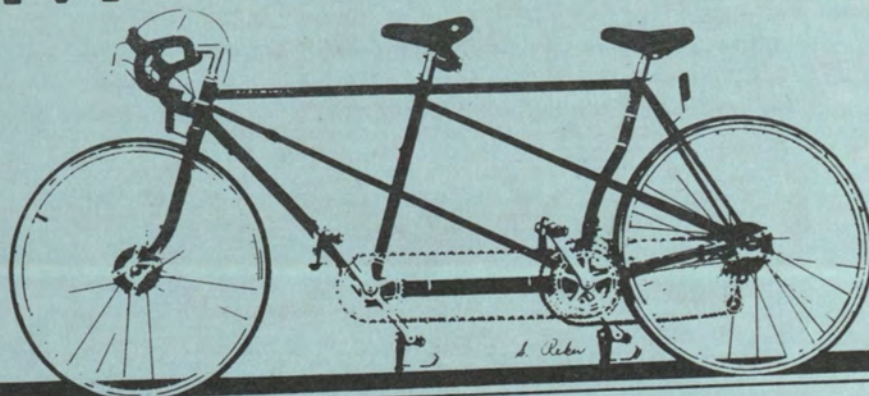


TANDEM CLUB OF A · M · E · R · I · C · A



NORTH

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DOUBLETALK

JULY - AUGUST 1986



DoubleTalk
the newsletter of the
Tandem Club of America
Jack & Susan Goertz, Editors
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FINAL ISSUE



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

DOUBLE TALK

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DEADLINE FOR THE SEPTEMBER - OCTOBER ISSUE

IS OCTOBER 15, 1986

FROM THE EDITOR

The year is half over, and there have been some great rides! Just reading about some of the tours our TCA members have taken already this year makes me want to retire just so Susan & I could travel to ALL the tandem events in the country and see all our TCA friends.

We're still haven't filled the secretary's spot, as you can see on the first page. However, it is not because of the lack of volunteers, rather it is because we had so many volunteers. Mal & Jean are now in the process of going through all the letters of everyone who volunteered for the position, and they will be making a decision very soon, at least before the next issue goes to press. Right now, all that I can tell you is that everyone who volunteered appears to be immensely qualified, a factor that doesn't make Mal & Jean's selection job any easier.

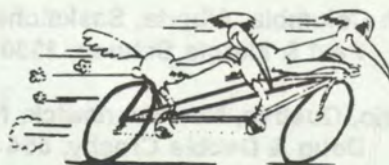
You'll notice that Area Rep's for western Canada are Paul & Margie Schoepp, of Calgary. They'll be promoting the TCA throughout the western provinces of Canada, and will also field TCA requests for information about that broad area.

We're still working on the article on Mini-vans for publication in a future issue. We've gotten several reports on the Chrysler products, with mentions of the Toyota & Volkswagen vehicles. We're still waiting for some feedback on the GM products and the Ford products. Please, send us your comments.

In June, Susan & I flew (with our tandem, of course) to Buffalo, NY, to attend the LAW-BUSA's GEAR-International, hosted by the Niagara Frontier Bicycle Club. While at Buffalo, we had the opportunity to meet with many TCA members, and to actually set down and discuss things face to face with Mal & Jean Smith, TCA Treasurers, Bob & Willa Friedman, TCA Reps for the Mid Atlantic region. It's nice to meet once in a while, just to discuss things. With the international club we have, with members scattered throughout the North American Continent, and also throughout the British Isles, we take these meeting on a catch as catch can basis. We're happy to report that the TCA is fine fiscal health, and Susan & I are still very happy and having a ball editing DoubleTalk!

That's it for another issue. In July, Susan & I will be off to the LAW-BUSA's National Rally, in St. Louis, for the Fourth of July. We'll be missing the Eastern Tandem Rally (there are still a few places left--register soon, though, as it is nearly filled to capacity) in August. We're sorry about that, as the Finger Lakes Region of New York is absolutely beautiful. And Keuka Lake is said to be the most beautiful of them all!

Happy Tandemming!





LETTERS TO
DOUBLETALK

Dear DoubleTalk:

As new area reps for the western region, we'd like to introduce ourselves.

Robin & I have been a tandem team since 1980. Before then, Robin didn't ride. We have a vintage Jack Taylor, a real classic, that is serving us quite well.

We are both active cyclists, and we lead rides for the Bicycling Section of the Sierra Club. We also support our local club, the Cherry City Cyclists.

Most of our summers are sprinkled with century rides and vacation tours, along with the occasional backpacking trip. We have toured in Europe, Great Britain, Africa, and in many of the states in this beautiful country of ours. During the winter months we teach Cross Country Skiing and plan for the coming summer.

We would like to hear from the TCA members (and non-members who would like to join). Tell us about events that they would like to run, sponsor, or just participate in. (ED: Drop a line about these events, if you are the sponsor, to DoubleTalk, too). What would you like the Western Area of the TCA to provide you?

We are looking forward to hearing from you soon.

Bob Philpott & Robin Smith
 870 Collier Drive,
 San Leandro, CA 94577

Dear DoubleTalk:

I have a question that has been puzzling me for several years, so I must ask it. Most, if not all, tandem articles say outright, or at least imply, that when a couple is riding, the man is in the captain's position, leaving the woman as stoker. Why??

Not so with us -- my wife and I always take turns, each of us preferring the stoker's position because of the obvious fewer responsibilities involved. We have ridden across the US, toured England and Scotland, the Canadian Rockies, and we ride around home whenever we are not running -- so we have had some experience. Every other tandem couple we have ever met always had the male as captain.

We are not exactly equal in weight or height either; my wife weighs 40 pounds less and is four inches shorter than I. I will admit that the rear of our Paramount tandem is slightly cramped for me, but our custom designed Jack Taylor has nearly equal dimensions front and rear so that each of us can set up either position for comfort with no compromise.

I would like to hear some responses to this question.

We appreciate the work that the TCA staff members are doing -- keep up the good work.

Connie and Lynde Kimball
 Brattleboro, VT

Dear DoubleTalk:

We've seen people who rode their



bikes to rallies and then found they had lost their enthusiasm for the rally. So Ruth and I thought we would try it for our fourth TOSRV-South.

Figuring on a 1,200-mile trip, we loaded front and rear panniers and handlebar bag with about 50 pounds of clothing, tools, two spare tires and several spare tubes.

First was the westward portion of the cross-Florida Tour, which we inaugurated as a 240-mile stage race in 1966 between West Palm Beach and Ft. Myers. Since 1976, however, it has been a 200-mile, two day ride from Okeechobee to Ft. Myers and back. We rode 70 miles to Okeechobee from our home at Lake Worth, then did the first day of the Cross-Florida in 5:57, somewhat slower than the 4:27 we once did. By the time we got to Tallahassee for the start of TOSRV to Albany, GA, we had covered 539 miles in eight days. Adding 206 miles on TOSRV, we averaged 74.5 miles a day.

Was it fun?

Well, mostly.

Only we didn't complete the trip. Ruth developed a knee problem 30 miles into TOSRV. Lester Tabb, who once produced Weyless products for bicycling and is now a tandem rider, was putting out route signs. He made arrangements for getting us and our tandem back to Tallahassee the next day. Ruth, however, wouldn't give up, and painfully we made our way back. The next morning we decided to rent a car to get home and not aggravate the knee that might knock us out of a three-week tour of France this Summer.

Most enjoyable about the trip was the food. In Brooksville we had dinner and on the walk back to the motel we bought a half-gallon of vanilla-Swiss Chocolate-almond ice cream and

ate all of it. But we got barbecue sandwiches that were awful in the little crossroads village of Onna, where we ran into a dirt road that required a 10-mile detour. After checking into the motel in Brooksville, we discovered our window looked out into a fenced yard with orange-clad prisoners in it. Then on to US 19, a four-lane highway on which we did 190 miles, we had to quickly get off the road to avoid being hit by a little old couple who waved nicely as they passed. We noticed in San Antonio, FL, the wildflowers were even prettier than the bluebonnets we saw in Texas two years ago during Spenco in April.

At least two TCA-ers rode singles in TOSRV. They were Harold Donahue, who headed STR'85 at Ocala last year, and Bill Greiff, of Daytona Beach, whose stoker, Susan, was ailing. TCA-er Ernie Lamb of Lakeland had a substitute stoker because Mae didn't want to ride such a long distance. Ernie and the sub, Gerri, tuned for TOSRV by doing a double century in the Winter Rendezvous at Homestead in March. At least two other couples at TOSRV who recently bought tandems, the Jahodas of Tallahassee and the Palins of Cocoa, expect to join the TCA soon.

After two 54-mile tandem rides to the St. Lucie Locks produced five bikes, we moved to the Miami-Homestead area for the weekend of May 3-4 to promote TCA and had three couples for a 39-mile ride to Bayfront Park and four bikes for a 40-miler to Chekika State Park. Upon entering Chekika, we heard park personnel on radio discussing a problem gator. When we reached the pond swimming area, there was a six-foot alligator doing just that--swimming--in the area reserved for people, all of whom were on land.

Bob & Ruth Husky
Lake Worth, FL



Dear DoubleTalk:

In reply to Steve Blatman & Hary Hurley re: "kid-back tandems". Our most recent tour was an Upper Michigan Loop. We had always done short rides with Josh (now 3), but never a "tour." We left 3 months pregnant and a 2 year-old in a trailer. How'd it go? Wonderful!

Joshua surprisingly enjoyed the sights! And of course brought new interest to the ride by noticing every intricate detail of the trip (including every McDonald's billboard). All apprehension of having our tour ruined by a fussy 2 year-old disappeared after the first day!

RULES

Pack only a minimal amount of diapers (12 packs are what we used). We packed them in the front panniers, as they were light and handy there.

Plan low mileage, or begin day early and leave ample time in the afternoon for the kids to run & play.

Don't rush and be flexible with your schedule.

Above all, allow a new dimension to your tour by seeing it through your child's eyes, too!

We are planning to do TRAI after purchasing an Equifax trailer and taking our newest addition, 4-month old Andrew! We'll let you know how it goes!

John, Lori, Josh, and Andrew Hutchison
Hutchinson, MN

HALDEMAN—

NOTORANGELO

SET NEW

XCOUNTRY RECORD!

Marathon cyclists Lon Haldeman & his wife Susan Notorangelo broke their own transcontinental tandem record. They travelled the distance from Huntington Beach, CA, to Virginia Beach, VA in 9 days, 20 hours, and 7 minutes. This beat the old transcontinental tandem record, which they also held, by nearly 24 hours, but they were not able to beat Jonathon Boyer's over-all transcontinental record (9 days, 4 hours, and a few minutes) set during the 1985 RAAM (Race Across AMERICA). Lon & Sue did the ride as part of a fund-raising effort to benefit Wayne Phillips, a marathon cyclist who was paralyzed by a hit-and-run motorist during the 1985 RAAM. Those wishing to still contribute may send donations to Wayne Phillips, Box 34233 Station D, Vancouver, British Columbia V6J 4N8. Those donating \$20.00 or more will receive a commemorative poster from Lon & Sue's tandem ride.



NEW PRODUCT NEWS

The new Scott Superbrake is now available with three different cable arrangements, at no extra cost: 1. Normal, leaving the bars in an upward direction and looping above the handlebars; 2. Their original way, leaving the bars from beneath and staying below the handlebars; and 3. Leaving the lever bodies at their base and being taped to the handlebars in the "aerodynamic" style. Dealers can simply specify which style when ordering direct from the manufacturer. Aero style comes without levers. Dealers or customers can use any aero levers.

Also, all configurations are available "without levers" at a lower price (contact the manufacturer or your local tandem dealer). They'll be delivered with Scott's heavy duty low-stretch cables, lined with low-friction plastic tubing.

For More Information, contact:

Scott/Mathauser Corporation
Box 1333
Sun Valley, ID 83353

or your local tandem dealer.

WHO NEEDS A CUSTOM TANDEM FRAME?

Probably no one actually NEEDS a custom tandem frame, but there seems to be more and more of them around. Have you ever asked yourself why people invest, both time and money, in a custom tandem frame?

As a frame builder, I have come

to the conclusion that it is a basic human characteristic to want to "UP-GRADE". There are large numbers of us that are "into" many different leisure activities -- tennis, golf, jogging, and bicycling. How often have we thought that our tennis game would improve with a better racquet, or that we could shave a few strokes from our score if we just had a new set of clubs, or we could do a few more miles if we just had a new and better pair of running shoes (if not further, then surely we could run it faster)? And tandem bicyclists are no different. How many times have we thought how much easier this ride would be if we had a new tandem, with its increased comfort, efficiency, and don't forget how much more pride we'd have in a pure custom, either.

To be perfectly honest, all of those things just mentioned (comfort, efficient, and pride of ownership), and be found in one or more fine production tandems available today. So, then, why invest in a custom frame?

There are, in fact, several factors that can be used to justify the expense and hassle in purchasing a true custom:

FRAME FIT

Do you experience aches and pains after riding just a few miles? It is possible that your body's frame does not fit your tandem's frame.

Let's face it, if you are going to do all that work, you might as well be comfortable. Correct saddle height (from the bottom bracket) is extremely important, as is the correct placement of the handlebars in relation to the saddle. I use a measurement system that involves a stationary frame that allows me to



adjust the lengths of the seat tube, the top tube, and the stem, and also to adjust the effective seat tube angle. I use the same system to determine the design of the custom stem for the stoker, to maximize stoker comfort. Someone once said "I do whatever is necessary to make the stoker happy." How true, how true.

ATTENTION TO DETAIL

Another feature of a custom frame is the attention to detail. For example, the frame must be rigid, to reduce frame flex, yet be comfortable to ride. All the little bits and pieces, the braze-ons, should be functional, and they should be located in just the right place. With any hand-built device, the craftsmanship must "show" or your builder is wasting yours/his time and your money.

FINAL TOUCHES

One of the most important decisions in the design of a custom tandem is choosing the correct color for your new bike. I am convinced that this is the primary means of self-expression in the design of a custom frame. We are all aware that beauty is in the eye of the beholder. A custom tandem that is your color, chosen from an infinite number of colors available, put together with components that you have chosen with great care, including color co-ordinated accessories, can truly be considered one beautiful machine.

These are just a few of the reasons people invest their time and money in a custom tandem frame.

Gordon Borthwick
Marshalltown, IA

RANN TRAILERS

Ever since Bruce and Becky Perry of Davenport showed up at the Midwest Tandem Rally with their Rann-type trailer, interest has been building in the Midwest for Rann trailers.

Following are two excellent articles that will help get you started. You can buy a new Rann trailer from either Jack Taylor or Swallow Frames, both of England.

Or you can build your own. An ideal set-up would be to use an old Frejus lightweight racer with 24" wheels, made for children. Add a new curved down tube, plus a gimball hitch from Jack Taylor, and you've got it. Then, too, I'm sure most frame builders would be glad to build you a Rann trailer. Just show them these articles.

Steve Reker
St. Charles, MO

RANN TRAILERS, or CHILDREN vs. ADULTS

by Martin Brampton
Tandem Club of England

A member recently asked about Rann trailers, so I thought that I'd recount our experiences as ignorant users. My mechanical knowledge is scanty, and practical ability is even less, so please do not expect too much technical information--Maureen and I really bought a tandem in the hopes of riding it!

Unfortunately, the Rann trailer is only the latest stage in the



battle to keep cycling and prove that there is life after children! Things started to go wrong soon after we ordered our Jack Taylor tandem; at the time we were happily childless, but during the substantial period between ordering and taking delivery, things began to change. We managed a few rides before Clare arrived, and to be honest, at first she was definitely too small to pedal. I could carry her in a sling on my back for a while, and we ordered a special Jack Taylor child seat to add to the tandem. The child seat was subject to the usual Jack Taylor delivery period, and by the time it arrived, Clare was quite a lot bigger, and Tim was on the way.

Not to be beaten, we purchased a beautiful trailer from a TCE member, complete with towing bracket and tow ball and many other accessories. That would solve the problem! But it was not so easy--the bracket the connected to the trailer, but would it go on our tandem? NO. We scoured the area looking for someone who was prepared to modify the bracket--cycle dealers, blacksmiths, and anyone else we could think of. Finally, a friendly neighbour came to our rescue and provided the necessary metalwork, and at last we were all four cycling together!

Mind you, by this time the dead weight was considerable, and it was not long before neither Clare nor Tim fitted comfortably into the seat or the trailer. When Clare started school, we tried a few rides with only Tim in the Jack Taylor baby seat, but this came to an abrupt halt when Tim got bored and decided that putting his foot in the back wheel would bring us to a halt--it did, and we had to rush Tim to the hospital for immediate repairs!



Obviously the time for them to pedal was long overdue, and we purchased a "Hann" trailer from a TCE member. As we understand it, there is a Mr. Hannington who builds trailers along the lines of the original "Rann" trailers. I was told that there were no cranks, but a derailleur gear mechanism, which had been connected to kiddy cranks for a small child. Off we went to York Cycle Works (who were most helpful) where they pointed out that derailleur mechanisms take a 3/16" chain, whereas kiddy cranks take a 1/4" chain. The problem was eventually solved, as York Cycle Works rebuilt the back wheel with a reconditioned Sturmey Archer hub, and fitted child cranks and pedals to bring the outfit into full working order.

At the same time, we purchased kiddy cranks, and had the Jack Taylor rejigged so that Tim could ride on the back of the tandem, towing Clare behind on the Hann trailer. Finally we were all pedalling (except that Maureen had nowhere to sit--we solved that by letting her come along on my Bickerton)! We all made it to Tandem '83 (England), and although we only managed to ride a short distance, with the children insis-



ting on stopping every half mile, we all enjoyed ourselves greatly.

We found the trailer very good--the close up photograph shows how the special bracket (similar to a carrier) fits onto the tandem, and connects to the trailer which can hinge up and down in addition to having the normal bearing allowing side to side movement. The trailer rider is relatively independent with pedals and gears of their own, and the whole outfit is a lot less cumbersome than I would imagine a rigid outfit carrying the same weight would be. It is possible to attach the trailer to another cycle relatively easily by transferring the the towing bracket. The main thing to watch out for is the trailer rider not pedalling!

The Rann/Hann trailer looks like a good way to add a child to the back of a tandem for a number of years, probably until they are big enough for their own bike. However, Tim is rapidly outgrowing the kiddy cranks--what is the solution if you have two children?



RANN TRAILERS

by Malcolm Boyd,
Medford, New Jersey

One of the limitations of children in a cycling family is that of what to do with the kids while out for a local or not-so-local jaunt. Good solutions to the problem occur at different age groups. From zero to perhaps five years of age, children are too young to pedal, or even balance on a saddle for a period of several hours, and are thus consigned to a Bugger-type trailer. Due to their relatively light weight the penalty of impaired hill climbing and acceleration is not too great, although significant, especially when talking to a parent halfway up a hill. Such is the price to pay.

In the later years, perhaps from eight onwards, the back of a small double gents or a mixte tandem is a suitable place for a child. This approach has both good and bad points. A friend who no doubt wishes to remain anonymous confided in me at the top of a hill that tandeming with his offspring was much quicker in hills than riding with mom, due to the fantastic strength to weight ratio of children. While not strong, by comparison, they don't weigh a thing. A similar effect is seen, by the way, in grimpers, or mountain specialists, in stage racing; the fastest are usually about five feet tall and lightly built. The bad point is the hours spent convincing the other spouse that they should ride their solo bike--a position usually assigned to the wife since her place on the tandem is usurped by the child, and which sometimes result in her virtual retirement from the sport.

It can be seen that, certainly





from the ages five to eight, and perhaps later, that there exists no good solution for a child's riding. Such was the situation when a Mr. Rann, who I understand was active in the Cycle Touring Club, finally reached a successful answer to the problem. Rann noted the possibilities of drawing some of the exuberant excess energy from his progeny, and set to work on a trailer that would pull its own weight. The Rann trailer is especially suitable for pulling with a tandem. Tandems, with their two riders providing power, are less affected by the addition of a trailer than are solos.

Do you remember ever trying to make a "tandem" as a youngster by spreading the forks of one bike and placing them over the rear dropouts of another? In case you never tried it, the result will be nearly unridable due to the poor connection between the two bikes, the lack of a pivot in the plane normal to the direction of travel of the bike, and the weight ratio of approximately unity between the two halves. Rann perhaps remembered this, and transferred the best of the idea while making a few changes which result in a much more stable machine.

The basic idea, illustrated in Figure 1, is a single bike frame which has had the front forks removed. An intermediate bike with 24" wheels will do or a 19" or smaller frame of 27" wheel size is good. First class would be to make the whole trailer from scratch, but few of us can afford that. With a little scouting around, a solo with mashed forks and/or down tube can be located. The down tube doesn't matter since, as the illustration shows, it is removed and replaced with a pair of bent 3/8" diameter steel tubes. This is the same size tube that tandem builders often like to use for double laterals, so you know to see. The bend is necessary to clear the rear wheel of the tandem to which the Rann trailer is attached. Notice that this allows the "front wheel" of the trailer to approach the rear one more closely, which shortens the trailer's wheelbase and will cause less torque in cornering. The advantage of making the trailer custom pops up here. The head angle can be steepened from about 70 degrees to nearly 90 degrees which assists in tucking the tandem's rear wheel under the trailer and allows for a slightly longer, more stable hitch on the tandem. Depending upon the exact geometry

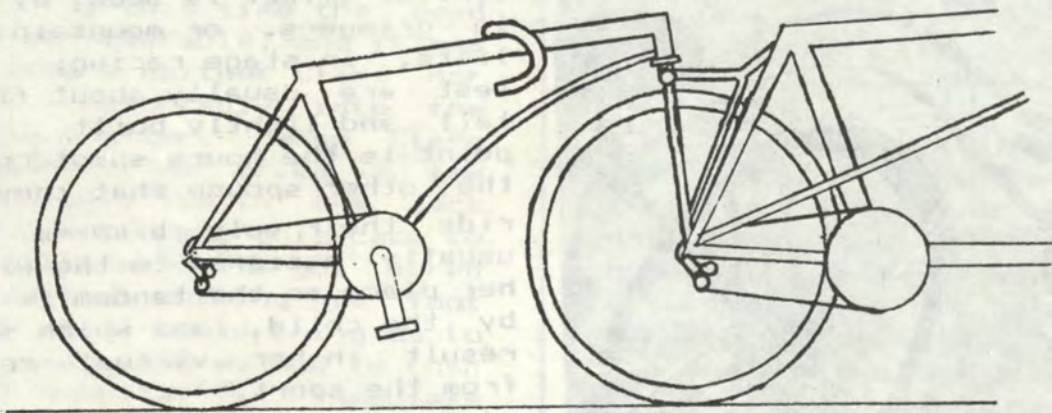


Figure 1



of the tandem, the top tube of the trailer may have to be lengthened. This is probably not the case only for a curved tube tandem, whose rear wheel is abnormally forward in relation to the seat stays. Clearance between all tandems' rear wheels and the trailer's toeclips is mandatory if you aren't courting disaster. The handlebars may be positioned back from the steer tube by means of a split tube clamp similar to a seat post tightener. This can be fabricated and brazed on at the same time that the down tube is modified.

The trailer, like any object, is capable of three types of action: pitch, yaw, and roll. The trailer hitch must increase the degrees of freedom of motion from one (yaw, which any bike has in its headset) to two. The second degree is pitch, made necessary by the increase in number of wheels in contact with the ground from two to three. Were roads completely flat, this would be unneeded, but if the



trailer and tandem attempted to traverse a pothole without free pitch, the tandem's rear wheel would be unsupported until the hitch broke.

Every trailer must have a hitch, and many accidents with trailers stem in one way or another from hitches. They tend to be the weakest link in the chain, and therefore warrant special attention in design and construction.

The part attached to the trailer, Figure 2a, is straightforward. A regular steer tube from a normal bicycle has the fork crown removed and in its place a 6-inch by 1-inch OD tube is centered and attached at right angles. Both ends of the tube are closed by capping with thick 1/4" to 1/2" washers. The inside diameter of these washers will act as a bearing surface around a well greased quick release skewer axle.

The part of the hitch attached to

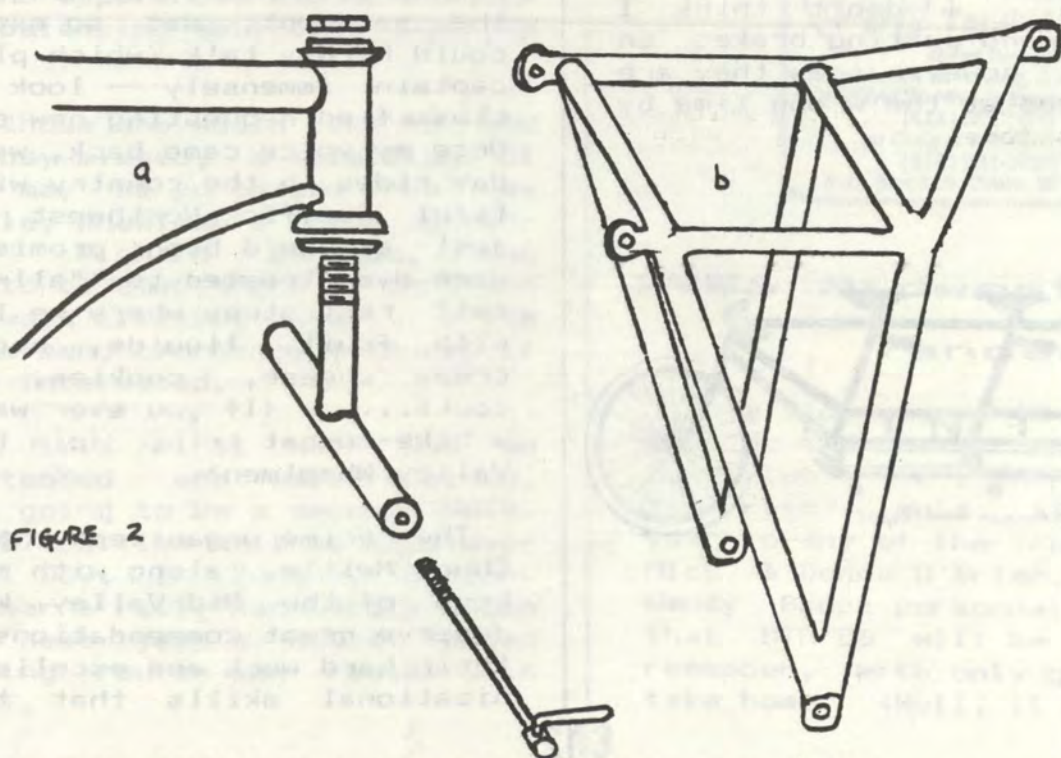


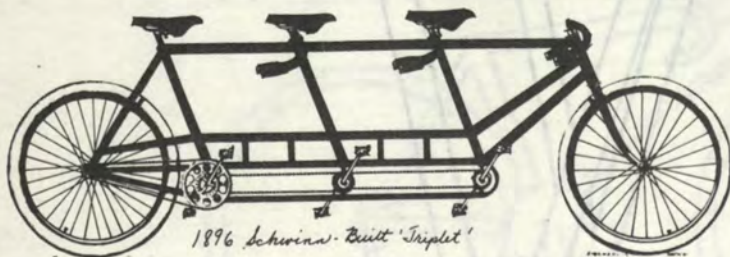
FIGURE 2



the tandem Figure 2b, is more complex. Superficially, it resembles a pannier rack, but it must be stiffer than most of these. Basically, it must be a "del" shaped (an inverted delta) to support the sort of forces to which it will be subjected. I suggest that it be attached at the seat stays, rear seat pin, and rear dropout eyes. Those who wish to do it properly will have the support rack permanently brazed to the tandem's rear triangle.

One of our club members has a Rann trailer attached to his triplex tandem and commented that the set-up works out nicely.

The effect of the Rann trailer is most noticeable in turns, where occasionally too much power is applied to the trailer's pedals during the turns, driving the rear end of the triplex around the turn prematurely! His system has the added advantage of teaching his daughters to shift derailleurs, as the trailer possesses a ten-speed transmission. I don't think I would recommend putting brakes on the trailer, however, as they are apt to be used at the wrong time by so young a rider.



THE FIRST BORN IS ALWAYS SUCH A JOY!

For those of you who have attended tandem rallies in the past, think back on how you enjoyed your first one -- then multiply that by a great big number. Now you're getting the feeling we had about the Northwest Tandem Rally, 1986. This rally, held in Corvallis, OR over the Memorial Day weekend, may have been the first tandems-only rally ever held west of Iowa! Most, if not all, of us had never ridden among four or five other tandems, let alone the 45 tandems which attended this three-day event.

The thrill of riding among a pack of high-tech machines being propelled by pounds and pounds of flexing, bulging quadriceps, besides hearing the constant, powerful drone of 100 heavy-duty, high pressure, rapidly spinning tires on the pavement, was so exciting I could hardly talk (which pleased my captain immensely -- look for my classified requesting new captain). Once my voice came back, we enjoyed day rides in the country with beautiful Pacific Northwest scenery, just as we'd been promised. We were even treated to "all-you-can-eat" rest stops where we loaded up with fruit, liquids, bagels and cream cheese, cookies, cookies, cooki.... (If you ever want to do a bike-to-eat trip, join the Mid-Valley Wheelmen).

The prime organizers, Nancy and Chuck Meitle, along with many members of the Mid-Valley Wheelmen, deserve great commendations for all their hard work and excellent organizational skills that they put



into this rally. They are the reasons it went so smoothly.

Those who took the Mid-Valley Wheelmen up on their offer of NWTR travelled from as far away as San Francisco, Walla Walla (WA), and Vancouver, British Columbia. Yes, it was an international affair.

Most teams rode the "standard upright tandem," including two couples who shared two tandems with their two children. Another family pulled their 1 1/2 year old son in a trailer all three days--he was more than an excellent substitute for a radio. A fourth family mixed and matched single and tandem bikes and seat carrier to accommodate their 2- and 8-year old daughters. This was all very encouraging for those of us who don't have kids yet, and who are wondering how we could accommodate them in our "bike world".

Many of us found out what a Counterpoint (tm) feels like, thanks to four kind Counterpoint teams who apparently had more faith in our balancing abilities than we had.

For those who would like to see what they missed, a selection of slides may be purchased from the Mid-Valley Wheelmen's "club photographer" Richard Burgess, who seemed to be everywhere at once and was always clicking away. Write the Wheelmen, c/o Nancy & Chuck, if you are interested.

Since this first NWTR was so well-attended and well-received, there's going to be a second NWTR. The 1987 edition will be held over Memorial Day, in Eugene, Oregon. This year's rally had hardly begun before next year's hosts began discussing routes and restaurants for 1987.



The format will be much the same as this year's successful rally, with a few additions. Someone has suggested giving away prizes to those who can match each tandem to its corresponding captain and stoker. The extensive color-coordinating that tandemists exhibit indicates that this sport is more than just a form of recreation, exercise, or transportation--it is a form of art.

One last note about next year's rally--all attendees will be permitted a minimum of two water bottles, with the exception of Joe Dershon. And Joe, throughout the rally, will be required to wear T-shirts or jerseys with bull's-eyes printed on the front. We hope to see you there!

Laura Mappin
Eugene, OR



MTR
Midwest
Tandem Rally

Great Folks-Great Rides
Oshkosh, WI • Aug. 30-Sept. 1
CONTACT: Mick & Donna O'Brien
(414) 685-5891
or Greg & Wendy Brock
(414) 231-3920
P.O. Box 454, Omro, WI 54963

1986 Midwest Tandem Rally

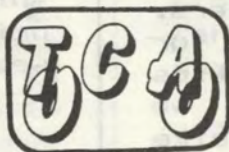
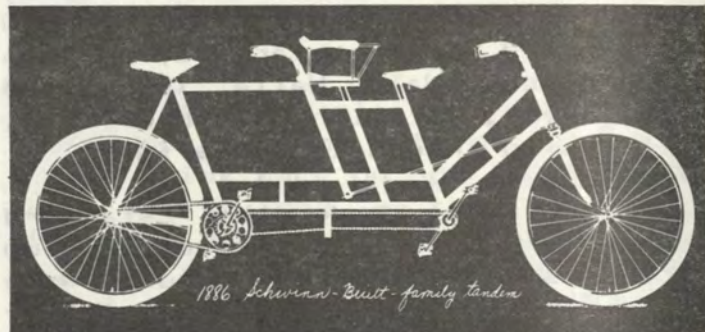
Have you missed MTR before? Why? Was it the cost? the hill? your condition? the scenery? the wind? the rain? Well, if you answered yes to any of the reasons above, Mick & Donna O'Brien, and Greg & Wendy Brock personally guarantee that MTR '86 will be a weekend to remember, with only good times to take home. (Well, it may rain, but



they can't control everything).

MTR '86 will be based out of the Hoiidome Resort Hotel, in Oshkosh (B'gosh), Wisconsin, over the Labor Day weekend. There is great scenery, rolling hills, good entertainment, and much more, too much to begin to talk about in just a paragraph or two.

But don't talk about. Plan to come to MTR '86. For more information, contact the MTR '86 Hosts, Mick & Donna & Greg & Wendy. Write to them at MTR '86, P.O. Box 454, Omro, WI 54963. But hurry, there are only a limited number of rooms available!



TANDEM CALENDAR '86

July 12-13, 1986. **COLORADO TANDEM CHALLENGE WEEKEND.** Tandem races on Saturday, followed by a tour on Sunday. Boulder, CO. For more information, contact Charles Walker (303/442-1442).

July 19, 1986. **Marc & Maire OUELLETT's Toronto Tandem Ride.** Marc & Maire invite you to join them for a ride from 183 Kirk Drive, Thornhill, ONT. You can contact Marc & Mora Ouellett the week before (416/889-6139) to learn the starting time.

August 2-3, 1986. **C.A.T.S. join the Loons.** Sorry, this ride has been CANCELLED for 1986.

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 sagwagon. 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 Tandem '86, Box 18418, Rochester, NY 14618-0418.

August 17, 1986. **Twin Cities' Fourth Jonathan Ride.** Darlene and Scott Richardson are the hosts once again on this popular picnic ride. Ph: (612)-448-2353.

August 30-September 1, 1986. **Midwest Tandem Rally.** Oshkosh (WI), B'Gosh!. SASE to Mick & Donna O'Brien, P.O. Box 454, Omro, WI 54963.

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 &



TCA DEALER MEMBERS

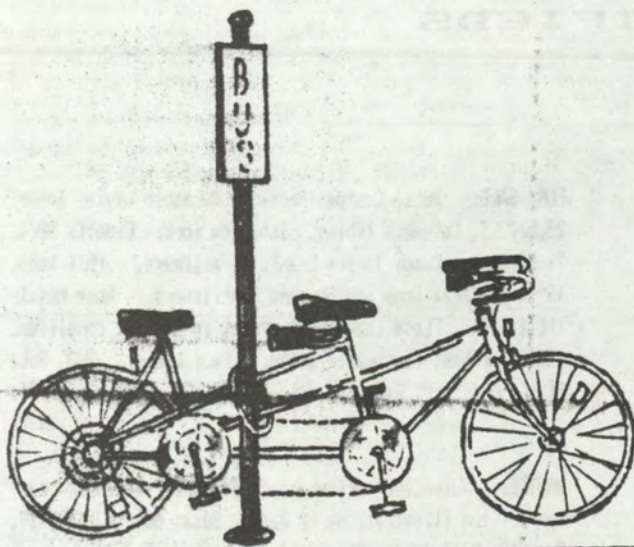
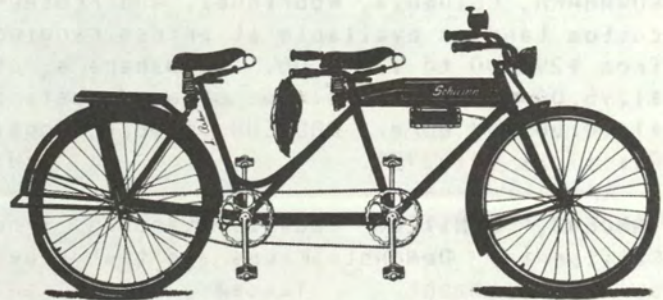
Janet Winter, 3847 Peachtree Corners Circle, Norcross, GA 30092.

October 4, 1986. A Mellowa 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 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)

May 23-25, 1987. Second Annual Northwest Tandem Rally. Eugene, OR. More information in future issues of 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!



BORNHARDT

COLUMBIA, MARCH 1987

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)-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: (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.

CLASSIFIEDS

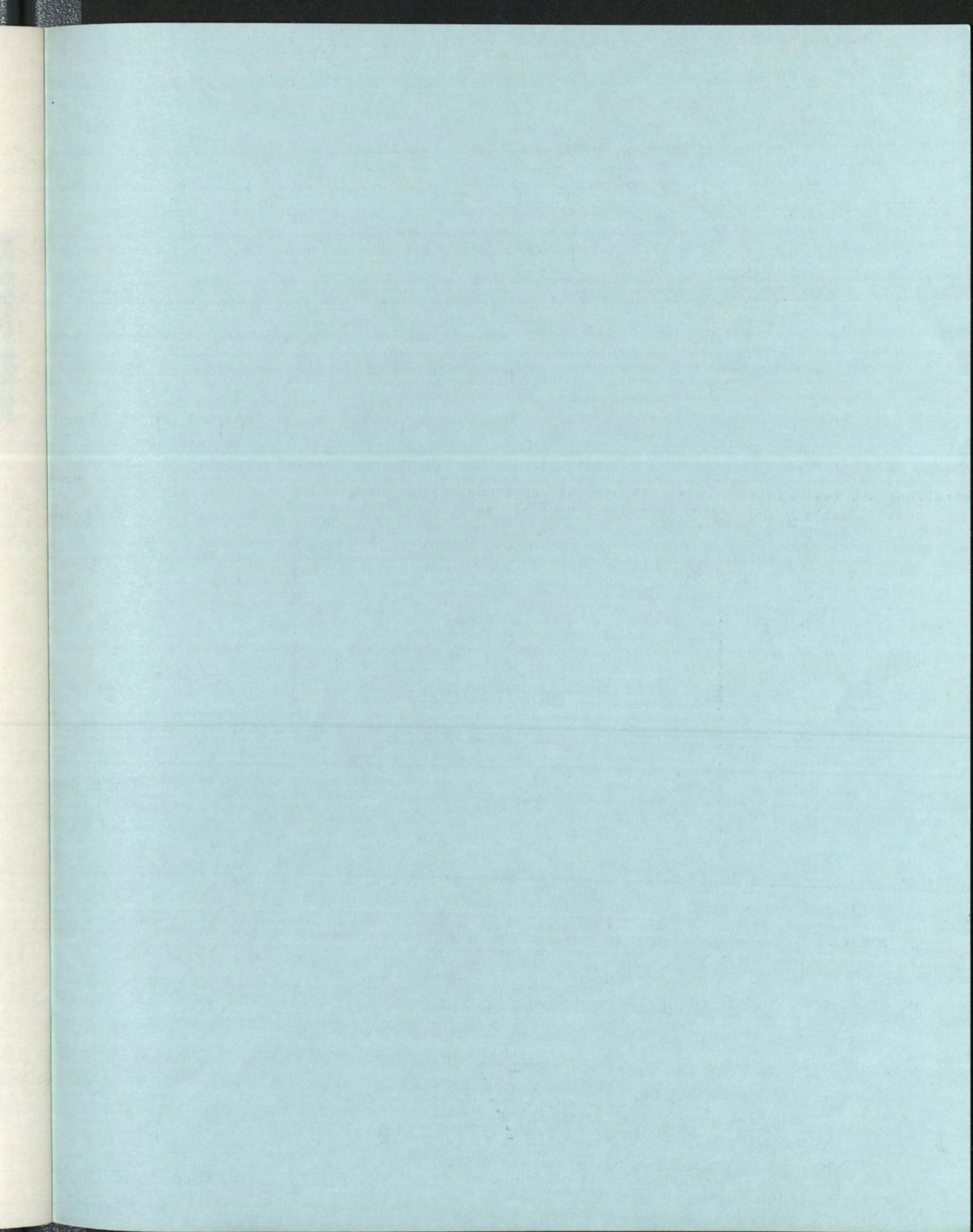
FOR SALE: CUSTOM Tandem, 23x21.5 men's mixte. 18-speed, drum brake, sealed hubs. \$550. Biz & Doris Kamener, 14 Whitewood Rd., N. White Plains, NY 10603. Ph: (914)-592-4056 7/86

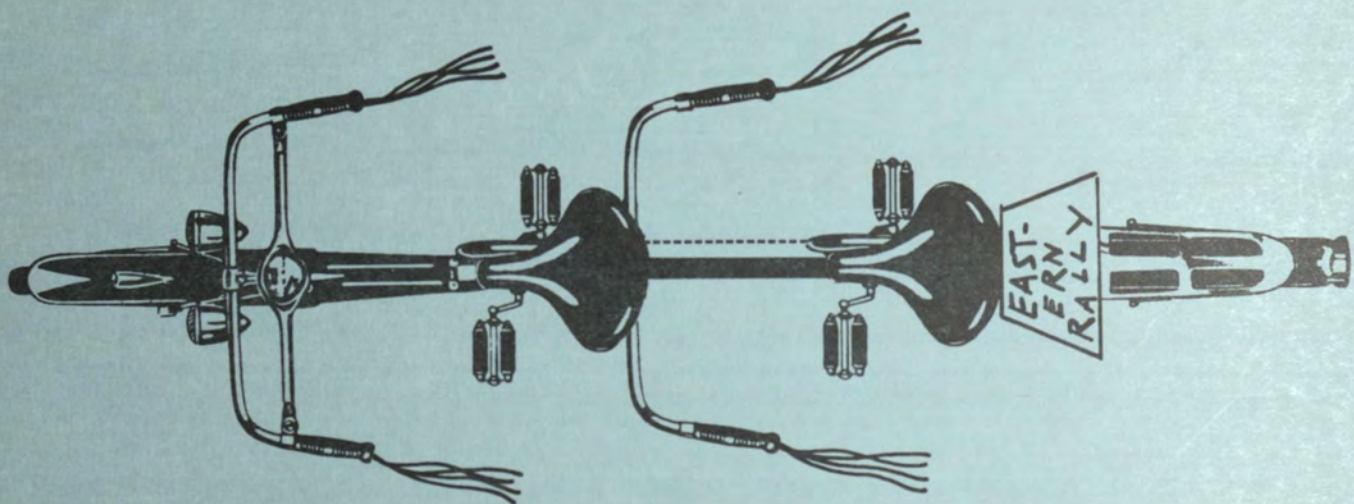
FOR SALE: Bicycle Trailer, by Blue Sky Bicycles. Includes child carrier, alloy wheels, extra hitch, custom repair kit. Ideal for tandems, also works for singles. In our opinion, much superior to the "Bugger". Under 50 miles. Mint Condition. Joe Galloway, 30 Ardsley Road, Binghamton, NY 13904. Ph: (607)-723-9765.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

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

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

