doesn't matter, really, whether it is laced with the best components money can buy, or whether you bought it at Western Auto. It will perform satisfactorily.

Why, then, are most tandems sold today with 48-spoke wheels on both ends? It is really quite simple: The front wheel is where you carry your spare 48-hole rim. If you

ever crash and destroy a wheel, it is almost a proven fact that you will destroy the rear wheel. Around your local area, this may only be an inconvenience. If you're touring, it could be a disaster! However, by having a spare, 48-spoke rim handy, you can quickly rebuild your trashed rear wheel, carefully put the front hub in a safe place, and replace the front wheel with any complete wheel you can find. It will work! You can then rebuild your front wheel with a new 48-spoke rim at your leisure!

Jack Goertz
Birmingham, AL

PROBLEMS WITH A La PREALPINA CARTOP CARRIER

Transporting a tandem can be a challenge. The LaPrealpina rack is one of the most versatile car top carriers available, and for many cars, including my Plymouth Champ, it is the only rack that will fit and carry a tandem.

Along with the basic rails and hardware to mount to the car roof, I got the inverted mount kit with locking front handlebar clamps. The inverted mounting kit consists of a nine or ten inch long front section that has two latches or clamps to hold the handlebar, which bolts to the front rail of the rack, and a thirty-inch long bar which mounts on both the front and rear rails, to which is bolted the clamp that holds the nose of the front saddle.

The parts are all made of fairly thin sheet metal, and I worried at first that the rack wouldn't be strong enought to hold my tandem. However, it seemed to work all right, and after a year's use no problems had surfaced. There was perhaps a very slight sag in the bar that supported the seat bracket, but certainly nothing to worry about, I told myself.

Then last summer we had the chance to spend a week in a cabin in the Shenandoah Valley. Of couse, we broght the tandem. The cabin was supposed to be two miles up the mountain, along a dirt road. It may have been only two miles, but it was a harrowing half-hour of jolting along a rutted, washed-out jeep track before we finally reached the cabin. Each time we hit a bump, the car made loud creaking noises. We tried to stop and see what was wrong, but the grade was so steep the hand brake wouldn't hold, and the car rolled backwards.

When we finally reached the cabin, we discovered that the front section of the rack had bent under the force of the tandem lurching from side to side, and the bar supporting the seat had twisted and buckled. The tandem was virtually lying on its side. There we were on top of a mountain, three hours driving from home, with a useless roof rack. How would we get the tandem home?

Fortunately, we had an Allen rack with us. By removing both wheels, the fenders, and the rear Blackburn carrier, we were able to carry the tandem on the hatchback lid on the trip home.

Once home, I set out to repair the La Prealpina rack. The rails were all right, and I thought I could reinforce or replace the bent sections of the inverted mounting kit with some heavy steel stock. I only needed a foot long piece of heavy right-angle stock to reinforce the front section, and about four feet of square tubing to replace the cross bar.

I tried a number of dealers listed under "Steel" in the Yellow Pages, but the smallest piece of stock they sold was twelve feet long. Finally one suggested I try dealers listed under "Iron".

I always thought the difference between "Steel" and "Iron" had something to do with carbon content. Instead, I discovered that iron dealers make things like ornamental railings, and often have small pieces of one inch swuare steel tubing and quarter inch thick right angle stock laying around as scrap. I found a dealer who was happy to sell me exactly what I needed, and even cut it to length.

I won't dwell on the difficulties I had drilling through the stuff, since tales of pain and sacrifice are commonplace to tandem owners. but when I had finished installing and painting the reinforcements, my La Prealpina rack was much improved. I made the replacement cross bar long enough to be able to use conventional upright mounting hardware, and could now carry a single as well as a tandem, and the rack was far more rigid that it had been when new.

But I no longer take the strength of the rack for granted. I am sure it was the tandem's swaying from side to side that caused the damage. To prevent any movement of athe back of the bike, I now fasten it on both sides with lengths of nylon rope passed through the holes in the rear triangle on each side, tied to the back rail and held tight with some taut-line hitches. I also stay away from rutted jeep trails!

Steve Palincsar
Alexandria, VA

AND BABY MAKES THREE: TANDEMMING WITH AN INFANT

The Summer of '83 was our first full season as tandem riders. During that year's riding season we put in over 1000 miles just on local club rides -- not counting rallies or riding on our own. We fervently hoped that becoming parents would not put an end to our riding. One of our untested theories was that if we started the baby out immediately riding in the bike trailer, riding would become just "something that Mommy and Daddy did."

We bought a Cannondale (tm) Bugger in March, a month before the baby was due and while there was still snow on the ground. We decided that we would secure a car seat in the trailer with the baby strapped into the seat.

Charlie was born in early April. By the beginning of May we had been out twice for very short rides along the Erie Canal Bike Path. The rides were not terribly successful. Charlie decided that he did not like stopping -- at stop signs, traffic lights, etc. That's a problem we can't do much about. He also voiced his displeasure about the wind and the rough ride. We have been more successful at solving those problems.

At GEAR Down '81 in Murfreesboro, Tenn, we saw a Bugger with a canopy. It looked like a little Conestoga wagon. We thought that a canopy would solve the wind problem and would also protect Charlie from sun and rain.

To Make a Canopy:

The canopy I made has three parts: a nylon cover, the fibreglass support poles, and the metal sleeves which fasten the poles to the Bugger. To make the nylon cover you will need the following:

1. 4 1/2 yards of 45" wide rip-stop nylon. I used an old tent fly which we no longer needed. The shape is to match the shape of the bugger, with enough room to make a canopy. Due to the width of the fabric, you will need to cut two identical halves and stitch them together.
2. Four 42"-long athletic shoe laces. Cut one lace in half. Cut two of the laces into sixths. Leave the fourth lace uncut.
3. One 36" long bunji cord or 1 1/2 yards of light nylon rope.
4. 1/2 yard of heavy grosgrain ribbon, cut into four equal pieces.
5. 1/2 yard of heavy duty round elastic, cut in halves.
6. Two small "S" hooks.
7. Three clip-type hooks and 1 "D" ring.
8. Seam Sealer.

To Construct the Cover:

1. Sew the two halves of fabric together using a triple stitched, flat-felled seam.
2. Hem the edges which do not have casings.
3. Make 1/2" casings at the top and the two side-bottom edges. Take the uncut shoe lace and thread it through the top casing. This will secure the top of the cover to the trailer hitch. Thread one of the half laces through

each of the side-bottom casings. Tack the cut end of the lace at the middle of the canopy. Tie one of the clip hooks to each uncut end. When you want to completely close up the back, pull the lace to gather up the excess material and clip the hook to the lower seat belt anchor underneath the trailer.

4. The remaining pieces of shoe lace will be used in pairs to tie back the top and the bottom of the canopy ain good weather. When you sew the sleeves for the fibreglass poles, insert the ties into the seams about one-third of the top and bottom of the canopy. The first tie goes inside the folded material, and the second tie goes on the outside, away from the other sleeve. This is so that when the fabric is rolled up and tied, the tie will only be around the fabric and not around the pole also. The bunji or rope is used to tie down the front hoop when you want to open up the front of the canopy. Attach one end of the bunji or rope to the middle tie and the other end to the hitch. This will ensure that when you're going down a hill, the wind will not catch in the canopy and pull the poles out of the sleeves. I speak from experience!
5. Take two pieces of the grosgrain ribbon. Thread one piece through the remaining clip hook and the other piece through the "D" ring. Sew these to the cover at the points marked "C". These will clip around the hitch to close up the canopy more tightly.
6. Take each piece of round elastic and tie it into a circle. Take each "S" hook, put one end around the elastic and close up the opening. Take the remaining pieces of grosgrain ribbon, thread through the elastic circles, and sew to the cover. The open ends of the "S" hooks will fasten to the upper seat belt anchors underneath the trailer. This helps keep the cover tight and the poles in the sleeves.
7. Finally, use the seam sealer to seal where you've stitched the fabric.

For the fibreglass poles I used two bike flags and removed the pennants. I used a hacksaw to cut one pole to 4 1/2 feet. The other pole was left uncut. I used double stick tape to attach the pennants to the bottom lip of the Bugger to increase its visibility.

A friend of ours made the four sleeves which hook the poles to the Bugger. Basically, it's a 1/2" O.D. threaded gizmo with a 1" flange on the top and a 1/4" I.D. unthreaded hole down the middle. The poles fit into the holes and the tension from the fabric holds them there.

To attach the sleeves to the Bugger, you will need to drill four 1/2" holes. The two upper holes should be drilled 2" below the last bolts which attach the hitch to the trailer body. Before you drill the lower holes, you will need to remove the wheels from the Bugger. These holes should be drilled at the point where the wheel clearance is greatest, about 4 3/8" above the reflectors. Put the sleeves through the holes and then screw the nuts on from underneath.

Changes in Our Riding Style:

Although our riding style has changed somewhat, we really do enjoy riding as a threesome. Work, household chores, and baby-care tend to keep us from relaxing together. Since Charlie's birth, we just don't have as much time for riding. Taking him along is a good way to do both.

For our own comfort and well-being, we don't go racing off with the fast pack. We never were really fond of hills in the past, and now we have even more reason to look for less hilly rides. Generally, we pick the shorter rides with a good place for a rest-stop halfway through.

The rhythm of our rides is set by our "crew". Charlie enjoys the motion of the trailer and sleeps most of the time. We take more frequent rest-stops, every 10 or 15 miles or when he wakes up and fusses. We have found that keeping him on his regular eating schedule is very important. It makes life more pleasant for all of us. We make sure that we take time to play at rest-stops. He enjoys the contact, and it helps him work off some of his excess energy.

Other Helpful Tips:

To cushion the ride we use two pieces of 4" thick foam rubber. One goes in the bottom of the Bugger, under the car seat. The other goes behind the car seat to cushion the back.

A large blanket and the ever-present diaper bag fit into the bottom well of the Bugger, strapped in with a bunji cord. We use the blanket for playing and eating on at rest-stops. It makes things much more comfortable.

On hot days Charlie has his own water bottle. It is very important to keep a baby from becoming dehydrated.

I expect that this coming year Charlie will want to bring some toys with him on his journeys. We plan to tie the toys into the Bugger with short strings so that they don't get lost along the way or caught in the wheels.

Finally, even with all of our experience tandemming with an infant, there is still one problem which we have not yet solved. We can't find rally tee-shirts that fit Charlie!

Bonnie Hallman-Dye
Rochester, NY

Editor's Note: Bonnie included some excellent sketches with this article. Unfortunately, when I went to reduce and copy them, my copier "ate" them to the extent I couldn't salvage the sketches for publications. When Bonnie sends me another set, I'll include them in a future issue of DoubleTalk.

T A N

MIDWEST TANDEM RALLY, 1985

It all began in Kokomo, Indiana 10 years ago. You are all invited to come to Anderson, Indiana (about 35 miles NE of Indianapolis on I-69) to help celebrate the 10 anniversary party of the Midwest Tandem Rally.

The rally's headquarters will be the Sheraton Inn-Anderson. The Sheraton is holding a block of 100 rooms for the MTR at a special group rate of $43/night, plus tax, per room. There are also two additional motels in the immediate area to accommodate any overflow. The Sheraton has a very nice indoor pool area. The pool side, and the adjacent banquet room, will be the site of all the MTR social events.

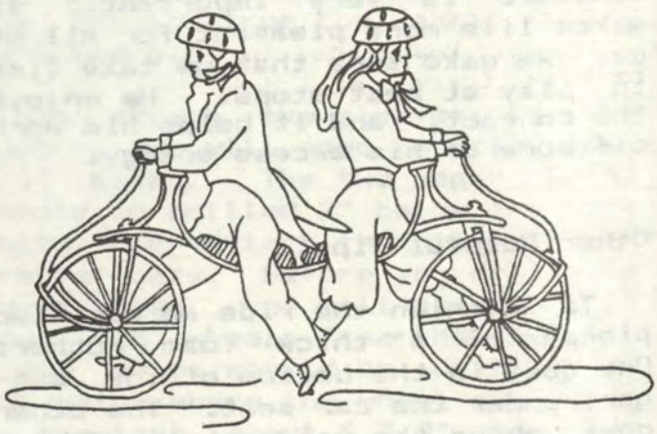
Even thought the rally officially starts on Saturday, those who arrive on Friday can take a short evening ride to get in the mood.

Saturday's ride will take the MTR through scenic Madison County farmland. The ride leaves at 11:00 a.m. for Elwood, the boyhood home of Wendell Wilkie. (Remember "Win With Wilkie"?) After the ride, the Social hour will be at the pool side, beginning at 4:30 p.m.

On Sunday, ride backwards through time to 1836. This ride goes to Conners Prairie Village, where MTR can join the residents of the village as they go about their daily tasks. At the Village, enjoy a box lunch picnic. The ride to Conners Prairie Village has two options, a 50-miler and a 75-miler. That evening, attend the Buffet Dinner at the Sheraton Banquet Room, followed by the MTR Annual Meeting.

Monday's Buffet Breakfast at the Sheraton will mark the beginning of the end of the 1985 MTR. After breakfast, take a short ride to Mounds State Park, built by the Adena Indians sometime between 1000 BC and 200 AD. Then its goodbye for 1985!

For an application or additional information, call or write: Phyllis and Wayne Shirey, Box 565, Daleville, IN 47334. Ph: (317)-378-7548. Hurry! The deadline for the group rates is August 1, 1985.



D E M

SOUTHERN TANDEM RALLY

October 4-6, 1985

If you had the opportunity to go to GEAR in the Bluegrass this year and tour the Kentucky Horse Farms, you don't want to miss the 7th Annual Southern Tandem Rally. Even if you didn't attend GEAR in the Bluegrass, you won't want to miss the STR'85.

No, STR'85 is NOT in Lexington, Kentucky, but it is an area of beautiful horse farms! In Ocala, Florida! Come tour the beautiful area, see acres upon acres of well-manicured horse farms. You might think you are in Kentucky! But there won't be any hills to tire you out. Just beautiful riding and good company.

STR'85 is headquartered in the beautiful Silver Lake Lodge, located 11 miles east of Ocala. Registration begins at 12 Noon (EDT). Ride on your own, but be back in time to ride to nearby Lake Weir for a BBQ dinner, Alderman-style.

Breakfast Saturday morning begins at 7:00 a.m., with a buffet at the Lodge. This will give you plenty of time to do the ride of your choice, from 25 to 100 miles, through Ocala's horse farms. You might even see some elephants in the area! That night, enjoy a poolside cook out at the Lodge, in a "Tiki Hut Style".

Sunday morning's breakfast is another early morning buffet at the Lodge. Then it's off on a 30 or a 50 mile ride through the Ocala National Forest before you return to say good-bys until the next time!

Plan on extending your stay in Florida after the Rally and visit some of the many interesting sites/attractions within a short drive of Ocala. See:

Florida Silver Springs
Cypress Gardens
Sea World
Disney World
Busch Gardens
Kennedy Space Center
Circus World

For a registrationa form, send a SASE to Harold and Linda Donahue, 1340 SE 16th Street, Ocala, FL 32671. Ph: (904)-732-3361.

TCA

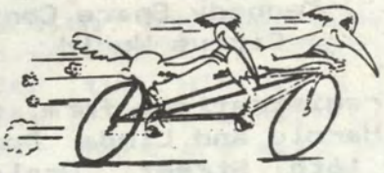
DERAILLEURS

Looking for a set of good tandem derailleurs? Consider the Shimano series. The Shimano Deore XT front derailleur is one of the best low-normal front shifters available. And a cousin has just been released which is even better for tandems. The Deore XT GS has a larger inner cage which gives even more guidance to the chain when making large chainring jumps.

For the rear, consider the new

Shimano Superplate. The Superplate makes an excellent choice for a tandem. Compared to the very good Huret DuoPar, the Superplate shifts a little faster, is a bit more rigid(!), and the travel can be adjusted farther to the right.

Christian Bratina &
Lynne Alexander
New Britain, CT



MORE TANDEM TIRE TIPS

A new tandem tire may have arrived! Avocet's FastGrip (yes, the one with no tread!) is a large profile, hight pressure clincher. The unloaded profile for the 27 x 1-1/4" Model 20 is a wopping 2.8 cm! The improvement in stoker comfort over a 27 x 1-1/4" Specialized Touring Turbo is remarkable, and yet it does not feel any slower. The 1-1/4" version is only available as a Model 20, with a steel bead. A 27 x 1-1/8" Model 30 is available with a Kevlar bead. Soon, we'll fill you in on how the both the Model 20 (1-1/4") and the Model 30 (1-1/8") hold up under tandem pressure. At this writing, I only have 100 miles on a Model 20.

Christian Bratina &
Lynne Alexander
New Britain, CT

TCA TANDEM CALENDAR '85

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

August 18. Holland Marsh. A 100k ride starting at 12:00 noon from the Maple Arena, going through the Holland Marsh area, and including a descent on the Raven's Roost Tea Room. SASE to Allan/Patti Rochford, 121 Chisholm Avenue, Toronto, Ontario M4C 4V6. The Toronto Tandem Coop is the host club.

August 30-September 2. Midwestern Tandem Rally '85. Sheraton Hotel, Anderson, IN. Come celebrate the Tenth Anniversary of MTR! 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).

October 20. A Helluva Chili Ride. Tandems fly and tandems crawl on this rolling tour of the best of the west(ern) Rhode Island, followed by an afternoon of fun, food, and chili. Help is needed with the food - Salads, breads, and desserts. For details, send a SASE to Ted & Karen Ellis, 53 North St., Warwick, RI 02886.

TCA DEALER ADS

BICYCLE WORLD 747 S. Broad St., Lititz, PA 17543. Ph: (717)-626-0650. Custom Tandems by Rodney Moseman, Frame Refinishing, Custom Wheel Building, Tandem Components and Accessories. Let us quote your tandem needs!

KUWAHARA, Columbia, Rodriguez, and Proteus custom tandems available at prices ranging from $295.00 to $2800.00. Kuwahara's at $1295.00 comparable to others costing $1600.00 and more. PROTEUS Bicycle Shops. Ph: (301)-441-2929.

Become a TCA Dealer Member. A $30.00 membership gives you a one year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word ad classified ad in each issue of DoubleTalk while you are a member. Send a SASE to Jack and Susan Goertz, Editors, DoubleTalk, Rte 19, Box 248, Birmingham, AL 35244 for full information on the TCA Dealer Member Program.

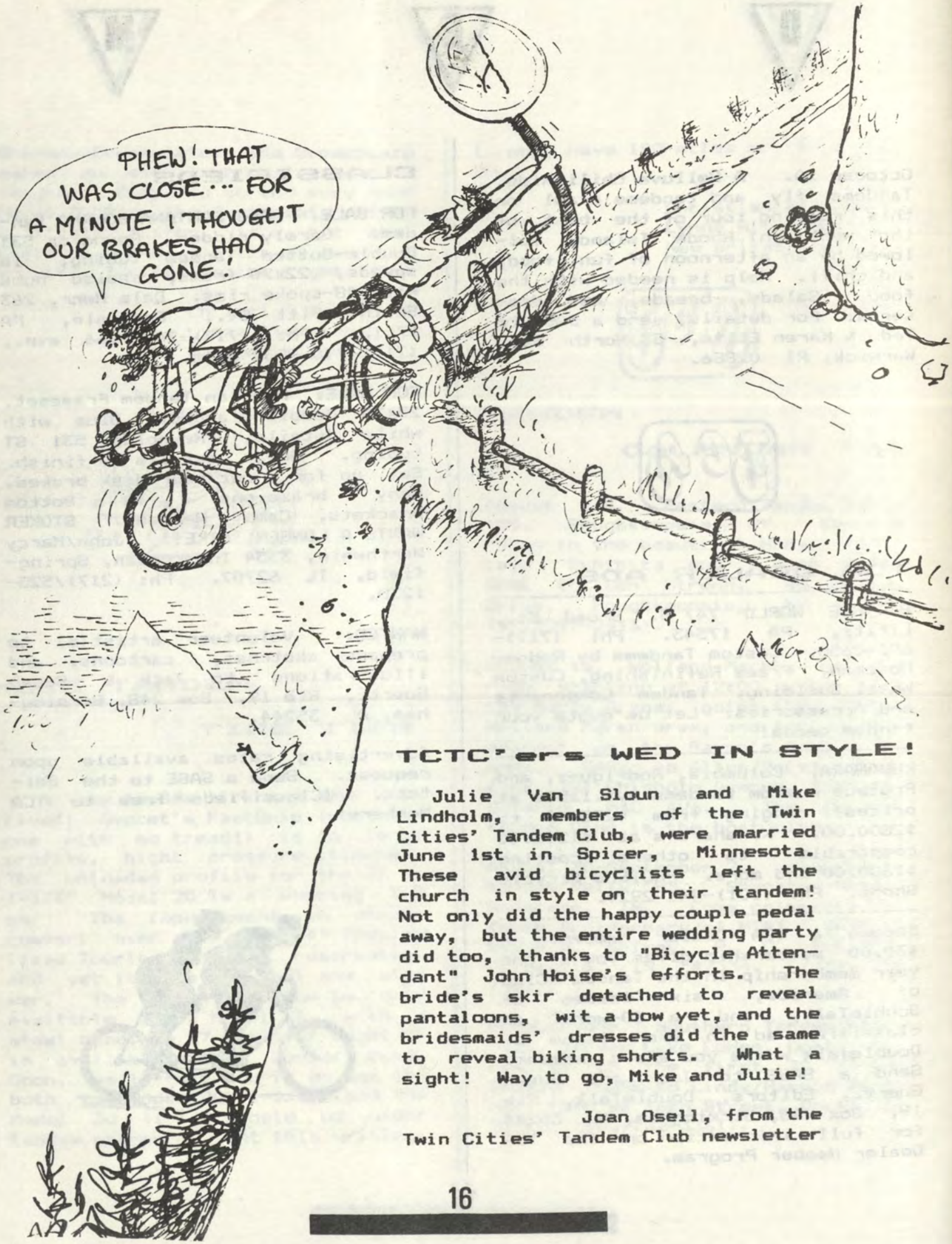
CLASSIFIEDS

FOR SALE: Red SANTANA SOLANA tandem. Barely ridden. Reynolds 531 Double-Butted Tandem tubing, 18 speeds, 22x20 frame, sealed hubs with 48-spoke rims. Dale Herr, 263 South Pitt St., Carlisle, PA 17013. Ph: (717)-249-7366 eve., (717)-790-8932 days.

FOR SALE: Mercian Tandem Frameset. 25x20 double diamond. Blue with white details. Reynolds 531 ST tubing. Great details & finish. Set up for front/rear disk brakes. Many braze-ons. TA Bottom Brackets, Campy Headset. STOKER WANTS A LONGER 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, Birmingham, AL 35244.

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



TCTC'ers WED IN STYLE!

Julie Van Sloun and Mike Lindholm, members of the Twin Cities' Tandem Club, were married June 1st in Spicer, Minnesota. These avid bicyclists left the church in style on their tandem! Not only did the happy couple pedal away, but the entire wedding party did too, thanks to "Bicycle Attendant" John Hoise's efforts. The bride's skir detached to reveal pantaloons, wit a bow yet, and the bridesmaids' dresses did the same to reveal biking shorts. What a sight! Way to go, Mike and Julie!

Joan Osell, from the Twin Cities' Tandem Club newsletter

Send **DOUBLETALK** articles to Jack & Susan Goertz, Rte. 19, Box 248, Birmingham, AL 35244

Dues $8.00 for individual or tandem team membership (5 issues). DoubleTalk is published in March, May, July, Sept., & Nov. and a subscription is included with your TCA membership.

TCA Patches Are back in stock and available through the treasurer. Send checks for $4.00/patch to Tandem Club of America.

Membership Please fill out the application below and mail with check for $8.00 payable to Tandem Club of America to our treasurers, Mal & Jean Smith.

TCA Membership

Name(s) _____

Address _____

City & State _____ Zip _____

Ever wonder about those funny numbers above your name on address label? It shows the # of issues remaining in your subscription. So don't get dropped, we're just now coming to a good downhill!

To renew your subscription to DoubleTalk, please send an $8.00 check payable to "Tandem Club of America" to Mal & Jean Smith, TCA Treasurers, 84 Durand Drive, Rochester, NY 14622.