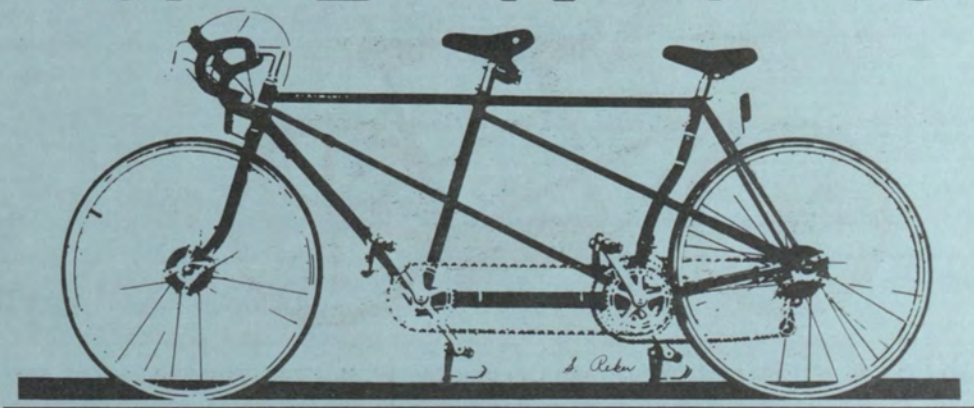


TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"
DOUBLETALK



NOVEMBER - DECEMBER 1986

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

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**DEADLINE FOR THE JANUARY-FEBRUARY
ISSUE IS DECEMBER 15, 1986**

FROM THE EDITOR

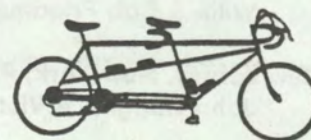
It's hard to believe this is the last issue for 1986. It seems like just yesterday that we were collecting names and putting together the membership directory, our January-February issue. It's been fun, and Susan and I are looking forward to putting together many more issues of DoubleTalk.

Susan & I made it to the Southern Tandem Rally as our only "Tandems Only" rally for 1986. Historic old Savannah really rolled out the red carpet for all 55 tandems that attended. We'd like to think that the riverfront celebration was just for us, but it really probably had something to do with Oktoberfest!! Oh, well, we can think it was for us. Maybe next year we'll have the opportunity to attend a few more of the special events. The Canadian Rally really looks like it should be a blast! As does the Northwest Rally, the Midwest Rally, the

The membership list has grown so fast this year that I've had to upgrade my computer. Our list, which also contains many names of prospective members, was taking nearly 30 minutes just to index. A hard disk added to my system speeded things up considerably. Now if I could just find the time to upgrade the software I'd be set.

We've a couple of vacancies in our area reps again. Three area reps have chosen not to continue, and we've already one replacement: Joe and Karen Dershon in the Pacific Northwest. If you live in one of the areas without a rep, and would like to volunteer, just drop us a note telling us about yourselves. It's not too hard, and it's a great way to meet other tandemists in your area.

The next issue will again contain the annual membership directory. Take a moment and check the label on this issue. Make sure it has your correct address, correct spelling of your name, and that it doesn't say "FINAL ISSUE". If it's necessary, send any name and address corrections to Susan and me, and your renewals to Mal and Jean Smith, our treasurers. You might also like to buy a gift subscription for your friends who aren't members. It would make a nice Christmas gift, don't you think?



MERRY CHRISTMAS

AND A HAPPY NEW YEAR!!!



WHO DOES 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: Edits your articles for DoubleTalk, Advertising, and membership data (including mid-year address corrections).

LETTERS

TO DOUBLETALK

Dear DoubleTalk:

Laura Mappin has talked to Karen and I about serving as the TCA representative for the Pacific Northwest. Laura feels we would do a good job as area representatives.

Karen & I certainly enjoy tandemming. At any rate, if you can use us we are willing to put time and effort into helping the TCA and Doubletalk and promoting the fever that seems to be taking over the bicycle riders of America!

Joe & Karen Dershon
Eugene, OR

Dear Joe & Karen:

Your offer has been accepted. I've inserted your name into the listings on page one. Now it's your turn to carry the

torch for the TCA in your area!

Dear DoubleTalk:

An update on the TANDEM BOOK:

This past year we had an offer to print the book in black and white, with color only on the front and back covers. Rose Ann Collins, the co-author, feels as strongly as I do that the book without its 196 color photos will not have the same visual impact. Until we find a publisher willing to invest \$28,350 for the first 5,000 copies, the book is on hold.

The book is camera-ready for the printer, plus we have it copyrighted, and we have all the required releases for the photographs. We want to thank everyone for their help and encouragement with this project. If anyone knows a publisher, let us know. I hope this book does not turn out to be a history book.

Steve & Karolyn Reker
ph: (314)-928-7109

Dear DoubleTalk:

Back in '83/'84, DoubleTalk ran a series of articles by Rodney Moseman on the building and finishing processes for a custom tandem. Esther and I acquired that tandem from Rodney in the spring of '85 to replace our Schwinn. It has taken us on tours and rallies in several states, and over some serious hills that we couldn't have handled with the gearing available on our Schwinn. The three of us, "Tilly the Toiler", Esther, and me have had a lot of enjoyable hours and miles and days together. (Tilly got her name by somehow faithfully carrying a pair of old folks to the top of every grade, weak old legs and all).

Now to the reason for this letter. I have copies of three of Rodney's articles



on the building of our beautiful tandem. We would like to complete the set by acquiring copies of the remaining chapters in the story of her gestation and birth. We have #2 (May, 1983), #4 (November, 1983) and #5 (March, 1984). We need the missing chapters, please!

Charles & Esther Smith
New Holland, PA

Dear Charles & Esther:

Unfortunately, we do not have any back issues of DoubleTalk. As a cost-saving measure, we do not print more than we can use each issue (members + distribution @ major rallies). However, I am in the process of compiling back issues of DoubleTalk and hope to be able to publish/sell these volumes as a set (all 1984 issues would equal one set, for example). Watch for an announcement in the March-April, 1987, issue.

Dear DoubleTalk:

Thanks to Connie & Lynde Kimball for calling attention to the typical male captain/female stoker positions on tandems. As single women tandem owners, we frequently ride in the captain position. Indeed, we both had our Nobilette (Ann Arbor, MI) tandem custom built for maximum range in the size of individuals who can be accommodated in either position. The 23" front positions are slightly large for us at 5' 7", but adjustable handlebar stems allow us to shorten the reach by as much as 3 inches; their full extension permits a tall man (at least up to 6' 3") to ride quite comfortably. The seat position can be similarly adjusted forward and back. The 21-22" rear position, with an extra long seat post, can sometimes be a little cramped for a very tall man, but our cooperative stokers have complained little.

We both understand that captaining a

tandem requires more attention, decision-making, strength, and control than does riding a single or stoking. For Laura, the biggest issue was developing the confidence in her ability to control the tandem with a stoker who outweighed her by 75 pounds. By building up to it gradually, she was able to handle the situation with relative ease. The feeling of accomplishment is one which she will never forget. Aside from this feeling of accomplishment and pleasure at one's competence, there is another distinct advantage to captaining for a large stoker -- you can see where you're going!

For those women who would like to try captaining, you might want to start out with an experienced woman stoker or a very steady captain who has confidence in your riding. As you become more comfortable, take on larger and less experienced stokers, remembering that good captains do not necessarily make good stokers. A few words of instruction enable most men to become accomplished stokers quite quickly. ("Be as steady as you can." "When we start up, pedal a few revolutions before you put your foot in the toe clip." "If you get worried about not being in control, especially on the turns, just fix your eyes on the middle of my back".)

Being able to captain our bikes has also made it possible for us to introduce novice riders, as stokers, to the pleasures of bicycling in general and tandemming in particular. We would also like to share our experience that tandem riding with other women, particularly when abilities are closely matched, brings a special enjoyment. Challenging each other up the hills and enjoying the scenery and the camaraderie has been memorable for us both. We're breaking all the conventions of tandem riding and enjoying it immensely. We hope you will, too.

Gail Steketee
Boston, MA

Laura Maltby
Philadelphia, PA



THEY SAID IT COULDN'T HAPPEN

Last Fall I lost my stoker! No, nothing like you are probably thinking happened -- but I really lost my stoker. And it happened on a ride! This is how it happened:

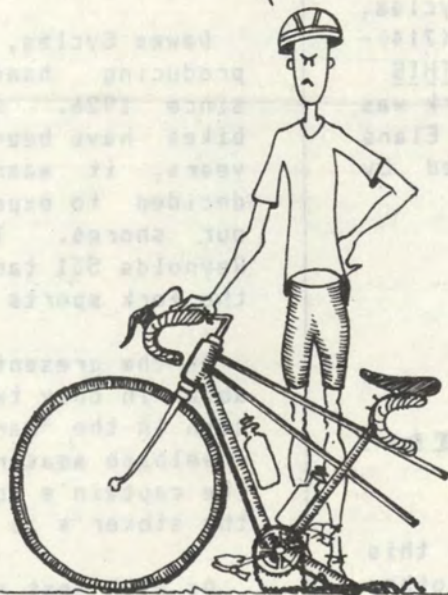
My wife/stoker had let it be known that it was time, right now, to take a relief break from the ride. As I slowed at an intersection a block from the gas station which I (thought we) had picked out as our immediate destination, my wife got off, unbeknownst to me. I was so involved with the Chicago Cubs' trying to pull this game out of the fire (I have a radio on the bike), that I didn't realize she had bailed off. I pulled on down the street and into the gas station, pulling up right beside the washrooms.

As I looked around, I was amazed at how quickly she had dismounted (she must have really needed relief) and disappeared into the washroom. I waited for a full 20 minutes, listening to the game, waiting for her to come out. Finally, I knocked on the door to the Women's restroom -- NO CHARLENE! I asked the gas station attendant -- he hadn't seen anybody, but figured that since I was on a two-seater, I must have had someone with me. About 10 minutes later, as panic was setting in, she came walking up the street. Mad? What do you think?

And the Cubs lost, too!

Sam Wexler
Glenwood, IL

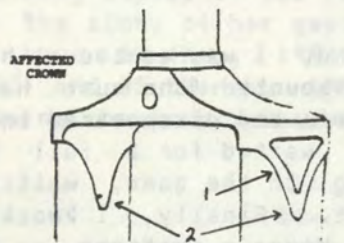
Hacksaws and irate
stokers don't mix.



BOB LIPSCOMB © 1986
Freewheelin'
Southern Bicycle League



RECALL NOTICE: SANTANA ELAN TANDEM FORKS
INSPECT ALL SANTANA ELAN TANDEMS SER. # EL 001 - EL 391.



1--Large "windows" on outside tangs
2--Inside tangs extend same length

THIS FORK IS SUBJECT TO
IMMEDIATE RECALL

DO NOT RIDE

A BICYCLE WITH
THIS FORK-CROWN.

SANTANA ELAN

FORK RECALL

Santana Cycles, Inc. has issued a recall notice for certain models of forks used on a small percentage of their Santana Elan model tandems. These forks may be identified by the fork crown. See the accompanying figure for the identifying marks. If you have a Santana Elan, or know someone who owns a Santana Elan, please check the fork immediately. If you have an Elan with the fork in question, please contact your Santana dealer or Santana Cycles, Inc. Customer Service Department @ (714)-621-6943. **DO NOT RIDE AN ELAN WITH THIS FORK.** Santana stresses that this fork was used on a very small percentage of Elans and that no other models are affected by the recall.

DAWES TANDEM

RIDES AGAIN!

Celebrating their 60th anniversary this year, Dawes Cycles have completed another link with their past by introducing a sleek new tandem to their range. The last one they produced was some 30 years ago, which would have set you back a mere 17

guineas. Called the "Good Companion", it was indeed a trusty steed, and it shared the same quality Reynolds tubing as their 1986 tandem does.

Whilst the tandem is still handbuilt, bicycle technology has advanced considerably since the 1930's, and Dawes' new Super Galaxy twin uses some of the best. Its lightweight Reynolds 531 Marathon frameset is designed for maximum strength, its SR triple chainset gives a range of gears for all conditions, and its Shimano cantilever and Arai rear drum brakes provide ultimate stopping power.

Yet all said and done, their tandem only has a modest \$1295.00 (US) suggested price tag, which must be as good a value as you'd have got for your 17 guineas all those years ago!

From Dawes' Press Release

TANDEM TEST:

DAWES Super Galaxy

Dawes Cycles, Ltd., of England has been producing hand-built quality bicycles since 1926. Although the Dawes single bikes have been sold in the USA for many years, it wasn't until 1986 that they decided to export their Super Galaxy to our shores. The frame is hand-built of Reynolds 531 tandem gauge tubing, and even the fork sports a 531 decal.

At the present time, the Dawes is available in only two sizes: 21x19 and 23x21, both in the "Marathon" frame design. The wheelbase measures out at 67 inches, and the captain's toptube is 23.5 inches while the stoker's is 24 inches.

As with most touring tandems, the Super Galaxy came with crossover drives that sported 34t timing rings and 18-speed gearing. The frame angles are 72° parallel. The sales brochure stated the SR



Tandem Triple was a 28-40-48, but our test bike was equipped with a 28-48-54. Coupled with the 13-32 SunTour freewheel, this gave us a gear range from 23.6 to 112.1 inches. That certainly is ample for slogging a loaded touring tandem up long grades and the 112-inch high gives a quick downhill run. Or, just in case you get lucky with a rare tail wind, plenty of gears to blow off the local hot-shots who are out for a training ride.

Suzue sealed hubs, coupled with 40-spoke Weinmann concaves (700c) made up a good strong wheelset. For stopping power, front and rear Shimano cantilevers were operated by a single, double pull lever. The other lever was used for the popular Arai RX drum brake on the rear wheel.

Suntour Cyclone Mark II derailleurs were engaged through Suntour down-tube shifters. A Hatta Swan headset, alloy bars and stem, alloy quill pedals, and toeclips and straps rounded out the component package.

Braze-ons included two water bottle mounts, cable guides, pump peg on the boob tube, shift lever, and cantilever bosses. A couple of extras not normally found on other touring tandems included Esge Chromoplast fenders, an alloy rear rack (a Blackburn lookalike), and a Zefal pump.

There is no problem with color choices, as long as you like midnight blue with gold trim and the Dawes logo on the seat-stay caps, etc.

The Dawes is not perfect. Improvements we'd like to see made include braze-ons for additional water bottles, a Santana-style quick-detach for the Arai brake, quick release for the front wheel, and low-rider bosses on the fork for increasing the load and keeping it balanced. As a personal preference, Bar end shifters would be appreciated, and I'd exchange the tires for some high pressure Specialized or equivalent, for less rolling resistance.

Perhaps if the demand is great enough, Dawes could be persuaded to also add a few more frame sizes and a men's/mixte configuration. However, that's up to the tandem public to make their needs known to the factory.

For our test ride, Kay, my usual stoker, gave up her claim to the rear seat as the test bike was too large for her. Instead, our 24-year old son, Randy, a stoker from a dozen years back, was persuaded to "shovel coal" one more time. We did our usual 22-mile test route and found the Dawes to be surprisingly well-handling. We were able to accelerate very quickly, much more so than on many other touring tandems we've tried. Climbing without a load was effortless, and we never found a need for the 23-inch low gear. We were pedalling 90° out of phase, and it was no problem for either of us to get up out of the saddle. The 112-inch high gear kicked us up to almost 40 mph on a half-mile downhill run, and the Dawes was steady as a rock at high speed.

Both of us feel that the 42-pound Super Galaxy is an excellent choice for a first tandem, and it is well suited for its purpose of touring and even fast club runs, if desired.

Now for the big questions: How much? As of spring, Dawes is recommending the bike be sold in the \$1100-1200 range.

With the price of custom tandem frame-sets ranging upwards from \$1400, the Dawes Super Galaxy certainly is a bargain for a fully equipped touring machine. However, as the dollar weakens against the pound and the yen, the price can only go up.

Due to the limitations on frame sizes currently offered, the Dawes won't fit everybody. So look around, and be sure you take a test ride with the stoker of your choice before deciding on the Dawes.

Rudy van Renterghem
Tucson, AZ



THE STRONG & THE WISE TOUR EUROPE

Over the years Ruth and I have received more than our share of awards at bike rallies. While this practice seems to be becoming more widespread, we feel that just having the good fortune to be at these rallies should be ample reward for any participant. Nothing else should be expected. Well, anyway, 'nough said on this subject.

At MTR'86, we received an award and recognition for having come the greatest distance to attend the event. Mick & Donna figured we came 1669 miles from our home in Florida. What they didn't know was that we traveled at least 19,958 miles since we left Florida before we arrived at Oshkosh, B'Gosh!!

We started our odyssey on June 6, conducting our own mini-tandem rally (15 tandems) in Ocala, FL before driving on to GEAR International in Buffalo, NY. After GEAR International, we parked our minivan and packed our tandem for a three week tour of France, followed by three more weeks of touring by train through France, Italy, Austria, Germany, Denmark, Sweden, Norway, The Netherlands, Belgium, and Luxembourg. After a brief stop in Iceland, it was back to the USA. We returned to the States in time to enjoy the Eastern Tandem Rally's pre-tour, again hosted by the \$'s (Bob & Kathy) and the ETR itself. The pre-tour and the ETR led us through some beautiful country in the Finger Lakes region of NY and northern PA. All this before moving on to Oshkosh, WI, for MTR'86. Oh, yes, between ETR & MTR we took the opportunity to pedal a bit in the Endless Mountains of Pennsylvania and on the prairies of Illinois.

We were the only tandemists among the 40 Americans who participated in La Rondonnee LaFayette'86, described by Fred Hill as "a sip of international cyclotourist friendship." Hill, who later was named first

president of the Societe Franco-Americaine des Cavaliers de LaFayette, talked us into being among the 17 Floridians (14 from our own West Palm Beach club) to make the trip.

The group of 40 was divided into two parts, 23 in the "Strong" and 17 in the "Wise." We selected the "Strong" because we wanted to get to the Normandy coast and also because we couldn't let our club's faster contingent of 13 riders see us take the easier route.

The rides started in LePuy, an ancient city built among volcanic domes with homes constructed of lava rock and topped with roofs of red tile. Local cyclists led us to Chavaniac, the chateau in which LaFayette was born. There, a distinguished committee welcomed us to a champagne reception and a complete tour of the chateau/museum.

Our route took us through the Massif Central, down into the Loire River Valley, and on to Brittany and Normandy where we were met by a contingent of French cyclists who accompanied us back across France to their homes on the French-German border.

The ride from LaChaise Dieu to Murat on the edge of the Parc Des Volcans D'Auvergne was through one of the least populated regions of France, and on one stiff climb we saw for the first of several times, the names of most of the top pro cyclists painted on the road, indicating that a race had been held here earlier this year.

Down in the Loire Valley at Blere on the Cher River we had a rest day, following a 106-mile day. There, we toured Chenonceau, a chateau spanning the Cher River. Next day, we headed downstream along the Indre River to Sable-s-Sarthe, then northeast to Brittany. The 14 French riders met us at Pontorson and the next day we visited Mont-St-Michel, the 11th century abbey built on rock hundreds of feet above



the ocean. From there we went to the General Patton Monument in Avranches, where the American troops went through following their breakout from the Normandy invasion beachhead in 1944.

The French prepared lunch along the road each day, consisting of hot soup, pate sandwiches, pudding or yogurt, and beverages. We even had French and American music from a loud speaker on the Lorraines' minibus.

As we approached Chartres, we could see the dissimilar spires of the huge cathedral more than 10 kilometers away. Built over 700 years ago, it is famous for its stained glass windows, which were carefully preserved through two world wars, and for its style of construction which features external supports or "flying buttresses".

We gathered on our Independence Day at LaFayette's grave site in Picpus Cemetery in Paris for a ceremony that has been conducted every year for 152 years. This includes an annual changing of the American flag. There was a French military band, a squad of French soldiers wearing black berets and carrying automatic weapons with fixed bayonets, a U.S. Marine Corps color guard, and TV cameramen from NBC. Moments later a procession of dignitaries, including many French generals and the U.S. Secretary of the Army, entered amid much saluting and handshaking.

Shortly before Paris the "Wise" had rejoined the "Strong" for the remaining 300 miles to St. Avold, where the ride ended. On that final stretch we stopped in Deully to enjoy a 1981 champagne bottled by Andre Patis and labeled "Amitie Cyclotouristic International" (International Cyclotouristic Friendship). In Metz, the city symphony played for us before lunch, and in a ceremony efforts were rededicated to restoring the equestrian statue of LaFayette that stood where he made his decision to help the colonies in our war for independence. The statue,



donated by the U.S. Knights of Columbus, was destroyed by the Nazis in 1941.

Our final assembly point for the ride into St. Avold was amid the remains of the Maginot Line on a windswept hill, and following a stop at the American World War II cemetery, a vin d'honneur at the City Hall leaves fond memories of the tour and marvelous hospitality of our French friends.

Bob & Ruth Husky
Lake Worth, FL



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 top-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.



MIDWEST TANDEM RALLY, 1986

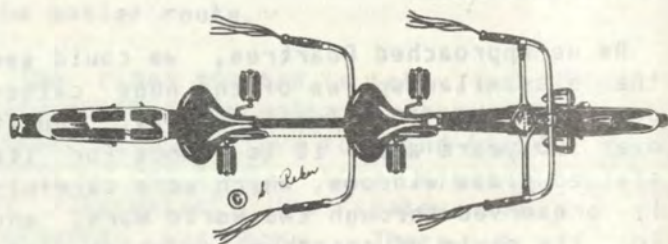
At MTR'85 in Anderson, IN, a fellow volunteered to host MTR'86 at Oshkosh, WI. When asked about team backing, he said there was another couple in town with a tandem. Due to circumstances beyond his control, he sold his dental practice and moved his family to California shortly after MTR'85. End of the story for MTR'86? Not for a minute!! Mick and Donna O'Brien coordinated the rally's planning from California, with the able assistance of the "on-site" couple, Greg and Wendy Brock.

As result of the O'Brien's and the Brocks long-distance teamwork, Oshkosh put its best foot forward, B'Gosh, for the 131 tandems that took part in the 1986 edition of MTR. The Holiday Resort in Oshkosh was a great location, at the edge of the City and the start of the country. There was even a police escort from the Inn over the thruway.

The countryside around Oshkosh proved to be more rolling than at some of the previous rallies. For those of you who attended last year's rally in Indiana: Yes, there is a lot of corn in Wisconsin Dairy Country, too! Rides for the three days showed many of the attractions in the area, as well as the good riding which has become one of the trademarks of MTR's.

The friendly rivalry between the Minnesota "Loons" of the Twin Cities' Tandem Club ([TC]²) and the Chicago Area Tandem Society (C.A.T.S.) may have hit new highs (lows?) at this year's rally. The folks from the [TC]² thought they had it made when they showed up on Sunday's ride, decked out in their newly designed "Synchronized Loonacy" shirts and red-eyed black-beaked helmet covers (which made the captains look like refugees from "The Flying Nun") to the accompaniment of a tape of authentic loon calls.

Where the C.A.T.S. outdone? Not hardly! At the traditional banquet Sunday night, all 22 teams marched into the banquet hall, in step, dressed in custom Pink Oshkosh B'Gosh Overalls, marching to theme from the Pink Panther movies. Was there a winner this year? Both the C.A.T.S. and the [TC]² graciously say they "other guys were better", but just wait 'til next year!



TANDEMMING

WITH THE CHILDREN

We've noticed the increase recently in tandem touring with the whole family. Since we have toured as a family now for six years, we think the miles have taught us about the sport and we'd like to share some of our experiences and ideas with you.

We're probably similar to quite a few other couples. We bought our first tandem as new parents, so we could share the "joy" of pulling a bugger. Our first son, Bryant, went for his first bugger ride at the age of two months. Being somewhat over zealous in our role as new parents, we strapped Bryant's entire stroller car seat into the bugger. The safe, familiar surroundings of his car seat made it quite easy for him to adapt to the bugger. We added a waterproof canopy (similar to the one described by Elizabeth Hallman-Dye in a previous issue of DoubleTalk) to protect



Bryant from the sun and the rain. For the first eighteen months of his life, Bryant enjoyed his luxury ride, and we parents were happy, too, with the arrangement.

The second benefit of tandemming soon became apparent. When I became pregnant, Bill could compensate. Thus our second son, Justin, "helped" pedal 3000 miles or so before he was born!

Justin's arrival signalled the end of Bryant's rides in the car seat. There simply wasn't room back there for Bryant, Justin, and a complete car seat! At the age of two weeks, Justin went for his first bugger ride in an infant carrier, snuggled up next to his big brother. The companionship offered by Bryant helped Justin adjust quite quickly to life in a bugger.

This arrangement worked well for the next year. Our rides ranged from day trips of 10 to 130 miles, to weekly tours of 50 miles/day average. Lightweight toys and books were tied into the bugger for entertainment for the boys on the longer trips. Each boy soon had his own water bottle to keep with him in the bugger. If the thought of returning to the bugger, after a break, was not especially appealing to the boys, a "bribe" of a little box of raisins or an apple provided the necessary incentive. Singing songs, counting games, and identifying animals that we passed all helped the miles go by quickly for our bugger babies.

As each day passed, it became apparent that the bugger was getting more and more difficult to pull. After seeing other children on "kid-back" tandems, we decided we needed a triplet to use some of Bryant's (now three) energy. We cautiously introduced Bryant to the joys of stoking, on the middle of our triplet, under my watchful eye. Our rides on the triplet consisted mainly of short trips, but when all added together, we did cover over 1000 miles with our three-year-old stoker. Of course, the triplet did not move unless helmets were in place and Bryant's hands



were on the handlebars.

Problems developed with this arrangement the following summer. Our second son, Justin, now two and a half, decided that he wanted to ride on the "big bike," too. We temporarily slowed this down by telling him you couldn't pedal if you were wearing diapers. Justin soon showed us that he was a big boy, and didn't need diapers any more! At first, we humored Justin by allowing him to stoke a few miles on our local bike path, again under my watchful eye. Little did we know when we started this that Justin would scream at the top of his lungs and wrap his legs around the top tube when it was Bryant's turn to pedal.

We realized the only answer to this problem was to purchase a second tandem, so both boys could pedal. That year we used the triplet with the bugger on the long trips, with the boys taking turns as middle stoker. This allowed breaks for naps and resting in the bugger. On shorter rides, I learned how to captain our new tandem (without the bugger, thank you!). Justin was my stoker, and he pedaled 1000 miles before his third birthday.

Life without the bugger soon ended. The following year, Kevin, our third son, joined our cycling family. Bryant and Justin were full time stokers on the triplet, and Kevin rode alone in the bugger. Justin had the rarely-used option of joining Kevin in the bugger, since Justin was accustomed to taking afternoon naps. That year we were able to tour more seriously.

We did several week-end camping tours in addition to the hilly TOMRV (Tour of the Mississippi River Valley). We ventured even further when we cycled to the LAW National Rally in Madison, a 600 mile round trip, and to a family reunion near Hannibal, MD, 500 miles. Bryant & Justin logged in 3000 miles, along with Kevin's 3000 miles in the Bugger that year.



In 1986, we primarily used the two tandems and the bugger. Bill has modified the triplet with two "kid-back" conversions so both Bryant and Justin can pedal with him--and it is quite a sight to see when he's pulling the bugger. We're hoping to cycle more than ever before in 1986.

Besides enjoying cycling as a family experience, we're finding that cycling has a functional purpose as a mode of transportation. We utilize our bicycles to do numerous errands. It is not an uncommon sight to see the bugger loaded with groceries, or to see our tandems parked outside a local restaurant.

We've always perceived cycling time as quality time with our children. A side benefit is keeping us (all of us) in shape.

BILL & PEGI'S DO'S and DON'TS for CYCLING WITH CHILDREN

DO:

- ==>have lots of treats for stokers in front handlebar bag
- ==>stop at places children enjoy, i.e., parks, McDonald's with playground, etc.
- ==>generate child-oriented conversations and be patient with all those questions
- ==>take extra clothing for possible weather changes and other emergencies
- ==>set short-term, easily attainable goals

DON'T:

- ==>expect much help, but when they do

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Pegi Langan
Davenport, IA

pedal hard, let them know it really helps

==>ask for help with pedal-power unless you really need it

==>complain about weather conditions. Instead

- >have water fights when it's hot, or
- >suggest how much fun it is to get to pedal in the rain

==>be in a hurry to get there. Be patient.

==>have too many rules, other than "No questions allowed while pedaling up hills" and "Hold on to the handlebars"

==>ignore complaints or requests



VIEWS from the BACK OF THE TANDEM

I have to admit it. Yes, I have been a cranky stoker at times. "Shift, Pleeeeeease!" "Too much spin!!" "Did you really have to pass that close??" "Slow down!!!!" "Must you hit every bump?" "Why did you pick this route?" etcetera, etcetera. Well, as every stoker knows, riding the back -- pushing your captain up all those hills -- is hard work, and is prone to spoil even the sunniest disposition. Add to that the smugness of knowing "stokers never make mistakes" and you can have a mighty critical back seat rider.

I can't say the captain is always so sweet-natured, either, insinuating the stoker isn't pedaling, or is initiating unwelcome steering maneuvers, or is otherwise some way disrupting the perfect operation of the tandem.

So I guess you could say we were one tandem couple ripe for some enlightenment! And nothing can be so illuminating as having the shoe on the other foot -- or in this case the seat on the other seat.

Since our bike fits both of us in either position, we have been experimenting with swapping positions for some of our rides -- bringing a few moments of truth for us both -- that's for sure!

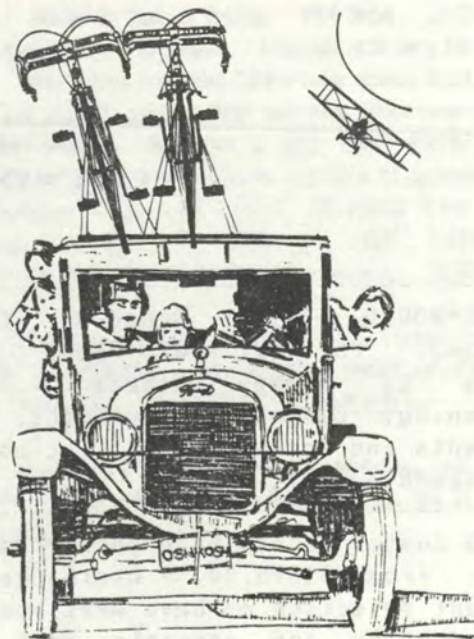
Captaining has made me appreciate the burden and responsibility of the front position, and how much there is to do -- watching, shifting, steering, braking, deciding -- not to mention "inspiring" the stoker. Handling the long bike and the fate of two riders is awesome, exhilarating and exhausting. I've learned it isn't always so easy to smoothly shift to the right gear while watching for traffic, bumps and other hazards.

But it's been worth the whole experience

to have my captain-turned-stoker realize the rear position isn't exactly a snooze either. The stoker has to pedal hard, especially up those hills. Riding stoker means sometimes pedaling gears you wouldn't choose, following along strange routes, feeling how the back of the bike magnifies bumps, and in general, just not being the one "in charge."

So our experiment with swapping positions has taught us that neither position is more or less important or difficult than the other. That perfect ride of coordinated tandem synchronization doesn't just happen, it is the mutual effort of two dedicated tandemists, the captain and the stoker together. And at least two of us out there are a little more appreciative of that than before!

Dee Stoker
from the Colorado Tandem Club newsletter





TANDEM CALENDAR '86 & 87

November 14-16, 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) PLEASE NOTE: This is a new date!!!

December 3-6, 1986. Big Bend Tandem Tour. A "no winter" ride through the mountains of southwest Texas. Very Scenic!! For more information, send a SASE to Stephen & Janet Anderson, 1608 No. 6th St., Alpine, TX 79830. (915)-837-2465.

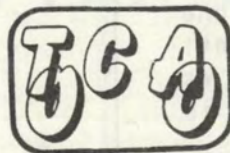
May 23-25, 1987. Second Annual Northwest Tandem Rally. Eugene, OR. For more information, send a SASE to Joe &

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? SASE to the TORONTO TANDEM CLUB, c/o Pat & Bill Maloney, 130 Ashdale Avenue, Toronto, ONT M4L 2Y9, Canada. (416/461-1698).

September 5-7, 1987. Midwest Tandem Rally (MTR'87). Grand Rapids, MI. Don't miss this one! Send a SASE to Wayne and Sarah Christensen, 4300 Walnut Hills, Kentwood, MI 49508.

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 So. Broad St., Lititz, PA 17543. Ph: (717)-626-0650. Custom Tandems by Rodney Moseman. Frame Refinishing, Custom Wheelbuilding, Tandem Components and Accessories. Let us quote you tandem needs! 11/87

REDDING Custom Tandem Framesets. Made-to-measure from \$1395.00. Assistance with component selection -- have what you want. Save dollars and assemble your own. 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: (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.

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

CLASSIFIEDS

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

FOR SALE: PARAMOUNT Tandem. 1972 vintage; Yellow 22x22 Men's/Mixte frame, w/Campy triple crankset, Phil Wood hubs, Shimano Deore XT Brakes. Custom made for a personal friend of Frank Schwinn's. Truly "One of a Kind". \$1695.00 or best reasonable offer. Send \$2.00 for a picture. Robert Branson, P.O. Box 427, Puyallup, WA 98371. Ph: (206)-848-3714. 01/87

FOR SALE: ASSENMACHER Custom Tandem. 21x19 Men's/Mixte

(ideal for that petite stoker in your life). 60 1/4" wheelbase. 38 lbs. Reynolds 531 db tubing. TA triple cranks w/27-116" gearing. Phil Wood bb's & hubs. 36-hole SuperChampion rims, Mafac/Scott-Mathausser cantilevers. Suntour derailleurs w/Bar-con shifters, Superbe pedals, Vetta & Brooks saddles & Blackburn rear rack. Balck paint w/gold accents and airbrushed deser scene on the boottube. A well-cared for light & fast machine. \$1100. Rudy/Kay van Renterghem. Ph: (602)-742-2518. 01/87

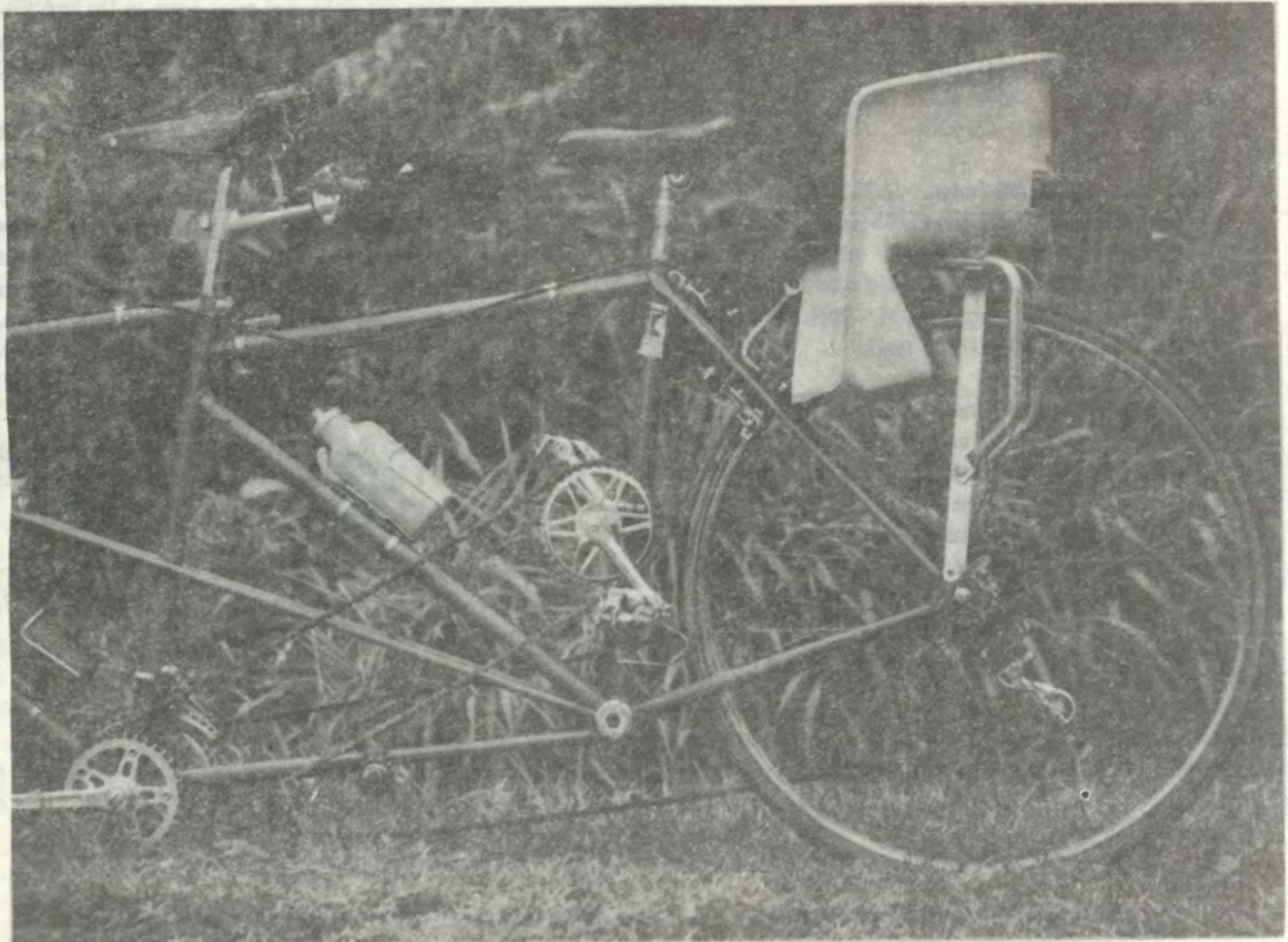
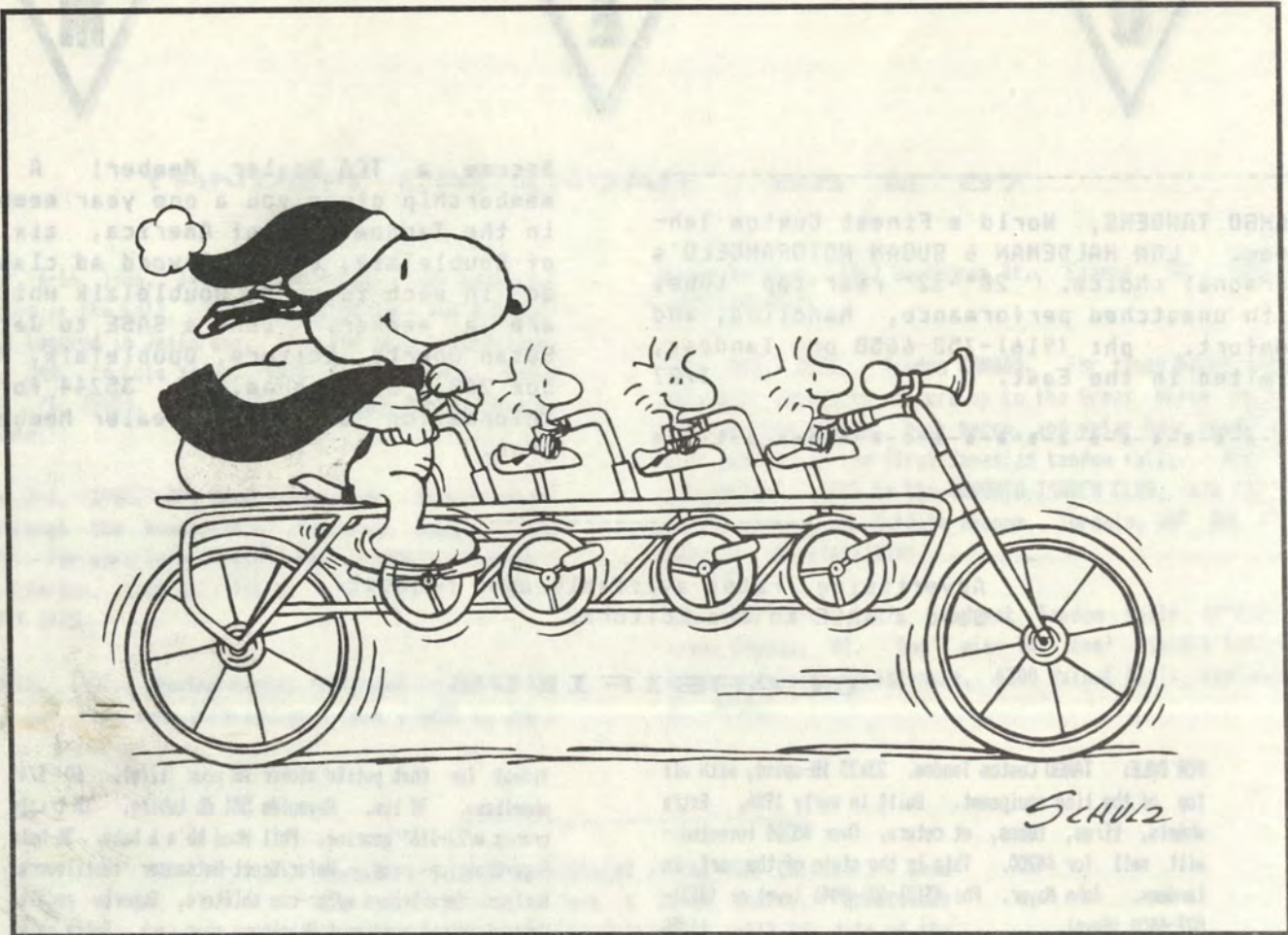
FOR SALE: SOLANA by Santana Tandem. 1984 Model. 22x20 DoubleDiamond frame. 18-speeds. Like new with very low mileage. Many extras including Cateye solar mounts front and rear and platform peals. Must sacrifice this classic tandem for \$995.00. Will box & ship motor freight (freight collect) anywhere. Pictures available to serious inquirers only. Write: Don Kernich, 1846 Powell Drive, #16, North Fort Myers, FL 33903. Or call: Wally Hendreckson @ (813)-629-3300 days or Saturday a.m. 01/87

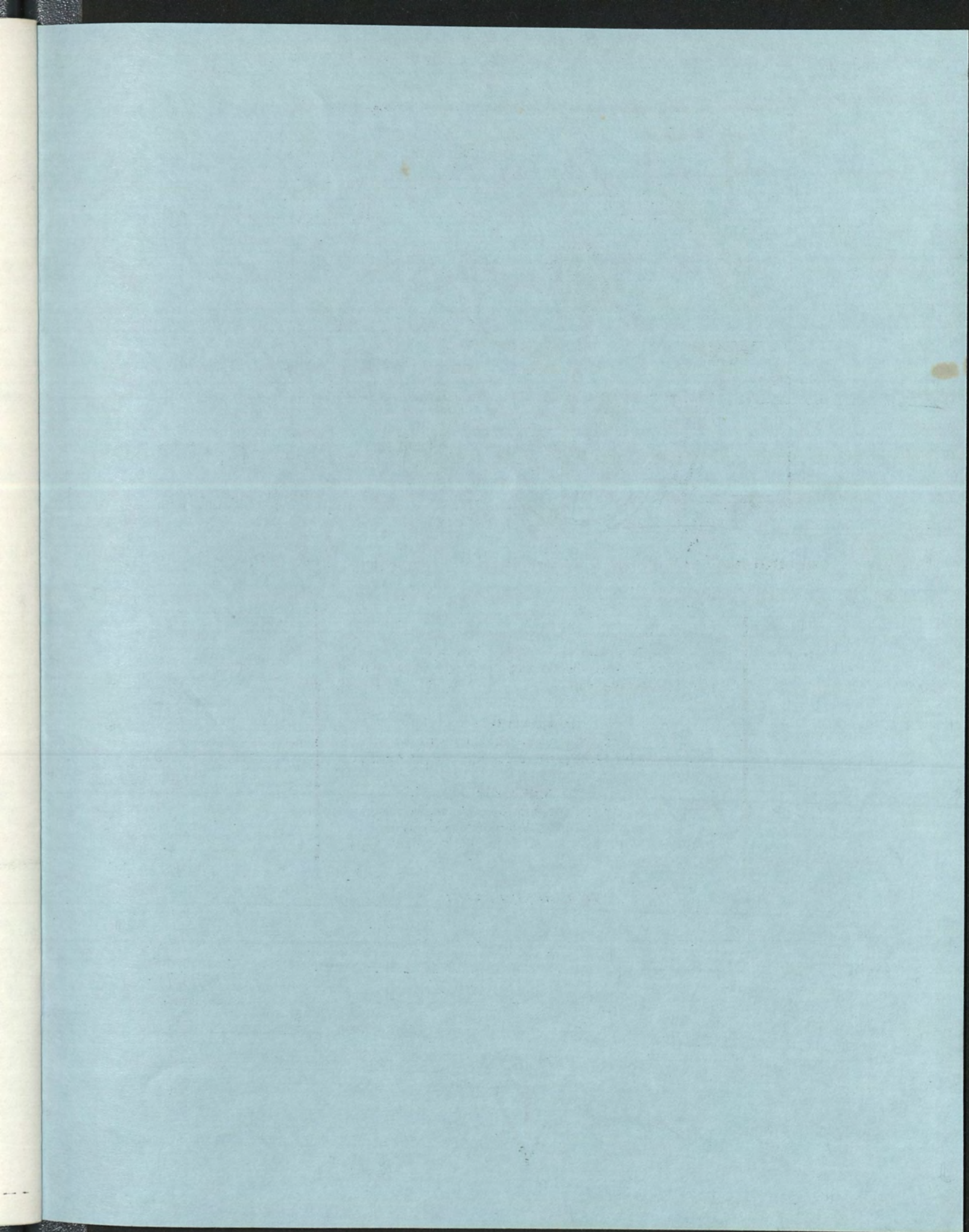
WANTED: Objective roadtests, with photos, of tandems by Terry Osell & Bill Boston. Send articles, photos (prints only) to Jack & Susan Goertz, Editors of DoubleTalk.

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







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

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