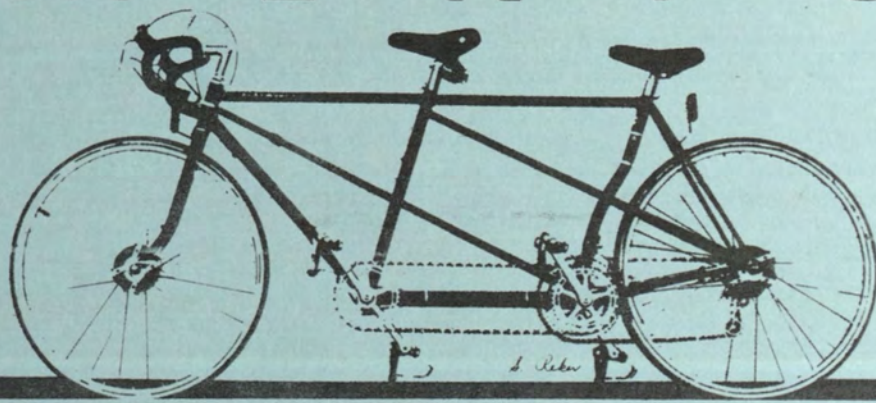


TANDEM CLUB OF A · M · E · R · I · C · A



NORTH

SOUTH

DOUBLETALK



MARCH - APRIL 1986

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

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DOUBLETALK

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DEADLINE FOR THE MAY-JUNE

ISSUE IS APRIL 15, 1986

FROM THE EDITOR

You TCA members are great! In the January-February issue, Susan and I asked for volunteers to serve as Area Reps. to help spread the word about the Tandem Club of America. Your response was overwhelming! We received multiple responses for four of the five slots, leaving only the Western Canada region unrepresented. We used a real scientific method for filling the positions--the first reply was selected. Most of the people are well-known throughout the nation's tandem groups. I think you'll find all the Area Rep's to be well qualified, and they will all go that extra distance to help the TCA grow to greater enrollments than ever before. If you volunteered, but were not selected, don't be disappointed! Next time a vacancy is present in your area, volunteer again. And you don't have to be an Area Rep to promote the TCA in your area. Copy a few of the brochures, and pass them out to your tandem-riding friends. Ask them to join. Be relentless in your task!

Our tandem is rarin' to travel again this year. Unfortunately, though, the major rallies are really a long way away from Birmingham, AL, this year. I guess that's part of the price you pay for being able to tandem year around. Look for us at the Southern Tandem Rally, in

Savannah, GA, (this may be the only Tandems Only event we make in '86), at GEAR International, in Buffalo, NY, June 13-16, and at the LAW/Bicycle USA National Rally, in St. Louis, MO, over the Fourth of July. We'll probably make it to a few others, but right now, that looks like all we know we can make. We want to hear good reports from all tandem events, though, so we can see what we missed, and make plans for the future.

Members of the Colorado Tandem Touring Club who are not members of the Tandem Club of America are receiving a complimentary copy of this issue of DoubleTalk. The CTTC is a club of about 75 tandemists whom we just discovered this past fall. TCA members Tom Ten Eyck and Don Bellio sent us their membership list so that we could add these tandemists to our list of known tandem owners. Periodically, as we discover additional tandemists who are not members of the TCA, we'll add their names to our list and send them a complimentary copy. We'll try to do this by geographic area (states, zip codes, or whatever), so that we can get some idea of how effective this is as a membership campaign. If you've someone whom you would like us to send a complimentary copy to, send us the names. Until next time,

Happy Tandemming!!



LETTERS TO
DOUBLETALK

Dear DoubleTalk:

If you have not heard from anyone else, we would be glad to volunteer to be the Area Representatives for Eastern Canada. We would like to hear from other tandem teams in Canada--we know there must be more out there, we just have to find them!

Doug & Debbie Crosby
554 Forestwood Cresc.
Burlington, ONT L7L 4K3

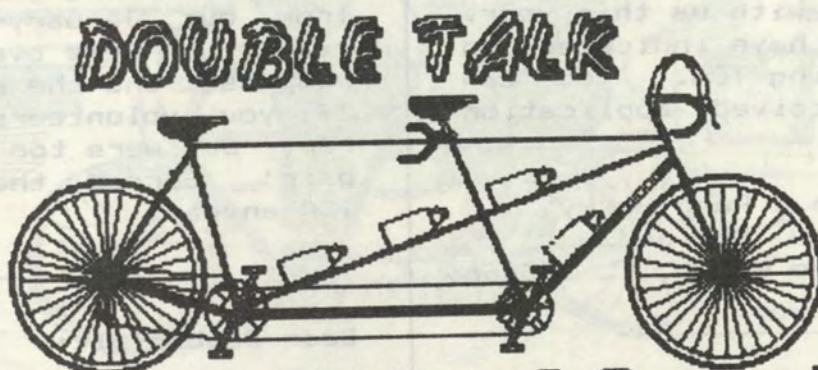
Dear DoubleTalk:

We received the January-February issue of DoubleTalk and were both pleased and displeased with the

membership listing. Pleased to see a good number of friends listed, but shocked that so very many of the people we see at the tandem rallies are not even members of TCA.

We've been TCA members since 1978 (we even have TCA jerseys, remember them?), and we have never missed a Southern Tandem Rally since Jack Goertz and Phil & Janet Winter started it in 1979. We are fortunate to have enough time to make many rallies and it was great to see an early listing of tandem events for 1986 in the January-February edition of DoubleTalk (See the calendar for the complete list.-ED.)

About the same time as DoubleTalk arrived there came in the mail an entry blank from the Peninsula Bicycling Association in Newport News, VA for the Colonial Virginia Tandem Rally, Oct. 3-5. We immediately made note of it on our calendar for '86. then we learned that STR is to be the same weekend at Savannah, GA. We would like to



Tandem Club of America



do both, but that is impossible. We're sorry that Jack Snethen of Newport News is not a member of TCA, but we'll enlighten him so that we may be able to get to his club's event if it is held in '87.

Noting that Florida is without a TCA representative, and because Steve Reker of Missouri suggested we take on that duty, we'll volunteer for the position. We noticed that friends Bob & Linda Harvey have accepted a similar duty for New Hampshire and Vermont, and were generously given Maine also, but we don't see how we could possibly handle the whole Southeast. We're seldom home during the summer, but we'll try to make a go of it if other tandemists let us know what's happening.

The West Palm Beach Recreation BC, which I organized in 1964, has eight families with tandems and five of us got together for a tandems-only 50-mile ride to the St. Lucie River Locks recently. One of the couples--Richard & Raylene Webster, also TCA members-- are planning on taking in the Eastern and Southern rallies with us this year. And the others have indicated an interest in joining TCA. You can be sure they received application blanks.

Bob & Ruth Husky
P. O. Box 6632
Lake Worth, FL 33466

Dear DoubleTalk:

We are volunteering to be the area representatives for the Mid-



Atlantic states. We have done some local overnite tours and we are going to tour in England this summer on our tandem. The duties of the area reps don't sound too bad, and we can certainly use the extra pay!!!! (ED: All positions in the TCA are strictly volunteer, so Bob & Willa won't get rich off of this).

Bob & Willa Friedman
5514 Callander Drive
Springfield, VA 22151

These three replies are just a small sampling of those received from our January-February Editorial. We were overwhelmed by the response and the support offered. If you volunteered to be an area rep, but were too late, don't despair! Spread the work about the TCA anyway.

Dear DoubleTalk:

I enjoy the newsletter and find the tandem specialty shops listed most helpful. As you might expect, we don't have a lot of such shops



in this part of the country.

My tandem is a redone 5-Speed Jack Taylor mixte-back Sport Touring Tandem. I stripped the frame, had cable, bottle, and rack fittings brazed on, and converted the drive train to a 15-speed crossover.

I obtained a set of original decals from the factory to embellish my new paint job, and the only remaining task is to build up a new set of wheels.

Following advice I received from the shops listed, I am planning on using Phil Wood 48-hole hubs, threaded for later installation of

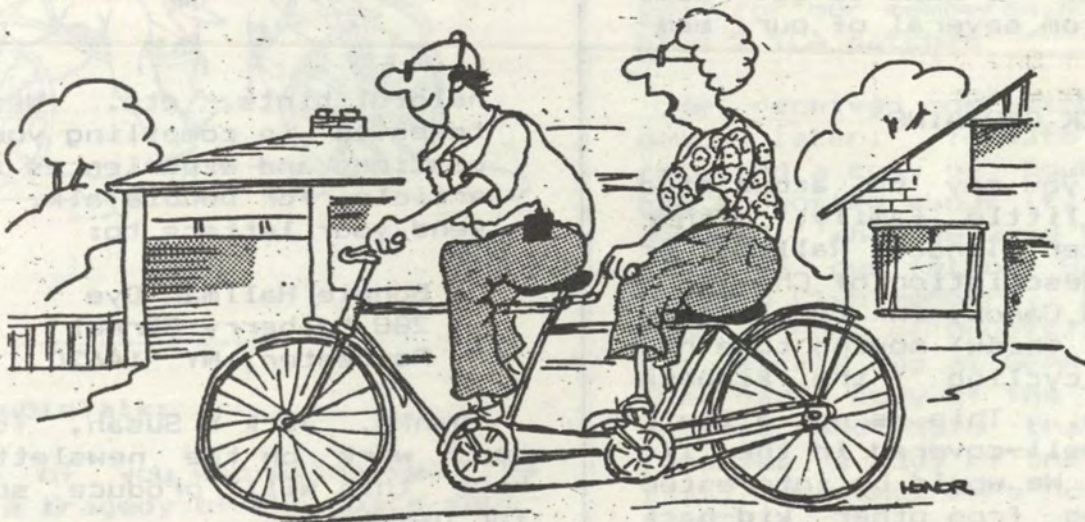
a third brake (it's too expensive to do all at once!) Any suggestions on brake types would be appreciated.

Although I haven't made any of the tours yet, I'm still hoping to get to the closer ones (maybe the NWTR in Corvallis?)

I really intended to just point out the spelling and address errors for my membership listing, but found my self expounding a bit. Hope you don't mind!

The Warren (not Wm) McFall
Family
329 Dicky Drive
Eagle, ID 83616

Home Groan



"Turn right at the next stop sign...watch for the pedestrian crossing...keep away from the sewer openings...don't bump over the manhole covers..."



Dear Warren:

Sorry about the misspelled name. It happens from time to time, when the membership forms are transcribed to computer. I assure you that it has been corrected, and I'm sorry if it caused you to miss any issues. DoubleTalk is mailed third class, and the USPS does not normally forward it. Everybody--if your address listing is incorrect, please send your corrections to the editors immediately!!

Glad to hear the shops were helpful. Those TCA Dealer Members try to go the extra mile, and most ride tandems themselves. They should be able to supply that little bit of knowledge you can't always get from DoubleTalk.

Dear DoubleTalk:

Enclosed is an open letter to all our readers. I hope to get some response from several of our members.

To "KIDBACK CAPTAINS"

Some of you may be acquainted with our little family, either from Easter Tandem Rallies or from our description of Charlie's Bugger and Canopy in DoubleTalk. We are (I think) moving to a new stage of cycling - the kidback conversion. This is not a topic that is well-covered in the literature. We would be interested in hearing from other kid-back families about your experiences - age when you started (the child's age, not the captain's), any



helpful hints, etc. We are interested in compiling your suggestions and experiences into an article for DoubleTalk. Please send your letters to:

Bonnie Hallman-Dye
288 Mulberry Street
Rochester, NY 14620

Thanks, Jack & Susan, for your hard work on the newsletter. I hope this will produce something for use later.

Sincerely,
Bonnie Hallman-Dye



Dear Bonnie:

Thanks for the words of praise. We're looking forward to your next article, and believe it will be of great interest to many of our TCA members. One thing we've noticed over the past several years of Rally Attendance is the number of children who are on the back of Tandems. We know there is a large source of information to tap.

Now, as for hard work--putting together the DoubleTalk is really fun. People like you and Chuck, and the hundreds of others who contribute, make it a real joy.



Dear DoubleTalk:

Those of you who witnessed the terrible tragedy of the space shuttle Challenger's ill-fated last voyage may not be aware that Greg Jarvis, the payload specialist aboard the Challenger's final mis-

sion, was once a member of the Tandem Club of America (1977-79?) but no longer actively so. Greg and his wife Marcia were active tandemists around the time I started the TCA; they lived on the other side of Los Angeles from us in Hermosa Beach. They were good riders; they won the tandem citizen's race a couple of years running, at the Manhattan Beach Grand Prix. Greg and Marcie were also active tourists and riders in the Orange County Wheelmen.

Rest in Peace, Greg. We will miss you.

Regards,
Malcolm Boyd
19 NW Lakeside Drive
Medford, NJ 08055

Dear DoubleTalk:

In May, 1985, I mailed a check to you for our membership in the TCA, plus 2 TCA patches

We received our patches several months later. To date we have not received a copy of DoubleTalk. I had forgotten about it, until this weekend, when we were talking with some of our fellow Stark County Bicycle Club members. We had given them a copy of DoubleTalk which I had picked up at GEAR Down '85. They had a copy of the latest newsletter, and said that when they received a copy of the membership list, our names were not on it.

Obviously somewhere our names have become lost on your membership records. Would you please check



your records to see if you can find us. If possible, we would like to receive a copy of all issues of DoubleTalk which we have not received. The last issue we have is the July/August 1985 issue, which I picked up at another rally. We have never received a copy in the mail.

Your help in this matter would be appreciated.

Sincerely,
Lee & Alan Dolan
P.O. Box 935
Massillon, OH 44646

Dear Lee & Alan:

Please accept our apologies for our error. Somewhere your address had been entered into the computer with a misspelled city and the wrong zip code. It's been corrected, and you are in the computer now to receive this issue and the next five. We hope this is satisfactory.

Editors

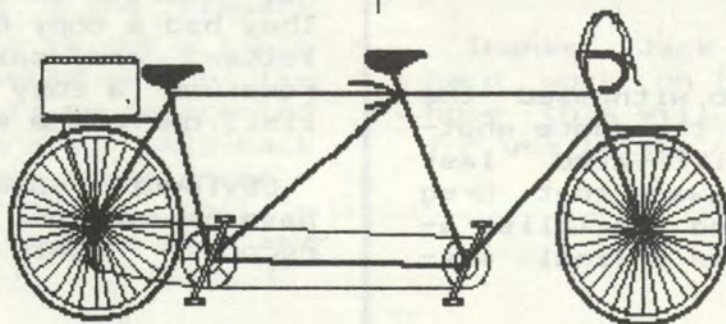
Dear DoubleTalk:

My girlfriend and I just purchased a tandem and have decided to

join the TCA. We attended the ETR in Poughkeepsie last year using a borrowed set of wheels. We had a lot of fun. It was through a copy of the the Winter '86 Rally Newsletter that I got your name and address. \$8.00 is enclosed for a year's dues for TCA.

Something else that a TCA member might be able to help with: Where could I rent, or possibly borrow, a travel bag for the tandem. We would like to take it to Europe for the first three weeks of July and tour Southern France with another couple who has done extensive touring in England and some in France using a tandem. They have a bag because they go over every year and have decided it is worth the investment. I don't know how often we would use the tandem for overseas touring and am not willing to purchase a bag yet. Does anyone have any other suggestions on how to transport the tandem and then what to do with the bag or box on the other side until the tour is completed? We went to England two years ago on singles and keeping the boxes stored was a real pain. I can imagine the problem trying to store a tandem box! Any suggestions will be appreciated.

Regards,
Robert F. Peterson
334 Anderson Road
Vestal, NY 13850





Dear Robert,

Last summer, DoubleTalk published an article entitled "Two Views' on Taking it With You". This article, as implied by the title, listed two different approaches about traveling with your tandem. Perhaps a member in your area can give you a copy.

The Editors



Northwest

Tandem Rally

Tandem enthusiasts, families, and friends are invited to join the Mid-Valley Wheelmen for three days of rides and social events. These good times for Northwestern Tandemists is scheduled for the Memorial Day Weekend, May 24-26, 1986.

All rides will start and finish at the Aquatic Center, located at

the corner of Circle Boulevard and Highland Drive in Corvallis, OR., and range from 30 miles to 65 miles through the beautiful Oregon countryside.

This Rally is casual, and affordable, too! Registration is \$10 per tandem team, which covers the detailed Schedule of Events, Corvallis Map and Accommodation Guide, Ride Maps and Descriptions, Sag Wagon condiments on the longer ride, and an Iron-on Emblem for the T-Shirt of your choice.

All teams are on their own for lodging and meals, but there are numerous places to eat and sleep in the Corvallis area.

Registration is by mail only. To receive your registration form, send a SASE to Chuck & Nancy Meitle, 1505 NW Grant, Corvallis, OR 97330. Registrations must be received by Chuck and Nancy by no later than April 15, 1986, and early registrations are appreciated.

Questions? Call Chuck and Nancy @ 503-753-0304.





Eastern Tandem Rally Pre-Tour

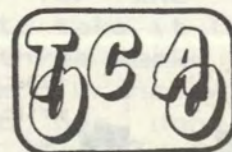
August 9-15, 1986

Time is running out to register for the Eastern Tandem Rally's PreTour Event. Scheduled for August 9-15, 1986, a lucky group of tandemists will have the opportunity to bicycle through the beautiful and challenging Finger Lakes region of Western New York. Many tandemists make the ETR pre-Tour an annual event and use it to spend time together before the full rally begins.

Cycling will be reasonable each day, with the longest day scheduled to be a comfortable 60 miles. All other days can be as short as 35 miles, with longer options available. Of course, there will be a sagwagon available for all gear and for any unfortunate breakdowns.

The full fee for this glorious tour is \$550 per tandem team. This covers all accommodations, some

meals, and the sagwagon's expenses. A deposit of \$150 is due by March 1, 1986, with the \$400 balance due by June 1, 1986. Send your deposit to Robert & Kathy Dollar, 2904 Summerfield Road, Falls Church, VA 22042. If you are reading this after March 1, and would like to attend, call Robert & Kathy now. Their telephone number is (703)-536-4968.



WAYNE PHILLIPS

BENEFIT

TANDEM TRANSCONTINENTAL RECORD
APRIL 12-22, 1986

At four in the morning on April 12, 1986, Lon Haldeman and Susan Notorangelo will begin their intense journey across across America. Starting in Huntington Beach, CA, and ending in Virginia Beach, VA, Lon and Susan Plan on making the 2,900 mile trip in under 10 days on their custom Tango tandem. By riding 280 to 420 miles per day along their carefully scouted route, they hope to better their 1983 Tandem Transcontinental Record of 10 days, 20 hours.

Ultra-distance cycling is not new to either Susan or Lon. Between the two of them, they have cycled across the country a dozen times,



including three wins during the Race Across America (RAAM) and several solo and tandem crossing records. They predict this upcoming tandem attempt will rank among the toughest crossings they have made so they have a healthy respect for the challenges that await them.

Lowering the record below ten days is their goal, but more importantly they want cyclists across the country to remember Canadian cyclist Wayne Phillips and the challenges he must face for the rest of his life. Wayne was seriously injured during the 1985 RAAM when he was struck by a hit and run truck. Wayne is recovering slowly, but serious internal and spinal cord injuries mean only a slim chance that he will be able to walk or cycle again. Donations to help Wayne buy the special equipment he now needs to live a productive life would be appreciated by anyone who understands the challenges he now faces.

During the record attempt, cycling clubs and spectators are encouraged to come out and cheer on Lon and Susan. Their route will be similar to the 1985 RAAM route except for some changes in VA. Preliminary details of the route are listed below. The progress of Lon and Susan will be available on the Tandem Record Hotline beginning April 1st. Lon and Susan would love to see you along the way, but their real interest is to remind you to support Wayne Phillips. Let's not forget his challenges.

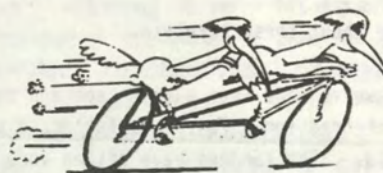
Wayne Phillips Trust Fund
P.O. Box 34233, Station "D"
Vancouver, B.C. Canada V6J 4N8

Funds donated to the trust are used only for the benefit of Wayne.

Location	Total Mileage	Projected time EST
Huntington Beach, CA	Start	7 A.M. SAT
Flagstaff, AZ	500 Rt. 40	5 P.M. SUN
Albuquerque, NM	820 Rt. 40	7 P.M. MON
Amarillo, TX	1110 Rt. 40	8 P.M. TUE
Oklahoma Cituy, OK	1390 Rt. 40	9 P.M. WED
Conway, AR	1700 Rt. 64	10 P.M. THU
Memphis, TN	1860 Rt. 64	1 P.M. FRI
Lawrenceburg, TN	2038 Rt. 64	4 A.M. SAT
Chattanooga, TN	2200 Rt. 64	7 A.M. SAT
Hendersonville, NC	2431 Rt. 64	11 A.M. SUN
Winston-Salem, NC	2608 Rt. 64	6 A.M. MON
Virginia Beach, VA	2911	7 A.M. TUE

TANDEM RECORD HOTLINE:

(815)-943-3171---updated @6 A.M. & 6 P.M.



BBC RADIO

INTERVIEW WITH

JACK & KEN TAYLOR

BBC: Taylor made bicycles is a phrase the three Taylor brothers are very proud of because after nearly 45 years of being in the bicycle business that's just what they do. Hand made bikes that glisten and gleam in every color of the rainbow and look almost too good to take on the road. And the Taylors are just as proud about how and when they started.



JACK: 1936 we started, and it was here at my mother's house. And as the business progressed, I came in with Norman and we proceeded from there. But before that we bought bicycles and joined the Stockton Wheelers Cycle Club. When we joined the Stockton Wheelers, we found that all the enthusiasts had high class lightweight hand-made bikes usually made in the London area at that time.

BBC: So the Taylors took on the London firms. They knew what a good bike should feel like, how it should perform and stand up to the rigors of road racing and touring because that was their interest. So it wasn't long before they were making top class machines and today they'll make just about anything as Ken & Jack Taylor explain.

KEN: We make ordinary bicycles as you would say, and then we make touring tandems, racing tandems, triplets, tricycles, tandem tricycles, two wheels at the front, two wheels at the back, we make anything.

JACK: Oh, basically we do everything that nobody else would be bothered with. That's our business.

BBC: Tell me about these triplets.

JACK: Well, we've made four a month ago and our triplet it's intended for a family, a father, a mother, and a child. The tandems have gotten very popular in the last 10 years. In fact, for a while we were the only firm in England making a tandem. Since the motor car got popular in the 1950's, the English girls wouldn't go on the back of a tandem. It wasn't good enough so all the firms stopped making them. What happened in America when we stopped, they started riding tandems. Those coming over from America were quite wealthy people. They were buying our tandems probably for health reasons.

BBC: How much would one of these triplet bikes cost?

JACK: Oh, the last one we sold was 11,200 pounds (about \$16,000 US), plus the VAT. I thought the guy would have a fit when it was time to pay for it. But he wrote the check out without the flicker of an eyelid. He said it was one of the best things he'd ever bought, and it was a 10-year investment for his family.

BBC: It's a lot of money to pay for a bike, isn't it?

KEN: Not really, when you consider all the work involved, and it's a one-of-a-kind job, and it's got the most exclusive parts on it, disc brakes that are made in California. It has a 15-speed gear system. They're very exclusive.

JACK: When we first started making them and you know came to pick them up from my mother's house, we used to put them up on display and inspect them, and never take our eyes off them. And when the lads used to come and pick them up, my mother used to say, "he isn't going to let it go, you know."

BBC: Did you used to have this up in front of you while you were eating a meal?

JACK: Yes, we'd put the finished bicycle up on probably the side bar, somebody was probably coming by to pick it up in an hour or two, and we'd all be looking at it and inspecting it like a work of art.

KEN: We didn't like to part with them.

JACK: Sometimes you get an idiot-type of people buying these bikes and they go out and mangle them all up and almost destroy them and we feel like tearing out hair, you know. The only thing is you can't really grumble when you've been paid for them. You got to forget about that one and get on with the next one.

BBC: Now, there's the three of you involved in this business.

JACK: Yes, my brothers Ken and Norman.

BBC: Who's the boss. The oldest one?

JACK: Well, I'm the oldest one, but over the years we've gotten tired of arguing with each other to try and get everybody to do a higher standard of work. They say my ideas and, of course, you're aiming for perfection and, of course, you don't always get it and we'd go around the bend if anybody did anything wrong, but anyway over the years, I've mellowed a bit and I find it takes a lot of energy to argue and try to make them do something better so I leave it to themselves and I know they're doing their best, and I'm doing my best, and that's what you



hope for. You settle down to a happy way of working instead of trying to force people to do things they don't want to.

BBC: Who would you really like to sell one of your bikes to? Someone that you'd really like to tempt to buy a bike?

KEN: Naturally, we sell them to a lot of people in Hollywood. 40% of what we make goes to Los Angeles.

BBC: Are actors buying your bikes?

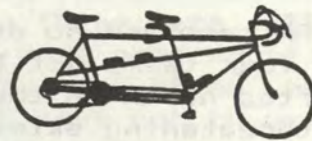
KEN: Well, they never like to say who they are. They like to keep it quiet. They just like to buy them and ride them and they don't want any publicity. We also sell a lot to people in the Far East, where all the oil comes from.

BBC: They're riding around the desert on bikes?

KEN: I don't know where they're riding them, but they are very good ones, very expensive ones, the racing tandems.

JACK: A few years ago, when we exhibited at Earls Court, we got an order from an Arab Sheik, and we had to deliver the tandems to his airplane to take it across and we didn't know what they were going to do with them, but we got the money all right, and then one time we got an order from Russia. They bought 10 tandems and 10 bikes and we delivered them to a Russian ship on the London docks, and as soon as they were on the ship, we got paid. But when the London newspapers found out we got this order, they said, "Oh, what color did you paint them?" and we said, "Oh, red, white, and blue." We learned later that they were used in the Olympic games and some Russian guy on one of the bikes had won a road race on it. But in a lot of cases we don't learn the outcome of the bicycles and the activities. Some people buy them second hand, maybe 30 years after we've made them, and they'll send the number and say when was it originally manufactured. Who was the original owner? And sometimes this will take up to an hour looking through all the records to give them an answer. But we try to do it to help them out.

BBC: Jack Taylor Cycles may not quite be a cottage industry, but it isn't far from it.



DON'T LET THE RAIN STOP YOU

Back in mid-summer, 1985, the Rochester, NY, group of TCA members decided to plan a tandem tour of Canada's Niagara Frontier. We confidently picked October 5 & 6 as a weekend of beautiful fall foliage and golden October days.

The route was to be one used by the Rochester Bicycle Club several times in the past. It starts in Ft. Erie, Canada, follows the Niagara Parkway along the Niagara River, past lovely homes, parks, marinas, vineyards, orchards, Niagara Falls, floral displays, and the River Gorge to the beautiful, historic village of Niagara-on-the-Lake. From there it goes west to St. Catherine's, ONT, and up the Welland Canal (part of the St. Lawrence Seaway system) to a motel near the Canal. The day's travel - about 53 miles. The next day, the route returns east to Niagara Falls and back up the River to our cars in Ft. Erie, about 37 miles.

Reservations and parking arrangements were made. Anticipation was high. Several couples began regular training rides. The weather the week prior was absolutely spectacular. However, as we watched the weather forecasts for the weekend, the prospects looked worse and worse. It had been agreed, though, that we would ride rain or shine.



Saturday AM came and so did the rain. The four teams got to Ft. Erie and started north on the route under very threatening skies, but dry roads and with a fierce over-the-left-shoulder wind. We stopped for lunch in a light drizzle, rain wear still in the panniers. During lunch the with gusts increased to nearly gale force. The rain poured down. We left lunch with rain gear on, and a stinging rain coming straight at us at times. The hardest riding was west from Niagara-on-the-Lake into a northwest wind (but no rain) for about 8 miles before turning south along the Canal where we got some protection from houses and trees. We finally reached the motel with the rain stopped and wind reduced. A warm comfortable motel room and a shower with unlimited hot water, a good meal, considerate waitresses, and a couple of hours of friendly conversation and laughter put the difficulties definitely behind us. We all agreed that the day had been "great riding". What's more, we meant it.

Sunday was a beautiful day, but what made the tour such a success was the mix of couples, group concern, sensitivity, and enthusiasm. No one had to ride alone, although we did separate into two-couple groups because of different riding abilities. We agreed to meet at vantage points along the way where we stopped for rest, socializing, and sight-seeing.

We all had a marvelous time, made more memorable by the weather and our conquering of it. The scenery only enhanced what the people themselves provided.

MORAL: Don't be deterred by the

threat of bad weather. You may miss some of the most enjoyable friendship experiences possible.

HINT: It pays to call the motel before you leave your starting point to confirm your reservations. Once when left in the rain, we stopped to call the motel. Imagine our surprise to discover that they had decided we wouldn't be coming because of the rain and had decided to try to sell our rooms, even though they had our deposit. Fortunately, they hadn't let any of them go yet, but we won't take that chance again.

Mal & Jean Smith
Rochester, NY



THE TANDEM TOOLBOX

This time, I would like to take a look at a few tools that can make tandem maintenance at home easier. So many tandem owners tend to be "marooned" from nearby dealers that they are responsible for all the repairs themselves, along with keeping any singles (remember singles, those funny bicycles with only one rider?) in the house running.

My favorite bike repair tool is the fourth hand, or cable puller. It is a small pliers-like tool that can grip a cable and allow you to push back against the housing stop. I guess it is called a fourth hand



because it was designed after the 3rd hand, which is a more common brake tool to most bicyclist. A fourth hand can be used by itself for brake work, and it is also quite useful for adjusting derailleur cables.

This tool replaces the pliers you are using now when you wish to pull a stretched cable tight again. It also gives you more control of the tension you are applying. It is especially nice when working with cantilever brakes because you tension both the control cable and the transverse cable, which is left slack if you are clamping the brake pads against the rim with a third hand.

Fourth hands are made by a variety of Japanese, French, and American bike tool makers and will run between \$10 and \$15. My personal best is the HKC model with my first one now lasting through two summers of full time bike repair. The Dia Compe version wore out after a season of shop use, but should be okay for the home user. The Park fourth hand is based upon a spring design and does not offer the control of a pliers mechanism.

The two other tools I'll mention are both variations on allen wrenches. Park has introduced a series of allen "Y" wrenches, including one offering 4mm, 5mm, and 6mm allens on one easy-to-hold tool. It is very handy for the new derailleurs which all seem to be going to allen fitting and works nicely on seat post binders, eccentrics, and stems and bars. It will not reach some fittings, like La Prade seat posts and Cinelli stems, but does enough to be useful if you are working on a lot of newer equipment.

Another neat and useful allen



tool is the Bondhus hex ball driver. These are allen wrenches which have been modified to allow them to work at an angle. While Bondhus says not to use them where a heavy torque must be applied, they allow you to get at hard to reach allen fitting and spinning them in. If you have installed a Sanyo generator, or have a Santana kid-back, you will appreciate the angles they allow you to work at. They are available in most metric sizes and sell for about \$5 to \$7 each, with a screwdriver-style handle.

While these tools may be most useful to a shop mechanic, they can make routine bike work less of a chore, if you are so inclined. And if you are "into" tools, they are just a few more you just can't live without. Now if I can only chase down a 41mm socket for removing Arai brake drums, I'll be all set.

Jay Hardcastle
West Lafayette, IN



TANDEM CALENDAR '86

May 24-26, 1986. Northwest Tandem Rally. Three days of scenic tours for which the Northwest is famous. Excellent feasting and socializing opportunities throughout the weekend. A variety of lodging options. Slide Show pot-pourri. SASE to Northwest Tandem Rally, Chuck & Nancy Meitle, 1505 NW Grant, Corvallis, OR 97330.

June 15-21, 1986. TRAI Tandem Ride Across Iowa. The third annual tandems-only ride across Iowa will prove to cyclists that Iowa is not all flat and cornfields. Come see this scenic state and tour with your tandem from Westfield, IA to the Mississippi River. Limited to 30 tandems and families. \$60 fee covers sag and all overnight lodging. For more information, send a SASE to George and Marian McNabb, 919 West Milwaukee, Storm Lake, IA 50588.

August 9-15, 1986. Eastern Tandem Rally Pretour. Tandem through the Finger Lakes region of New York state. The longest cycling day will be approximately 60 miles, all others can be as short as 35 miles. Sagwagon is provided

for luggage and breakdowns. \$550 per tandem couple for accommodations, some meals, and sawgon. Deposit of \$150 to Robert W. Dollar, 2904 Summerfield Road, Falls Church, VA 22042, by March 1, 1986. ph: (703)-536-4968. The \$400 balance is due by June 1, 1986.

August 15-17, 1986. Eastern Tandem Rally. The ETR moves west to the Finger Lakes region of New York state. Keuka College, Penn Yan, New York. Limited to 140 tandems. SASE to Rod & Ramona Curtis, 47 Aston Drive, Rochester, NY 14610.

August 30-September 1, 1986. Midwest Tandem Rally. 'Oshkosh (WI), B'Gosh!. SASE to Mick & Donna O'Brien, 305 Madison, Omro, WI 54963.

October 3-5, 1986. Colonial Virginia Tandem Rally. Spend Indian Summer in Beautiful Williamsburg, VA! SASE to Jack Sneath, 115 Sylvia Lane, Newport News, VA 23602.

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.

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

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! 7/86

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. 7/86

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. 9/86

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)-463-0579. 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: (916)-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.

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

CLASSIFIEDS

FOR SALE: RALEIGH tandem 21 x 21 D.G. frame. Sturmev Archer gear. \$500. Allan Jackson. Ph: (416)-839-9691. 3/86

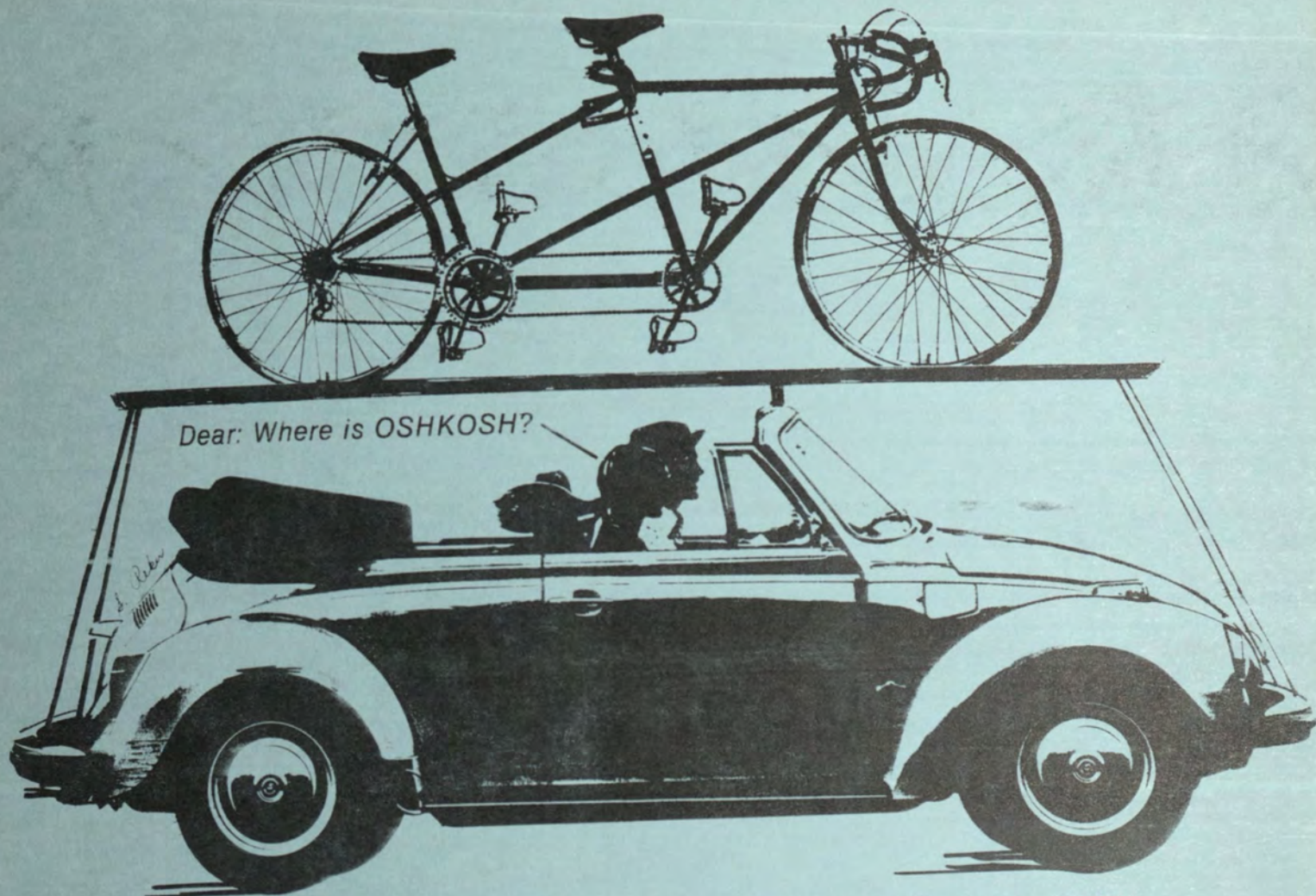
FOR SALE: GITANE tandem 23x21 with mixte back. 10-speed, orange in colour. Standard equipment. \$600. Call Maggie Garnet. Ph: (416)-466-3850. 3/86

WANTED: Child-Back Conversion kit for tandem. Contact Vaughn & Linda Morrison, 1732 South Park, Springfield, IL 62704 5/86

FOR SALE: CUSTOM Tandem, 23x21.5 men's mixte. 18-speed, drum brake, sealed hubs. \$550. Biz & Doris Kamener, 14 Whitewood Rd., N. White Plains, NY 10603. Ph: (914)-592-4056 7/86

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

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



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

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