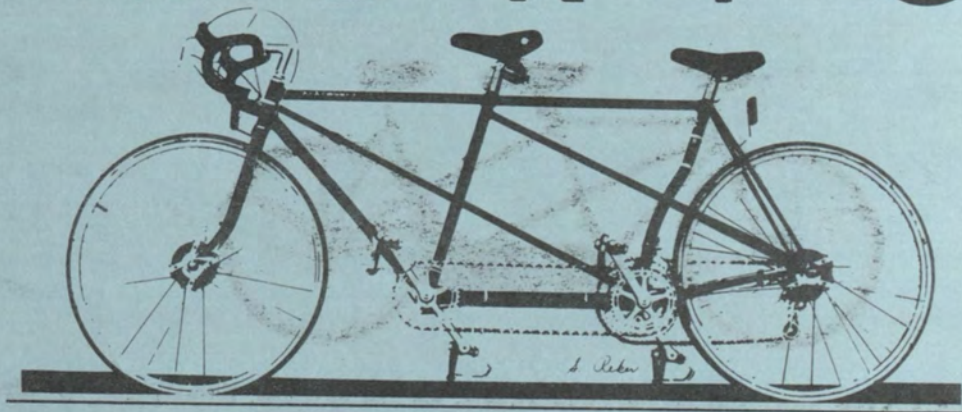


# TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"  
DOUBLETALK



SEPTEMBER - OCTOBER 1986

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

BULK RATE  
U. S. POSTAGE  
PAID  
Birmingham, Ala.  
Permit No. 1292

THIRD CLASS MAIL

5 ISSUES REMAINING  
Jack & Susan Goertz  
Route 19, Box 248  
Birmingham, AL 35244



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

# DOUBLE TALK

Copyright © 1986 TANDEM CLUB OF AMERICA

Editor Jack & Susan Goertz, Rte. 19, Box 248, Birmingham, AL 35244  
Secretary Laura Mappin, 814 W. 24th Ave., Eugene, OR 97405  
Treasurer Malcolm & Jean Smith, 84 Durand Dr., Rochester, NY 14622  
Graphic Designer Steve Reker, 1636 Christy Court, St. Charles, MO 63303

## Area Representatives

California, Hawaii, Arizona, New Mexico, Nevada, Utah, Colorado  
Bob Philpott & Robin Smith, 870 Collier Dr, San Leandro, Ca. 94577

Washington, Oregon, Alaska, Idaho, Montana, Wyoming  
Bob Freeman, 326 31st Ave., Seattle, Wa 98122

Iowa, Nebraska, South Dakota, North Dakota, Minnesota  
Bruce & Becky Perry, 2652 W. 34th St., Davenport, Ia 52806

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

Michigan, Wisconsin  
Robert Dickieson, 33843 Sleepy Hollow, Livonia, Mi 48150

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

Florida, Georgia, South Carolina, North Carolina, Tennessee, Alabama, Mississippi  
Bob & Ruth Husky, P. O. Box 6632, Lake Worth, Fl 33466

Virginia, Maryland, West Virginia, District of Columbia, Delaware  
Willa & Bob Friedman, 5514 Callander Dr., Springfield, Va 22151

New Jersey, New York, Pennsylvania  
John Ruggini, 4 Victoria St., Raritan, NJ 08669

Massachusetts, Connecticut, Rhode Island  
Bill & Clairbourne Dawes, 55 Hosmer Rd, Concord, Ma 01742

New Hampshire, Vermont, Maine  
Bob & Linda Harvey, 16 Clinton Street, Salem, NH 30709

British Columbia, Alberta, Saskatchewan, Manitoba, Yukon, Northwest Territories  
Paul & Margie Schoep, 1330 Windsor St. NW, Calgary, ALB T2N 3X1

Ontario, Quebec, New Brunswick, Nova Scotia, Newfoundland, P.E.I.  
Doug & Debbie Crosby, 554 Forestwood Crescent, Burlington, Ont. L7L 4K3





## DEADLINE FOR THE NOVEMBER-DECEMBER

ISSUE IS OCTOBER 15, 1986

### FROM THE EDITOR

Rally season is almost over (I think). However, our TCA Calendar keeps growing, with at least 5 new events added for this issue. Take a moment and check it out. There is still time to make most of them. If it's getting close, call the organizer. There still may be room for you. Event organizers, send your information to DoubleTalk at least 3 months ahead of time (a year would be nice) so that there is time to make it into at least one issue of DoubleTalk. That way, you can reach the most people, all of whom are potential attendees! Remember, the listing is free, and it will run until your event is over!

This month TCA is proud to welcome a new Secretary. Laura Mappin, from Eugene, Oregon. Laura was introduced to tandems on a tour she led through the San Juan Islands (Washington State) in 1983. On that tour, she saw the good and the bad, as the three tandem teams had just about every minor inconvenience that could happen, but when everything was working just right..... To say it was love at first sight, well, that would be a telling a lie. Later, after she and her husband Jim Locnikar (then fiance) returned from a bicycle trip around the world (on solos, not a tandem), they suffered a case of "tandemitis", and purchased a new tandem. It's been all downhill and tailwinds since. Laura and Jim helped with the planning of the first Northwest Tandem Rally this past year, and will be even more involved with the second Northwest Tandem Rally, which will be held over the

Memorial Day weekend in their home town of Eugene, OR. I might add that Laura was one of many who volunteered to help the TCA. I just wish they all could have been selected. Perhaps everyone's enthusiasm will carry over until there is another vacancy.

With a new secretary, and many new names on the area reps list, perhaps it is appropriate to go over what each of the positions actually is responsible for.

**AREA REPS:** These dedicated volunteers serve as a regional clearing house for tandem information. They do a bit of recruiting, and they try to reach each tandemist in their area. With some assistance from each of you, these people can serve as a clearing house for tandem events in the region, to insure that the weekend you'd like to select for your event isn't the same weekend as another tandems only event just 50 miles away. Of course, they won't know this if you don't tell them. Each area representative should have a good supply of membership brochures, and will be glad to send one to anyone needing to spread the word. When you have confirmed a date for your event, please let DoubleTalk know, too, so it can be listed in the calendar.

**GRAPHICS DESIGNER:** Steve Reker has been supplying many of the graphics you see in each issue. He designed the cover, both front and rear, and is always supplying us with more art work to use. Got an idea for a good graphic, but don't know how to put it together? Contact Steve for some good suggestions.



**TREASURER:** For the past ten years, Mal & Jean Smith have served the TCA faithfully, keeping track of each of your dues, and diligently trying to keep the numerous editors over the last decade under budget. It's been trying, but Mal and Jean have managed to keep the TCA afloat. Send your memberships, renewals, and dues to Mal & Jean. They need them by the end of the month that you received your DoubleTalk, just to ensure you don't miss an issue. They also keep a supply of patches on hand (Do you have yours, yet?) and will be glad to sell you one. The cost is only \$4.00.

**SECRETARY:** This person is the person whom outside organizations should be contacting to find out more about the Tandem Club of America, what it does, and what its about. The secretary may not have all the answers, but should at least know all the right places to go to find the proper answers. Contact Laura if you have general questions about the Tandem Club.

**EDITOR:** Susan and I have perhaps the easiest job of all. We get to see all your good articles first, and then it gets difficult--we have to decide what to run this month! Some things must be in, in order to be timely, other things should be in, if there's room, and then some articles just take a little bit of time to put in an edited form. Yes, we actually do review and edit each article. What's that mean to you? Don't worry about how the article flows. Go ahead and submit it, and we'll edit it to fit. We might make a few grammatical errors, and my computer sometimes can't spell, but we will help you with your article. Just keep sending them, and don't be discouraged if it several issues go by and you still haven't seen it. We also maintain the mailing labels' list, from information sent to us from Mal and Jean. All address corrections should be sent to us.

We also serve as the central point for

advertising and dealer memberships. Your local shop not a dealer member? Have them drop us a line and ask for the Dealer Information Packet.

A quick summary (you may want to clip this, with the front page, and keep it next to your desk. Then you'll know who to contact for what):

**AREA REPS:** Local tandem information; local recruiters for TCA

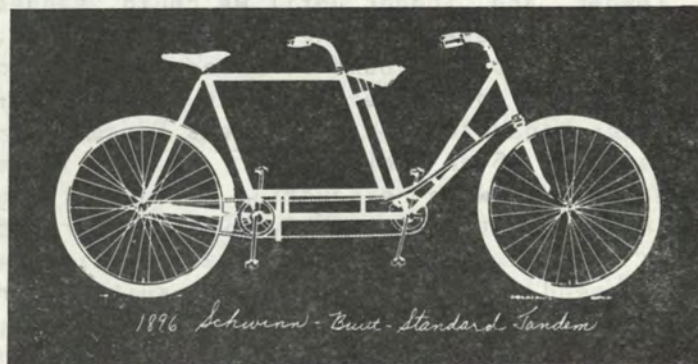
**GRAPHICS DESIGNER:** Artwork & graphics for DoubleTalk

**TREASURER:** DUES and patches.

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

**EDITOR:** Articles for DoubleTalk, Advertising, and mid-year Address Corrections.

'Til next time.....





## LETTERS TO

### DOUBLETALK

Dear DoubleTalk,

In the July-August, 1986 issue, a letter from Connie and Lynde Kimball speaks of the stereotypical implication of the captain being male and the stoker being female. WELL!!! My husband and I are atypical, then! Vision problems place my husband in the stoker position, which seems to us to be quite reasonable. This gives a power drive from the rear. And, oh yes, how wonderful it is when my energy is beginning to wane and I'm renewed because Gery can reach for the dried fruit easier than I can, or hand me a water bottle for a refreshing sip! Thus, my attention can be given to the road.

We are new to cycling, particularly new to tandeming. Our initial rides were made on a reconditioned coaster brake Schwinn found in a junk shop. We challenged ourselves to rides ranging from 8 to 20 miles and finally realized there had to be an easier way to go up the hills of North Florida. Investing in a five-speed tandem, the hills were definitely easier to climb. Each weekend, our trips became longer and longer until we could tandem from Tallahassee to the coast of the Gulf, a roundtrip of around 70 miles. It was an exciting adventure! Eventually, gulf winds began to slow our speeds to an average of 5 or 6 miles per hour. These headwinds were exhausting. Our biking friends in the Capital Cyclists encouraged us to look around. We finally decided a 15-speed Santana Elan best suited our needs. Within a period of a few months, we went from no experience to riding the TOSRV South from Tallahassee, FL to Albany, GA. It was truly a great experience. We met Bob & Ruth Husky (Southeastern TCA Reps) while on this trip and had the pleasure of hearing about

their experiences as a tandem team.

Reading about other members of TCA, we realize we are novices in a wonderful sport, but we hope we will have the pleasure of a treasury of memories as we ride in the years to come.

Pat & Gery Jahoda  
Tallahassee, FL

Dear DoubleTalk:

I always like to read DOUBLETALK and with this issue, July-August, I am only on my second time through.

In reference to the Kimballs wondering why the male is usually the tandem "captain", the question bugged us for some time, too. What with equal rights and fair play all-around, it is quite proper for the female member of the team to have equal time in the driver's seat.

The only reference I've ever read relating to this question is in the paperback 1972 publication by C.O.N.I. - Central Sports School - F.I.A.C titled CYCLING. It was printed in Rome, and since there is an Olympic symbol on the front of the book, I assume it was published specifically for the games. The translation is well done, and although there are some uses of English words throughout that are unusual, the meaning is absolute. See pp. 248 for the following quote if you can get your hands on a copy of this "manual".

"The heavier cyclist should be placed in front in the tandem, thus distributing the weight of the pair more rationally over the two wheels of the bicycle (in this way the danger of skidding will be avoided".



## BACK TO OCALA

I'm sure we are all aware that a crash while riding a bicycle will only occur when the front wheel loses traction - not counting running into things or falling because we can't get our feet out of the cage. The weight distribution on a single bike is usually 55% on the rear wheel and 45% on the front. I don't know what it is (or should be) on a tandem, but clearly a tandem will not have that agreeable a weight distribution.

Dick Monroe  
Ft. Collins, CO

Dear DoubleTalk:

More on the continuing Avocet FasGrip story:

May 15, 1986: Herewith is a copy of the latest letter from Avocet, after we sent them our problem tires:

Dear Rudy & Kay:

Thank you for all the time and trouble to retrieve and return the tires. I gave the tires to our R&D department, and they showed great interest and asked me to convey their appreciation. As both tires showed the same condition, we would no have known the problem unless concerned cyclists as yourselves point them out.

Again, thank you.

Jon Eric Ferguson  
Avocet Customer Service

June 3, 1986: Avocet has sent us two new tires, which we are planning to put on a tandem soon and see what happens. We'll let you know.

Rudy & Kay Van Renterghem  
Tucson, Arizona

Revisiting the 1985 Southern Tandem Rally Site, Ocala, FL, for a Florida Tandem Rendezvous was a great way to start our summer outing. We were pleasantly surprised when 15 tandems joined us. They came from as far away as Miami, five teams were from Orlando (four of the five came in a bright yellow VW beetle -- what a sight, with four tandems mounted on top), four from Ocala, and the others from Daytona Beach, New Smyrna Beach, and Lake Worth.

Victor and Gladys Gallo entertained with the slides they had taken while crewing for Lon & Sue Haldeman on their just completed record tandem ride across the US, and from Victor's 1985 14 1/2 day crossing in 1985 with Lon's Rapitour.

Saturday's 50-mile ride and Sunday's 45-mile ride were both through Ocala's beautiful horse country. No doubt, some of the new-born foals we saw in the bright green pastures will follow in the hoofprints of other Florida-bred thoroughbreds on the nation's racetracks.

After Sunday's ride, 22 people descended on O'Neal's for a sumptuous champagne brunch before leaving for various destinations: some headed for home, others to Ferndale (FL) for the finish of the USCF District Road Championships, and we headed for Buffalo, NY, for GEAR INTERNATIONAL.

The Ocala, FL, Rendezvous was the idea of TCA'er Richard Webster, of Boca Raton, but his stoker, Raylene, developed a back problem that required surgery and forced the Websters to bypass their own rally. If all goes well, though, Richard & Raylene will be "back in the saddle" in time for both the Eastern Tandem Rally and the Southern Tandem Rally.



## IMPRESSIONS OF THE CANNONDALE (!) TANDEM

Unconfirmed reports back in 1984 hinted that the Cannondale Corporation was thinking of entering the tandem field. There were even reports that people were seeing tandems with fat tubes. A funny looking tandem (no name on the tubes) was even parked at the Cannondale booth at GEAR Princeton (1985)...you know how the grapevine works. We felt where there was this much smoke, there must be a fire. We spoke with one of the Cannondale representatives and told him of all the rumors we were hearing. This C-dale man (who shall remain nameless) knew we were seriously into tandems, and had been for many years. He did not deny any of the rumors. Feeling encouraged, we expressed our desire to test-ride a prototype, when one became available. After months of more rumors, and more talking with the people from C-dale, we were promised the opportunity to test one of their very rare prototypes, providing we gave it a fair test and would provide C-dale with our impressions of the machine. Low and behold, 'twas the week before Christmas (1985), the smallest of the two existing Cannondale prototypes arrived at Tucson's Repairs Plus bicycle shop, the local Cannondale dealership.

Most of us have seen and ridden a Cannondale single. Their reputation for their bikes built with oversized heat-treated aluminum tubing is legend. We recalled our first encounter with their singles, so we were prepared (we thought) for Big tubes.

WOW! Our first look at the prototype boggled our minds. It looked like it was made from left over WWII bazookas! By comparison, their fat-tubed single bikes looked positively puny. The paint job, though, was stunning...an Imron metalflake lavender! Beauty, or ugliness, for that matter, is only paint-deep on a bicycle. Putting looks aside, we were anxious to straddle and ride this strange contrivance.

Cannondale was interested in our impressions and reactions to the frame. Components could (and probably would) be switched from the prototype to the production models, so we weren't to be too concerned with them. We were just to tell our local dealer what didn't work, and he would swap it for something that would! What an opportunity!







Production tandems are built in several "average" sizes. While I (Rudy) am classified as an average small male, my wife (and favorite stoker) Kay is a very petite 4' 11". She cannot comfortably ride anything but a small mixte frame.

The Cannondale was a 21"x19", with a male/male configuration. While most stokers long for more room on the rear of many production tandems, Kay is just the opposite--most tandems keep her short arms and legs stretched out as if on a medieval torture rack. So, by changing the stems, seatpost, and scooting Kay's saddle as far forward as possible, we had a make-do fit which was nowhere near as comfortable as on our own custom tandem.

#### THE FRAME:

A look at the frame showed that Cannondale had done their homework, and had made several innovations in designing the bike. We hope some of these make it into production.

The bike was a double men's design, with a constant sloping top tube and a direct lateral. The internal lateral butted into the front downtube...an interesting solution to fitting three oversize tubes into the too-small space at the headtube. The shifter bosses were placed, not on the downtube, but on the internal lateral. This made for an easy reach for those choosing not to use bar-cons.

The rear bottom bracket was one inch higher than the front, creating a boob tube that sloped up, instead of the more familiar downward slant on most tandems. Why? Cannondale's theory is that the stoker, usually shorter than the captain, would be sitting an inch higher than normal, and would thus have a better view over/around the captain. An interesting concept!!

The high rear bottom-bracket did provide

another benefit for those who pedal out of synch. The extra height guaranteed that the stoker's pedals would be able to clear most speed bumps one encounters while riding.

#### THE RIDE:

One reason we believe that Cannondale sent us the prototype was because of our choice of residence. How many of you TCA-members in New England get the opportunity to ride comfortably year around? Here in southern Arizona, we are able to ride all year. We took advantage of our weather, and rode over 1600 miles testing tandems last winter.

Kay and I have ridden tandems some 70,000 miles, on many different tandems. Our rides have included production bikes, custom bikes, and more than one prototype. We feel that the ride given by the Cannondale registers with the best of them. The heat-treated oversize aluminum tubes' reputation for stiffness held true, even on the tandem, throughout the ride. Whether we were pedalling in or out of the saddle, go uphill or downhill, we could feel no flex in this frame. Even when we loaned the bike over to a couple of macho ultramarathoners, no flex was detected. Climbing was easy, and acceleration was phenomenal! It felt as if every ounce of our power was transmitted to the rear wheel, with no waste what-so-ever.

Road vibration was felt to be less than on some other tandems, at least at the Captain's seat. Kay, though, could tell no difference at the rear. Steering and handling was easy, with no fighting the bike at all.

We pedaled the prototype both in and out of phase. However, we've pedaled too many miles out of phase to be unbiased, so we did the majority of the test in our usual mode.



## OUR IMPRESSIONS:

Although our primary interest was on the frame and the ride, rather than the componentry, we did try the Shimano Durace SIS shifting system. In spite of the rumor that the long tandem cables would affect the "click" shifting mechanism, we had no real trouble, even after switching the rear derailleur to a Huret DuoPar. The SIS system was very smooth, and quite precise. At least it was after we eliminated a recurring problem. One small section of rear derailleur cable housing did not have a Delrin lining. This caused the cable to hang and it slowed some upshifts. Once we discovered the culprit and replaced it with some lined housing, all worked great. Our personal preference for shifters on a tandem is still bar-cons. Bar-cons allow the captain to change gears anytime, even when struggling up a hill, without taking the hands off the bars. Now, if Shimano could come up with an SIS system for bar-cons, we'd be the first in line to buy a set.

Wherever we rode the prototype, we attracted a lot of attention, from bikies and non-bikies alike...that humongous tubing and the flashy paint job really caught many folks' eyes. Not all comments were favorable, as some just didn't like the unconventional look. Proof, however, is in the riding, and that is up there with the best.

Weight is estimated to be in the low forties, comparable with most high-quality tandems. Of course, the final selection of the components will have some factor in that. Cannondale thinks it will be available in limited numbers in the spring of '87. No price was hinted at, although we'd be surprised if it was less than \$2000. Again, though, final componentry will be a factor in this, too! If your plans include a new tandem, perhaps you'd like to consider the Cannondale.

Rudy & Kay Van Renterghem  
Tucson, Arizona

## RIDING THE GRAND CANYON'S NORTH RIM

Memorial Day weekend at the Grand Canyon's North Rim was fantastic! Over 35 single bikes and one tandem participated in the 4th Annual Grand Canyon North Rim Bicycle Tour, hosted by Don Bulitta and helpmates from the Phoenix area.

This 86-mile two-day tour is one of the best kept secrets in Arizona. Although traditionally the Memorial Day weekend is one of heavy traffic, at the North Rim the cyclists and deer seemed to outnumber the motorists. We had packed colder-weather riding gear as the temperature this time of year hovers between 28° and 60°-some degrees. However, even Mother Nature was cooperative with riders starting off in T-shirts and shorts with the temps ranging from mid-forty to nearly 80°. The terrain rivals any in Arizona, ranging from pine forests to open alpine meadows, small lakes and patches of snow close enough to tempt us into heaving a few snowballs.

While this was not easy terrain for a tandem, the quiet and the scenery were worth the extra effort. We did manage to use all of our gears -- from 116 down to our low of 27 inches -- several times each day. One particular downhill had us doing 38 mph according to our computer while the following uphill had us do some extremely fast gear changing to be able to crest the top at a huff'n'puff 6 mph!

While the South Rim of our Grand Canyon is the most popular, it is also very crowded and quite dangerous to bicycles, due to the heavy traffic flow. And, also, the South Rim offers many more miles of viewing opportunity compared to much more limited viewing at the North Rim. However, in our opinion, the North Rim tops it off for sheer majesty, especially Cape



Royal and Angel's Window. Both are a 42-mile pedal, round-trip, from the Grand Canyon Lodge at the North Rim on a two-lane paved road -- but well worth every pedal stroke.

Angel's Window is a huge window-like natural opening in a protruding rock formation, and through the "window" you see the mile-deep canyon and the Colorado River. A short walk from there is Cape Royal, which just out into the canyon as a near-island into a sea of wonder. A perfect spot to reflect on man's insignificance.

The hill work and 8000+ feet of altitude kept everyone working and breathing hard, especially on the first day 'till the lungs got used to the rarified air.

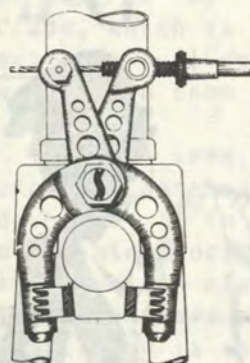
We were a bit disappointed the first day of our ride. We didn't see any deer! The next day more than made up for it. While the pilot tried to keep one eye on the road, the stoker counted no less than 127 deer, mostly in the late afternoon and early evening.

So, if you happen to be vacationing out west next Memorial Day, and you just happen to have your trusty tandem along, make that 1-o-n-g detour to the Grand Canyon North Rim.

A couple words of warning: you'll be a couple of hundred miles from the nearest bicycle shop, so bring along your usual touring tool kit, just in case. Also, be sure to pack some sunscreen, for it is very easy to get sunburned at this higher elevation.

Don Bulitta, Phoenix, AZ, and friends host this ride every Memorial Day weekend. If you would like further information on this event, call Don at (602)-869-1932 (days) or (602)-582-9873 (evenings). We did, and were we ever glad!

Rudy & Kay van Renterghem  
Tucson, AZ



## The New SCOTT "SUPERBRAKE"

If it looked like other brakes it would work like they do. And in the rain, downhill, you could stop better by dragging your feet! Instead, we've produced an "engineers dream."

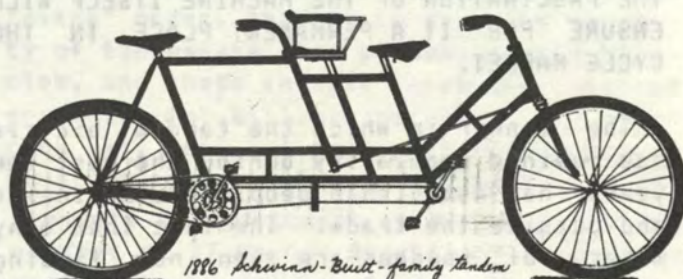
Can take a tandem down a steep hill with 450 pounds aboard, not using hub brakes. Also ideal for single bikes.

**Better than any import, 16 ways:**

- **FULLY ADJUSTABLE SHOES.** Ball-and-socket, adjustable in all directions.
- **GREATER BEARING AREA.** Over double Campy's and most others.
- **SWIVELING CABLE HARDWARE.** Better alignment and less friction.
- **SPACE AGE MATERIALS.** Ten parts of Magnesium and Titanium.
- **SHORTER CABLE ROUTING.** Neater, lighter, less sponge. Bike is invertible for work on tires, etc.
- **REPLACEABLE BEARINGS.** Eliminates metal-to-metal friction.
- **MUCH MORE DURABLE.** Our famous friction pads outlast others 2 to 5 times.
- **BETTER WET-STOPPING.** Our pads are famous for it.
- **STIFFER.** Twice as resistant to flex as even top brakes like Campy.
- **LIGHTER.** Only 628 grams including cables and levers.
- **NEATER, MORE COMPACT.** Fits almost entirely within fork outline.
- **SYMMETRICAL.** Avoids centering problems of lop-sided sidepulls.
- **MORE REACH RANGE.** 39 to 57 mm, extendable to 63.
- **CRISP, SOLID FEEL.** Like the brakes on a good sports car.
- **LESS SPONGE.** No quick release needed. Ride with wide rim clearance.
- **DOUBLED PAD AREA.** More fade-resistant, more effective braking, longer life.

*If you want the absolute best, there's no other choice at any price.*

Write for literature: **SCOTT/MATHAUSER CORP.**  
Box 1333, Sun Valley, ID 83353, U.S.A.



1986 Schwinn-Built-family tandem



# TANDEM COMES INTO ITS OWN



Editor's Note: The following article originally appeared in the edition dated July 20th, 1934, of "Motor Cycle and Cycle Trader".

THE PRESENT POPULARITY OF THE TANDEM IS NO PASSING PHASE - MODERN ROAD CONDITIONS AND THE FASCINATION OF THE MACHINE ITSELF WILL ENSURE FOR IT A PERMANENT PLACE IN THE CYCLE MARKET.

The manner in which the tandem bicycle has gained popularity during the past few years has astonished people both inside and outside the trade. The fact that many makers of tandems are even now finding difficulty in keeping pace with orders is a reflection on the extent of those orders, for the present tandem "boom" is by no means one of the sudden growth; the tandems, once looked upon as practically an obsolete type used only by a few enthu-

siasts, has steadily returned to publish favour during the past decade, and now its popularity is such that of the week-end traffic on the roads it is probably only exceeded in numbers by the (solo) bicycle itself.

It is a safe prophecy that the tandem vogue is no passing phase - tandems will inevitably increase in numbers, not only because of modern road conditions, but because of the inherent fascination and advantages of the machine itself. Probably it is largely owing to the crowded state of popular roads at weekends and holidays that the tandem has achieved its present position. It immediately solves the "riding abreast" problem, since it takes up no more room than a single bicycle. It is the most "sociable" vehicle on the roads; congestion of traffic does not part the riders as is often the case when a couple are mounted on singles, and, moreover a nervous rider or an absolute novice can take the rear seat, and, with a capable steersman in front, need not be perturbed by, or a menace to, other road users.

In our view, it is the appreciation of these facts by the riding public which is primarily responsible for the current popularity of the tandem, and which will assure for the tandem trade a very healthy future. But, quite apart from road conditions, the merits of the machine itself are so many that the surprising thing is not its current popularity but the fact that it has taken the public so long to realize those merits. Since there is only the wind resistance of one and the propulsive efforts of two riders, a tandem is necessarily faster than a single bicycle, or, if speed is not aimed at, then the



gain is in ease of riding. Two lusty youths can, on occasion, propel a tandem at 30 mph; a middle-aged mixed couple can potter along all day at whatever pace suits them, and both types of rider will find in the tandem a vehicle whose fascination will increase rather than diminish with closer acquaintance.

Speaking broadly, the trade has only recently awakened to the possibilities of the tandem market, although the blame for this lies more with the manufacturers than with the retailers. Until comparatively recently, few of our nationally known cycle manufacturers produced a tandem at all, and almost the entire demand was met by the small specialist builders who made machines to special order with the aid of fittings produced by such firms as Bramp-ton and Chater-Lea.

But just as not more than three or four years ago it was the exception to find a tandem listed in a cycle maker's catalogue as a standard production model, it is now just as much the exception to find a catalogue which does not include one or more tandems. Actually, the tandem market has developed on practically identical lines to the lightweight cycle market; the small specialist builders set the fashion, and when the type was firmly established the bigger manufacturers in turn catered for and helped to foster demand.

It is, of course, the realization by the larger makers of the potential market for tandems which has widened the scope of the market, since a large factory, working on modern production lines, is naturally in a position to offer machines at more favourable prices than the small man building machines to individual requirements and specifications.

Naturally the retail trade scores from the entry of the large factories into this field because it lifts the tandem from the "special order" into the "normal stocks" class. Instead of tandem sales being shared by a few specialists, they can now

be shared by the whole of the retail trade, which is just as well, for with the existing huge demand, the smaller builders would have been overwhelmed long since.

It would seem, however, that in rural areas in particular some traders are still doubtful as to the wisdom of taking tandems into stock. Since it was fostered by the cycling clubs in the first instance, the idea seems prevalent in the trade that the tandem is only ridden by club cyclists and that where there is no club there will be no sales. There is as little justification for this line of reasoning as there would be to say that the sports type of bicycle is only ridden by men and women club riders.

The majority of present-day tandemists may be members of clubs, but there are many who are not and that number will increase as the number of traders stocking and showing tandems increases and it becomes realised by the public that the tandem is just as much a standard machine for everyday use as is the bicycle.

So far as the retail trade is concerned there is every inducement to cater for this market. In the first place the tandem is not a "cheap" machine, since the average price of machine round about 15 pounds Sterling and the profit on a 15 pounds Sterling order is well worth while.

Then again a tandem order is usually an "extra" order, that is to say, the majority of tandemists also possess single bicycles, and these in most cases are retained primarily for utility journeys. Two bicycles at, say, 6 pounds Sterling apiece, plus a tandem at 15 pounds Sterling, represents an investment in bicycles for two persons of 27 pounds Sterling - useful and profitable customers for any cycle trader to have on his books. One reason why we feel the tandem will always remain in the "Luxury" class is because, by its very nature, it has practically no utility appeal; it is used almost entirely for pleasure and recreative riding and



touring, and it is invariably easier to persuade people to spend money on pleasure than on business.

One aspect of the tandem which must not be overlooked is the facility with which it lends itself to family riding. With the addition of one of the small juvenile sidecars now on the market, the young married couple are enabled to continue their journeys awheel together when baby arrives, and the baby itself is quite snug and safe and should benefit enormously from the frequent trips in the open air.

It may be appropriate here to indicate how the manufacturers of fittings have contributed to the high pitch of perfection which the modern machine has reached, and which has enhanced its public appeal.

Improvements in steel tubing have played their part in converting the one-time cumbersome and heavy two-seater into a light and lively machine of adequate strength for all kinds of road conditions and suitable for riders of all weights. Braking on a tandem is of supreme importance, since a freewheel machine with the weight of two people on it can attain surprising speeds on downgrades. This need has been met by special tandem patterns of external expanding hub brakes of large diameter which provide an ample reserve of power for all conditions, and also by certain manufacturers of rim brakes who have also marketed specially robust patterns for the "twicer".

Then again, the advantages of a change speed gear are even more evident on a tandem than on a single bicycle, the variations of gear enabling the fullest advantages to be taken of all road conditions - the high gear for the easy falling grade or favourable wind when the tandem shows its paces to perfection, and the low for the up-grades which otherwise might drag. Both derailleur and hub gears are available in special patterns for tandem use, and it is noteworthy that a bigger

proportion of tandems is equipped with variable gears than is the case of single bicycles. Tyre makers also have done their part by marketing tyres designed to stand up to the double load of the two-seater without excessive weight.

While at the moment the tandem trade is in the happy position of having as many orders as can be met comfortably without delay in deliveries, that state of affairs inevitably will not last indefinitely without some efforts on the part of the trade. Before the demand shows any signs of slackening every retailer should make it his business to keep one or more tandems as a part of his normal stocks, and to bring the advantages of this type of machine to the notice of his cycle customers.

Since there is no indication of any suicidal price war among manufacturers anxious to secure their share of the available market, the selling of tandems should for many years provide traders with a "luxury" market.





## GRANDE PRIXE

### De TANDEM '85

I stood over the tandem, right foot in the clip, up and ready, left foot on the ground. I arched my back, shook my arms in a last minute freedom of movement that I would not know during the next two hours while I would be in position, head down, nose to the grind stone and feet to the pedals. It was three gear changes total, one long uphill, with a U-turn at the top, and a long bouncing cobblestone downhill. The gear changes were under the Louvre, around the Concord, and up the Champs-Elysees.

It was a long way from Douglas Avenue, Wichita, KS, looking half the night for someone that my 327 Camaro, 3 on the tree, could beat. It was years since my first time in front of the crowd. I remembered those feelings of pride, hearing my name, walking to the center of the wrestling mat, one minute later being medi-vacced to the locker room wondering how a bulldozer got into the gym. Those same feelings, threads binding the years, were present. The rush of adrenalin, the last minute nervousness; this time it was so different with the Arc De Triomphe in front - the fulfillment of a dream.

"American boy," came from my French clubmate on my left. "Rye," Australian for Ray, came from one of the tandems just in front. We were 94 tandems from 17 countries in our third day and fourth race of our mini Tour de France. The last minute bike to bike chatter had grown familiar so that I could identify: the Norwegian lady with polio deformed legs riding a three-wheeled tandem, the constantly talking and laughing Italians I only saw at the start or when they lapped me, and the French teams I had grown to know from weekly competition in villages all over France.

Those two month's worth of racing all over France had built smoothly toward this ultimate cycling experience. My vocabulary had allowed me to function, and the shouts from the crowd could be understood.

This day the chorus of "Go, U.S.A" would double with input from two languages. I had now accustomed myself to the blaring music and pre-race announcements. In a village near where Charles Martel defeated the Saracens, we had waged our tandem battle to the thunder of piped music; a beacon to guide me round through the village streets. The tie with the Tour de France had been there, too, with live coverage being put over that same loud speaker. So for twenty minutes in my own way, I was racing with Bernard Hinault. In June we had been near Charles deGaulle's village for a long road race through seven villages, through forests, and fields. Every venue had been seen. The last race before Paris we had been on the beach, on a flat course, through a village guided by a blaring beacon of "All Night Long" to the start/finish, lined with hundreds of cheering spectators. Today it was hundreds of thousands, everywhere along the Champs Elysees.

The first day we had been martialled to form up by the omnipresent loudspeaker blaring the French rock group, "Telephone," heavily influenced by the Rolling Stones. This was a long winding road race between two hosting villages. The newspapers gave us front page coverage. Right away I had trouble, broke my toe clip, so our start was well back in the pack. Less than lucky was the German, Erwin Mai, who fell ten feet over a bank even before the actual start while we were still controlled by the pace car. My wife, Bobbi, and my partner's wife, would come along beside in our "support vehicle," a scrap-heap reject Renault 4, and give us our position and slightly decreasing time "off" the leaders.



I knew those leaders. There was Jean Claude Drouhin, a "telephonist" from Paris; most of the blind in Europe are slotted in to the "telephonist" or physical therapist position. There was Mr. Brault, telephonist from the city of Tour, with a ringer, a professional rider who dropped in on our race. The Dutch students were out front, along with the amazing Italians. All this was happening 32 positions and 15 minutes ahead of me. Our race was among the third platoon with fourteenth the prize. We lost it in a last minute dash, relegating us to spot 32.

The second day combined the road race format with a vicious long uphill circuit through a village. France showed all its weather patterns from boiling sun to wind whipped cold rain. Our start was good, and we held a tenth place, first platoon position with only 29 km of the 75, 90, or 100 km race, depending on which estimate you chose to believe! As we entered a village, the street lined with people, I heard a horrible cry of pain and a tandem bouncing on the pavement. Our brakes screamed and the tandem lurched to the left. We were not going to make it. Before I could pull my feet free, we were down hard on top of the crashed tandem. I pulled my feet free, leaped back on the tandem, and we were back in the hunt, but a decidedly more timid hunter. Our time on the ground dropped us back to 24th.

Between races we "crashed" on wrestling mats in a gymnasium. Again the environment was familiar. Hundreds of tournaments had seen me sprawled out on a wrestling mat between matches. During the Olympic Trials at Anoka, MN, in 1973, I had logged many hours' sleeping time between sessions of being turned like a pig on a spit by America's best. This day I was sharing a mat with Germans, Australians, Spanish, and Danish riders when my

wife woke me to get "back at it." It was a monstrous hill; so menacing that the lead pack put two hundred yards on me while under the pace car. It was going to get worse.

We had worked our way up to twelfth when the rains came hard and cold. The downhill had a ninety degree right hand turn to rob us of our momentum. With the rain, no brakes, and a "pack" all around, it was an unnerving situation. One Australian team was saved by quick thinking police who caught them as they were falling. Several other teams were not so lucky. Our luck held in accordance with our number "13". A flat tire, on the last lap, dropped us back to 22nd. I wanted to get that number changed!!

Everything had built to this moment on the Champs-Elysees, the fatigue, the painful muscles, the endless miles. A whole season of thousands of kilometers of competition and practice distilled into a race of only a few yards. Our platoon was a tightly bunched group, we were never able to get away from them nor they from us; minute after minute, mile after mile, we were still only a few yards from each other. I listened for their brakes or gear changes as I am certain they did mine. The incredible rush of that screaming, all out downhill contrasted with the feet in tar, the tortuous churn up the hill, gave us the chance to get away and stay away from the others, if only by another yard or so.

All too soon it was over; too few long sweeping circuits down along the Seine, out of earshot of the speakers; to talk to other teams. Only enough high speed turns around the fountains at the Concord to make you want more; more of the crowd cheering and applauding. There were too few U-turns at the top of the Champs-Elysees. With a sprint to the top one

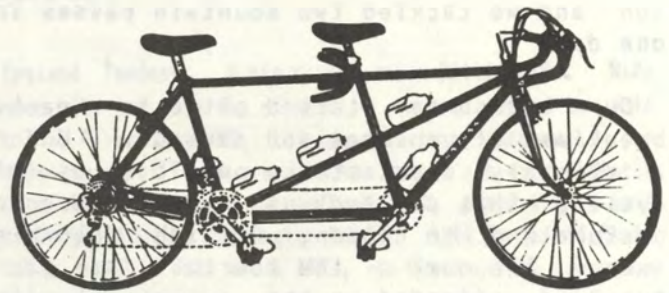




could get a nose into the turn and put a few precious yards on the pack.

The dream had come true. I had a spot inside the barricades only ten feet from the Tour de France speeding past. I was truly the all-American boy with a special sponsor Coca Cola in my hand and a Team USA shirt on my back. The only thing missing was the 1st place trophy--that's for next year.

Ray Patterson  
reprinted from the TCTC Newsletter



### ROCKY MOUNTAIN HIGH

Imagine three days of cycling in the Rocky Mountains--climbing several mountain passes, relaxing in outdoor hot springs, enjoying good food and conversation, and viewing breathtaking scenery. This thoroughly describes the Golden Triangle Tour which my husband and I had the good fortune to be a part of. The Golden Triangle Tour is an annual tour of the Rocky Mountains on the Victoria Day weekend in May. It is organized by the Elbow Valley Cycle Club of Calgary, Alberta. On the first day of the tour, my husband and I and 325 anxious cyclists (mostly solos) started out early from Castle Mountain Junction, approximately 100 miles west of Calgary. Headed south on our tandem toward Radium, British Columbia, we slowly made our way up Vermillion Pass (a 1200 ft. climb in elevation) as single cyclists passed us up the hill. But to our pleasure, we whizzed past every one of them on the way down as we crossed the continental divide. Only tandems know the true pleasure of downhill descents. The highlight of this 120 km (about 75 miles) day was the Radium Hot Springs where we spent a soothing half hour in the warm (100°F.) waters near the end of the day. Invermere, British Columbia, was where we set up camp for the night. Here we rested our weary bodies as this was our first major tour of the sea-





son and we tackled two mountain passes in one day.

Our second day started after a hearty breakfast of pancakes and sausage. Under a slightly overcast sky our 75 miles of cycling that day took us through scenic pastureland to Golden, British Columbia (hence the name of the tour). This pastureland afforded us the opportunity to try a few pacelines on our tandem and for others to be pulled and drafted by a tandem. This second day our bodies were not so weary as we got into the groove of the tour.

The third day of cycling would take us another 75 miles from Golden back to Castle Mountain. Two steep climbs greeted us in the morning on our way out of Golden. For us on our tandem, the downhill were terrific. We didn't make any speed records though, because of the headwinds. A hearty lunch in Field, B.C., prepared us for the long ascent up Kicking Horse Pass. Good thing I didn't know what lay ahead of us because I don't think I would have done it. But now I'd go again. The Spiral Tunnels, half way up the mountain pass, provided us a scenic resting point. We were fortunate to observe a train spiral through the mountain. One can see the rear of the train entering the mountain as

the engine comes out at a different location. The snack stop at the top of the pass was not only restful and scenic, but also provided a panoramic view of the descent to come. What a thrill! We flew back to Castle Mountain averaging 25 miles per hour or more at times. Those west winds sure are nice on ones back.

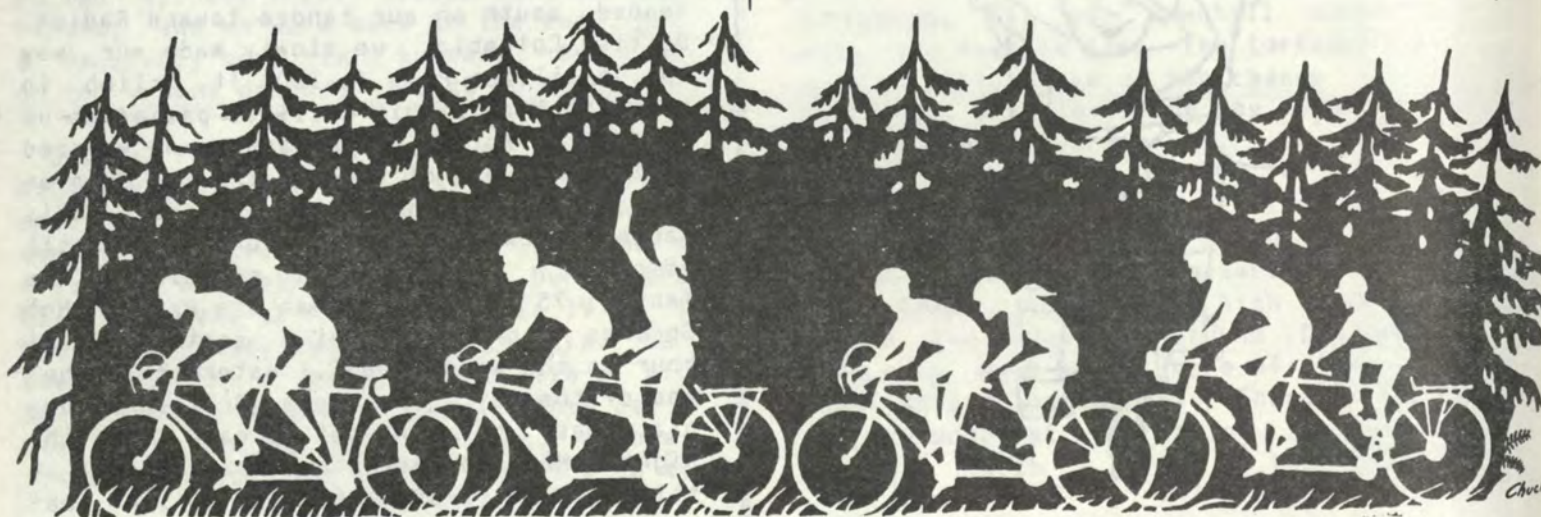
For my husband and I, this was the biggest adventure we have ever had on our tandem. After a year of fine tuning and fitting, our tandem rode like a charm. Not even a flat tire.

There were two other tandems on this tour. Next year we sure like to see some more tandems. If any of you tandem riders are looking for a new, inexpensive tour, the Golden Triangle is a thrill of a lifetime on a tandem.

If you are interested in more information on the Golden Triangle tour, write to the:

Elbow Valley Cycle  
225 - 10th St. NW  
Calgary, ALB  
T2N 1V5

Margie Schoepp  
Calgary, ALB





## TANDEM CALENDAR '86

September 5-7, 1986. **Martha's Vineyard.** Join the New England Tandems on the weekend after Labor Day, when the crowds are gone, but the charm remains. Stay at the renovated Wesley Inn, Oak Bluffs. \$140.00 per tandem team which includes one double bed for two nights, two continental breakfasts (each), and dinner Saturday night. Oh, and some of the best tandem riding in all of New England. Fritz & Carol Maiser, 122 Jamieson Rd., Holden, MA 01520. Ph: (617/829-4849 eve.)

September 21, 1986. **Toronto Tandems' Fall Roundup.** Join Rudy & Nancy Wolleswinkel for an 80 km ride through the Hockley Valley. Ride starts from the Shelburne area. Rudy & Nancy Wolleswinkel. Ph: (416)-425-5856.

October 3-5, 1986. **Colonial Virginia Tandem Rally.** Sorry, this event has been CANCELLED.

October 3-5, 1986. **Southern Tandem Rally.** Celebrate OktoberFest in Savannah, GA, with the STR. SASE to Phil & Janet Winter, 3847 Peachtree Corners Circle, Norcross, GA 30092.

October 4, 1986. **A Helluva Chile Ride** sponsored by the Twin Cities' Tandems and hosted by Lynn Pagliarini and Ralph Hapness. This ride will be held weather willing or not. Save those special recipes. Contact Doug & Sara Laird for more details. (612/925-5185).

October 4-5, 1986. **Northeast Iowa Weekend.** Join Ray & Pam Torresdal for a tandem tour of Northeastern Iowa. The rides will include Bily Clocks and Fort Atkinson. Folks with children along will enjoy the Laura Ingalls Wilder museum, and have the opportunity to take a side trip or two and see buffalo and Clydesdale horses. Meet Saturday in the Pamida parking lot, Decorah, IA. For more details (including lodging/meals/etc.), call Ray & Pam at 319/382-8645 (before 10:00 p.m. CDT, please!)

October 12, 1986. **The Carousel Ride** sponsored by the New

England Tandems. A big circle and a little ride. Ride your bike and ride the carousel. You're invited to join us at Riverside, RI, to ride a designer carousel. The rides begin at 11:00 a.m from the Haxton's Liquor/Kentucky Fried Chicken parking lot on Route 103, about 1 mile east of Route 114 (the Barrington Road). Exit South off Route 195. No rain date until 1987, as the carousel closes on October 13.

October 18-26, 1986. **Texas Wine Tour.** Looking for a fall vacation? How about the Texas Hill Country--considered by many as one of the finest cycling areas in the country. Average distance is 47 miles/day (it is the Hill country). Come and enjoy cycling in Texas, at the time of year when cycling is best. \$700/team. SASE to Ralph Niedhardt, 7426 Marinette, Houston, TX 77074. Ph: (713/771-8004)

October 19, 1986. **The Dessert Special.** The ride leaves at 12:00 noon from Dave & Brenda Vandavelde's home in Mississauga, ONT and goes to the Mohawk Inn for lunch. Don't eat too much, so you can eat dessert when you return to the Vandavelde's. Contact Dave & Brenda for directions to their home. (416/826-0349)

November 1-2, 1986. **Texas Tandem Rally.** Tour beautiful East Texas in the Fall. Stay overnight in a bed & breakfast Inn located in Jefferson, TX. For more information, send a SASE to Lois Young, 1833 Crooks Court, Grand Prairie, TX 75051. (214/264-8437)

May 23-25, 1987. **Second Annual Northwest Tandem Rally.** Eugene, OR. For more information, send a SASE to Joe & Karen Dershon, 3967 Hawthorne St., Eugene, OR 97402. (503/689-2099)

July 4-6, 1987. **Tandem CANADA.** For those hardy souls intrepid enough to venture up to the Great White North, Pack up your tandem, back bacon, and polar bear repellent and join us for the first Canadian tandem rally. Are you interested? More information in the next DoubleTalk.

Have a ride you'd like listed in the TCA Calendar? Send the information to Jack & Susan Goertz, DoubleTalk Editors, and it'll run in DoubleTalk until the date of the event passes! Best yet, the listing is free!



## TCA DEALER MEMBERS

**REDDING CUSTOM FRAMES** now available from one of the most thoroughly equipped private frame shops in the US. Also custom stoker stems. Redding Framesets, 729 Harrison, Burlington, IA 52601. Ph: (319)-754-6182 9/87

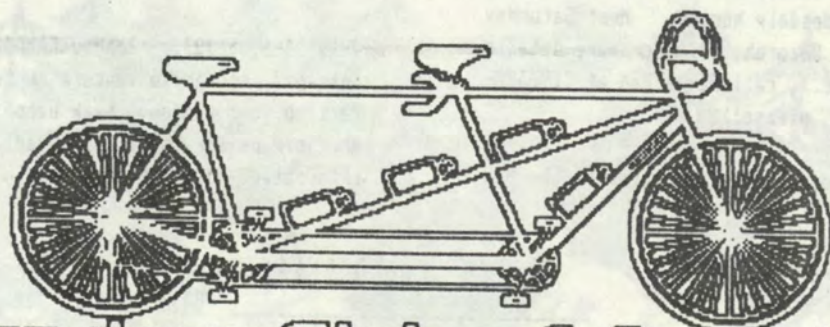
**TANDEMS, LIMITED.** Quality tandems from California. Demonstrations and test rides by appointment. Tandem parts and accessories, too. Rte. 19, Box 248, Birmingham, AL 35244. Ph: (205)-991-5519. 9/87

**TANDEMS!** We sell them because we ride them. Wheels, parts & accessories in stock. Demonstrations and instruction a specialty. Test rides by appointment. **The Tandem Shop**, Box 2553, W. Lafayette, IN. ph: (317)-843-2978. 9/86

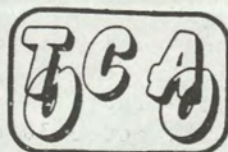
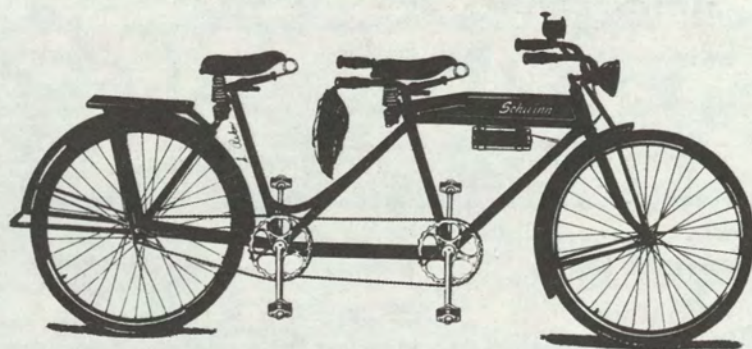
**TANGO TANDEMS.** World's Finest Custom Tandems. LON HALDEMAN & SUSAN NOTORANGELO's personal choice. 28"-32" rear top tubes with unmatched performance, handling, and comfort. ph: (915)-758-6658 or Tandems, Limited in the East. 3/87

**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.

Advertising rates available upon request.  
Send a SASE to the Editors.



**Tandem Club of America**  
**Double Talk**



### CLASSIFIEDS

**FOR SALE:** Bicycle Trailer, by Blue Sky Bicycles. Includes child carrier, alloy wheels, extra hitch, custom repair kit. Ideal for tandems, also works for singles. In our opinion, much superior to the "Bugger". Under 50 miles. Mint Condition. Joe Galloway, 30 Ardsley Road, Binghamton, NY 13904. Ph: (607)-723-9765. 9/86

**FOR SALE:** BELLA Custom Tandem. Marathon-style frame. 23.5x22.5, Columbus tubing. Ishiwata fork. Cinelli BB's. 21-Speeds. Campy Tandem Cranks/Derailleurs. Phil hubs, 48-40, w/Arai Drum and Shimano Cantilevers. Rose Metallic finish. Less than 1000 miles & in perfect condition. \$2000 or best reasonable offer. Paul Lieber, 908 Reba Place, Apt. 1-B, Evanston, IL 60202. Ph: (312)-869-7091. 9/86

**FOR SALE:** TANGO Custom Tandem. 23x23 18-speed, with all top of the line equipment. Built in early 1986. Extra wheels, tires, tubes, et cetera. Over \$5200 invested--will sell for \$4200. This is the state of the art in tandems. John Mayer. Ph: (313)-626-8446 (eve) or (313)-827-4400 (days). 11/86

**FOR SALE:** SANTANA Elan. 23x20 15-speed. Cannondale & Blackburn accessories. One season of limited riding. Mint condition. \$1000 firm. Contact Jon Vanderwall, Rochester, NY (716)-425-2947. 11/86

**FOR SALE:** MOTOBECANE TANDEM. 22x20.5 TA Triple, Weinmann concave rims w/27x1-3/8 tires. Bar-con shifters, Sun Tour Cyclone, Blackburn Rack, cages. All Alloy. Excellent condition. \$800 or best reasonable offer. Thom Thaldorf, 14 Madeira Dr. St. Augustine, FL 32084. PH: (904)-829-8133 (days) or (904)-471-2316 (eve). 11/86

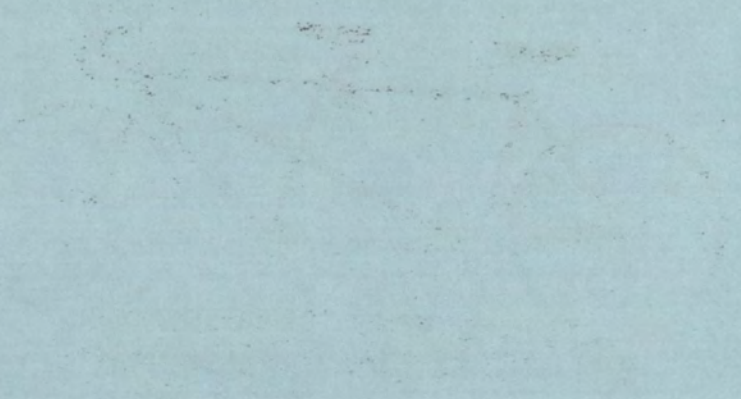
**WANTED:** Objective roadtests, with photos, of tandems by Terry Osell & Bill Boston. Send articles, photos (prints only) to Jack & Susan Goertz, Editors of DoubleTalk.

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

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

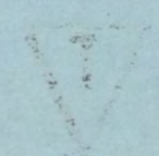
THE LAST PAGE

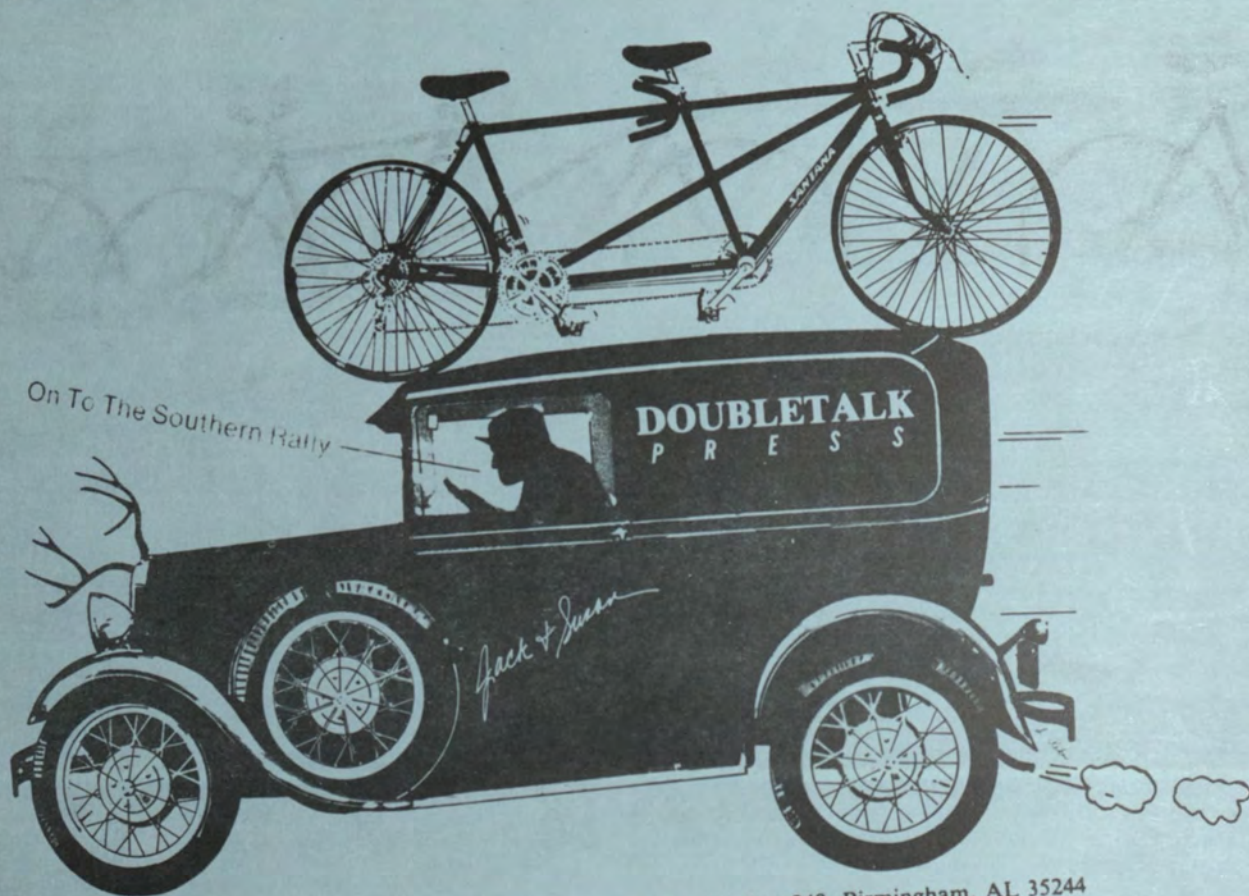




Faint vertical text on the left side of the page.

Faint vertical text on the right side of the page.





On To The Southern Rally

**DOUBLETALK**  
P R E S S

*Jack & Susan*

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

**DUES**

\$8.00 for individual or tandem team membership (6 issues). *DoubleTalk* is published in January, March, May, July, September, & November. 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, 84 Durand Drive, Rochester, NY 14622.

**TCA MEMBERSHIP**

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

Address \_\_\_\_\_

City & State \_\_\_\_\_ Zip \_\_\_\_\_

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

Frame Style \_\_\_\_\_

Color \_\_\_\_\_ Size \_\_\_\_\_ X

