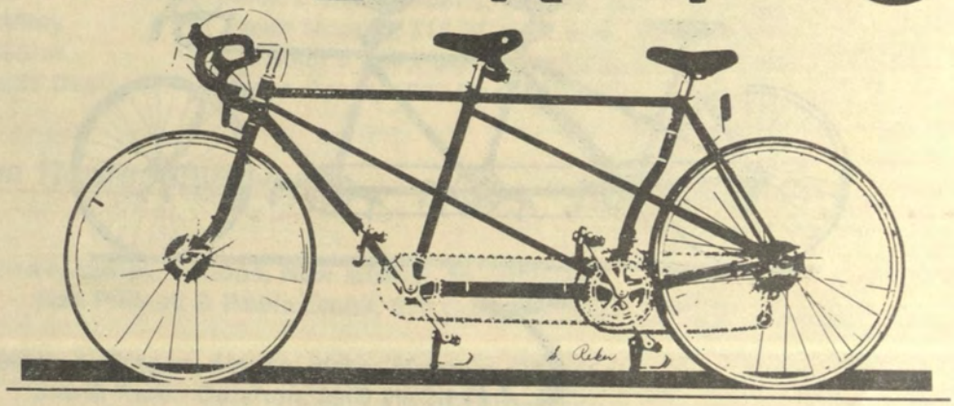
TANDEM CLUB OF A·M·E·R·I·C·A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

DOUBLETALK

MAY – JUNE 1987

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

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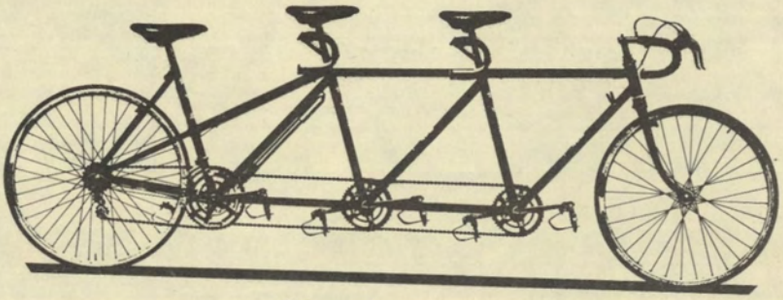

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DOUBLETALK

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T A N

DEADLINE FOR THE JULY-AUGUST ISSUE IS JUNE 15, 1987

FROM THE EDITOR:

Just when I thought cold weather was over for the season, ol' man Winter sneaked up and dropped a snow storm on us! Seven inches of snow in Birmingham is something to write home about! Of course, it was gone by noon, and we were bicycling the next morning.

Susan and I are beginning our third year as your editors. When we volunteered for this position, we really had no idea it would/could last so long, and still be fun. As long as everybody keeps the flow of articles to us, we'd like to keep on for awhile longer. Just keep those cards and letters coming.

The TCA's Volunteer Reps are doing a heck of job! Our membership is at an all time high, with over 500 paid teams (representing over 1000 tandemists), making us a very large bicycle club. The volunteers must be recruiting well! Thanks, everybody, for spreading the word about TCA and DoubleTalk.

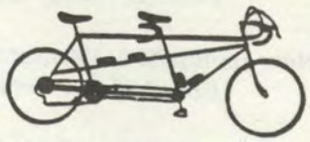
Bob Dollar, long-time TCA member from Virginia, called the other day and asked me why there were no telephone numbers on the members' roster. I didn't have any good answer, other than there is no place to provide the information when you join. How about it, folks? Do you want to have your 'phone number listed on the next roster? If you do, let me know, and I'll modify the membership form, and the brochure, to let you provide the information. There's already space for a telephone number in the membership list's data base.

In the letters section are what I hope are the last two letters on the subject of incorporation. However, Charles Dye's letter once again raises the issue of liability/medical for sponsors of rallies. Are there any insurance agents among our members who can shed some light on this important subject? Who offers these types of insurance? What are the requirements? Can it be purchased just for an event? Let's have some feedback!

Laura Mappin & Jim Locnikar have notified me that they are still looking for more of the surveys to be returned. If you haven't sent yours in yet, take the time now to clip it from the March-April issue, answer the questions, and send it to Laura & Jim. We're anxious to see the results of it!

The calendar is continuing to grow by leaps and bounds! More great rides than I've ever imagined are listed on this calendar, and all are tandem specific! If you are sponsoring a "tandems only" event, let us (and your Regional Rep) know about it. But please, please check the time, place and date of the event. It's very embarrassing to all parties to list the wrong time, place, or host!

See you at a Rally!



Please return tandem surveys to Laura Mappin/Jim Locknicar

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

LETTERS TO DOUBLETALK

Dear DoubleTalk:

Following up on your request in the March-April, 1987, issue of DoubleTalk to comment on incorporation, I have a few thoughts. I am a tax attorney who has had fairly extensive experience with not-for-profit corporations. Like the other attorney, Paul Hill, who also wrote you, I do not believe incorporating will serve a usual function.

The Tandem Club does have a "legal" status currently; it is a voluntary, unincorporated association. Incorporating generally has the function of limiting liability and, in the case of not-for-profit entities, assuring no tax on net income (in most cases) and the deductibility of contributions. I am not certain that these attributes are necessary for the Tandem Club. Its assets are limited and liability for rides (which it does not directly sponsor) generally can be released. I am not sure that there is taxable income and deductible contributions appear irrelevant.

Incorporating and achieving tax exempt status involves time and expense. Both initial and annual filings must be made, at both the state and Internal Revenue Service levels. These filings, especially the exemption application with the Internal Revenue Service, are neither short nor simple. Further, in most states there are multiple filings: with both the Secretary of State (to maintain corporate status) and the Attorney General (as a not-for-profit entity). These costs must be weighted against the perceived benefits.

I would think that a better approach would be to use the $500 to advertise for new members. A broader membership base furthers the purposes of the club more effectively than incorporating.

Michael R. Friedberg
Evanston, IL

Dear DoubleTalk:

Having reviewed the letters in DoubleTalk, and having discussed the issue of incorporation with some members of the Eastern Tandem Rally-1986 Organizing Committee, I felt that I should not delay in making some response to you.

As you are aware, the liability insurance issue has been a great concern to rally organizers. To some extent, since virtually every regular attendee at the rallies is a potential organizer of a rally, the issue has been discussed at length.

The ability to purchase insurance, limit personal liability and generally deal with the uncertainties of running rallies were on our minds as we considered incorporation for TCA. If the membership felt that incorporation would be beneficial, then our contribution was intended to encourage incorporation. If the membership did not respond positively, then perhaps the benefits of incorporation are over-estimated.

The letters that have been published demonstrate that there is sentiment for leaving well enough alone. Given this, I would hope that TCA, as currently organized, would still be able to make good use of the contribution. We do not want a protracted debate (and certainly not disagreement) over what TCA is or should be. So use it to good purpose.

Charles & Bonnie Dye
Tandem '86
Rochester, NY

[Editor: These are the last two letters that will be published on the subject of incorporation, unless someone has a compelling "can't miss" reason for incorporation. Now, how about some discussion on the insurance issue?]

Dear DoubleTalk:

We are hoping to visit the United States in August, and wonder whether any of your readers might like to arrange a home exchange with us (anyone remember our article on the Rann trailer?).

Our home is a spacious Georgian (ca. 1785) house, comfortably furnished and supplied with modern domestic equipment. It is in a small market town on the edge of the North Yorkshire Moors National Park, an area of outstandingly beautiful country. The ancient city of York is 25 miles, and the coast is the same distance. There are lots of other interesting places to visit, including medieval abbeys, pleasure parks, cathedrals, zoo, museums, etc.

Our house will accommodate up to six people comfortably, and we hope to arrange an exchange of cars as well--and of course there is the Jack Taylor tandem and the children's cycles. If anyone would like more information, please contact us. We'd like particularly to visit California or Florida, but other suggestions would be welcome.

Sincerely,
Martin & Maureen Brampton
32 Howe End
Kirkbymoorside
York Y06 68D
England

EASTERN TANDEM RALLY, 1987

Have a devil of a good time at the 15th annual Eastern Tandem Rally, Stockton State College, New Jersey. Stockton State's in the heart of the Pine Barrens of South Jersey. Come and meet old friends and make new friends over beverages and munchies at Friday night's social or Saturday's swap meet. Catch up on what's new (or what's old) in the sport of tandem bicycling. This years' edition offers cycling at its flattest: South Jersey's maximum elevation of 200 feet invites your corncob cluster and monster chainrings.

Our scheduled rides will take you through the Pine Barrens, rich with tales of the Jersey Devil and other legends of the region. Learn about the wicked Mrs. Leeds, for whom nearby Leeds Point on the Mullica River is named. Over the years, Mrs. Leeds' devilish offspring has been credited with the mysterious disappearance of more than a few young children. Those of you riding kid-back tandems would do well to check frequently behind you. Don't be unfortunate enough to encounter the Devil in the flesh!

Miles of pristine wilderness, winding cedar swamps, cranberry bogs and dwarf

pines exist in South Jersey in an area untouched by the bustle of the Northeast corridor. Hidden in the pines are ruins of once prosperous bog iron smelting furnaces and forges, paper and glass mills. The Barrens slowly but continually have reclaimed the remnants of that post-Revolutionary period, leaving scattered ghost towns. The vast tracts of the nearly two million acres of Barrens are now owned only by the native deer, fox, and waterfowl.

Stockton State College features a new, air-conditioned campus nestled in a rural wooded area on the shores of scenic Lake Fred. The campus is only ten miles west of Atlantic City, in case you have some loose change left over from loading up on tandem parts at the Swap Meet. The beaches of the South Jersey coast and scenic Camp May are also nearby.

Accommodations will be garden-style double apartments, each with two bedrooms, living room, galley kitchen, and shared bath. A short walk around the lake leads to the center of campus for meals and other activities. A large enclosed pool and game room is available for our use. Bring a flashlight for walkin back, lest the Jersey Devil gets you!

For more information, send a SASE to Tandem'87, c/o Marie Synnestvedt, 116 Tavistock, Cherry Hill, NJ 08034. ph: (609)-354-8419.

MAKING A "KID-BACK" TANDEM

I knew, of course, that someday my son would get too heavy to ride in the kiddy seat on the back of my bike. However, the experience was so pleasurable that I continued, even as his feet became harder and harder to fit into the footwells and as his knees rose ever closer to his chin. Finally, though, that first ride of the summer a couple of years ago made it obvious that the days of the kid seat were over. As I rode up my rather steep driveway, it felt as thought the front wheel would lift off, and even on the flat, the bike felt very spooky. The smallest movement from my son made the bike wobble very badly, and I knew that if he fell asleep (as he often did) and flopped over to one side, I would lose all control of the bike. My Schwinn Sidewinder ATB would have been a bit better, but still, it was too risky, so there were no more rides with the kiddy seat.

Though I had known the time would come, I didn't realize how much I would miss those rides until we couldn't make them anymore. We got through that summer, but as the next summer approached, it was obvious that although my now six-year-old son could at last ride without training wheels, he was neither strong enough, fast enough, nor trustworthy enough to ride his own bike on public roads with my wife, daughter, and me. The only apparent way for us to ride together was on a tandem adapted for a child stoker, so I began to investigate that possibility.

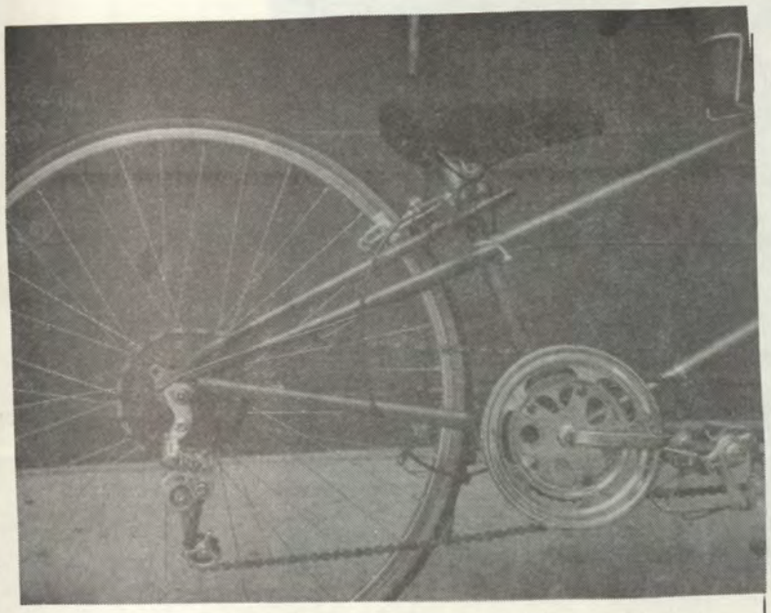
The world of tandems is very different, and a good knowledge of the workings of single bikes is only a starting point in understanding tandems. Tandems are rarely seen at most bike shops and even the couple that I managed to locate at a shop

only 250 miles away were shockingly expensive and the wrong frame size. Everyone has heard stories about tandems made from two (or more) single bikes, but moving from the abstract concept to thoughts of how to actually proceed, it became obvious that most of the summer would pass before there would be much hope of producing a ridable machine. It is also very difficult to interest a frame-builder in such an oddball project. Even if that hurdle is passed, the cost would probably get out of hand very quickly.

Just as an appreciation of the problems of acquiring a tandem had begun to make me feel very discouraged, a solution presented itself. A local marina was offering for sale some veteran members of its tandem rental fleet. These were much used and abused single speed Schwinn tandems with coaster brakes, double open frames, and 18" seat tubes. The asking price was $150.00, but some haggling made me the proud owner of the most abused one of the lot for only $75.00. It had ruined wheels, bent forks, and a usable frame. A further $20.00 got a generic 10-speed to salvage for parts, and I had enough to try to build a tandem.

At first I was very cautious, not wanting to spend any more money until I established whether the idea was viable. The generic 10-speed furnished its front fork, headset, brakes, and large chainwheel (both it and the tandem had 1-piece cranks). I added a Suntour AG rear derailleur and freewheel, and borrowed the wheels from my wife's commuting bike (the ones on the generic were pretty bad). I used the original Schwinn's captain-to-stoker sprockets, a new 1/8" front chain, and a used 3/32" rear chain and be darned if the thing didn't work. It wasn't fast, but it rode straight down the road, and in fact was less twitchy than the last fancy tandem I had ridden. I was now faced with one remaining major difficulty: a child with an 18" inseam can't ride a bike with an 18" seat tube.

The usual child stoker conversions involve moving the pedals up to where the child can reach them by fastening a third bottom bracket to the stoker's seat tube and then running another chain to either the captain's or the (lower) stoker's crankset. If one had a "direct-lateral" tandem and a commercial kiddy-back conversion kit, that would probably work well. With my Schwinn, however, the problems in that approach seemed huge, especially if I wanted to retain the original 1-piece



crankset and one side drive, which, for cost reasons, I did. My thought was that it would be easier to move the kid down to the pedals rather than the pedals up to the kid. The open rear design of my Schwinn frame meant that the seat tube could be shortened to 12" (I got the measurement from my son's BMX bike). I took the frame to Jake's Blacksmith Shop and we did just that. We hacksawed the seatstays loose from the seat tube, cut the seat tube down to 12", heated the seatstays near the dropouts and bent them down to meet this shortened seat tube and welded them on with an electric welder. The Schwinn frame is seamed tubing with very thick walls and it took all this very well.

Once the concept was clear in my mind, the bike took shape surprisingly quickly. The thing was built in my spare time over the course of a week or so. A few adjustments were made later, but one week produced a bike that my son and I could ride.

Following are some details which would be of interest to anyone attempting a similar project:

1. The problem of finding short crank arms for a child stoker is easily solved because the 1-piece cranks used in the Schwinn frame are available in many lengths and they're cheap, too. The ones I used for my stoker were from a 20" sidewalk bike. The only problem I encountered was finding a crank with a wide enough shoulder and long enough drive pin to permit the use of two chainrings. The captain's crankset is the original one.

2. I used the original captain-to-stoker chainrings (timing chainrings) but I swapped them front to back (captain's chainrings went on stoker's crankset and vice versa) because the original stoker's timing chainring had a bulge around the drive pin hole which interfered with the new drive chainring (from the generic bike), but the captain's chainring didn't have this bulge. The bulge on the stoker's timing chainring didn't matter when it was put on the captain's crankset.

3. I used the brakes from the generic bike (even had the blacksmith braze the generic bike's brake bridge onto the Schwinn frame which didn't have a rear brake bridge). I converted the rear brake to an "upside down" side pull to avoid interference with the stoker's saddle.

4. The stoker's saddle required some experimentation before an acceptably comfortable arrangement was developed. At this writing my stoker sits on a hard plastic BMX saddle covered with a Spenco saddle pad. This results in a saddle which is soft, but narrow. The other saddles I tried, with and without Spenco pads, appear to have been too wide and caused him to complain of discomfort.

5. The wheels I used are 36-spoke and seem adequate to handle the torque

of my 50-pound stoker and me. I used Specialized Touring K-4 tires because they are supposed to be puncture resistant, and though the wheels are quick-release, they aren't especially easy to remove and replace.

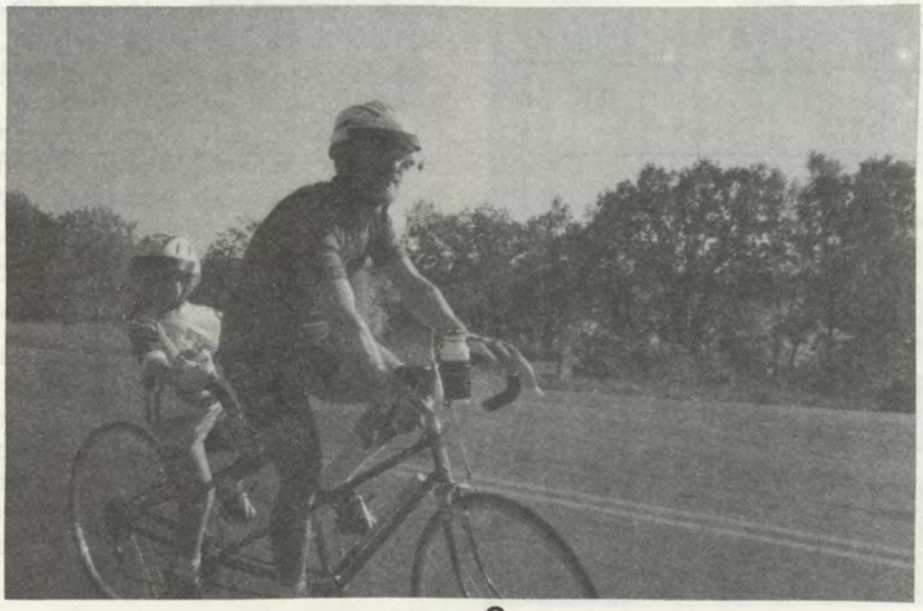
6. There seemed to be no practical way to use more than one drive chain, so the tandem has 5 speeds. With a 48-tooth chainring and a 14-38 freewheel, this gives me a gear range of 34 to 93. This isn't low enough for huge hills, but is low enough for the three mile trip to the Dairy Queen, and even for the GrapeNuts Tour of Minneapolis that we rode.

7. I used rat trap pedals with toe clips and straps for my stoker. The clips and straps mean I don't have to worry about injury from his feet slipping off the pedals. My pedals are inexpensive SR Silstar quill type which come in the 1/2" thread needed with my 1-piece cranks.

One of the original objectives had been to keep the cost of the project down to something reasonable. There is a tendancy to lose sight of this as the project proceeds and enthusiasm builds. Sooner or later, one usually adds up the expenditures and is surprised that the total is considerably greater than he thought it would be. Assembling a bike from components is surprisingly costly. I used my components which I already had (doesn't everybody find an AG derailleur and freewheel interesting enough to buy, even if you don't have an immediate use for it?) but I did not use as many of the parts from the generic 10-speed as would have been possible. Including the cost of the components I already had, the total approaches uncomfortably close to $400.00. This may rise higher if I decide to have the bike painted (at present the bike's finish is a smart two-tone combination of scratched Schwinn Blue and scorched Schwinn Blue which has a certain rough-and-tumble charm about it). The total cost could have been kept down to about $200.00 if I had used as many parts as practical from that generic 10-speed (wheels, derailleur, freewheel, handlebars and stem, brake levers, etc.) I could even have bought a brand new department store bike for $100.00 or so and cannibalized it for parts. This would have been

cheaper, but the components would not have been as good.

My approach of shortening the stoker seat tube to move the kid down to the pedals is probably too drastic with anything other than a frame like my Schwinn. However, Schwinn made a lot of single speed tandems, and also a lot of 5-speeds which would be even easier to use. My tandem is heavy, and not very fast, but it has given us a lot of pleasure; it attracts a great deal of approving attention from people who see us, and in a few years I'm sure I'll be able to sell it very easily. It is a good means to bridge the gap between the kid seat and the kid on his own bike.



My son enjoys the tandem (he adapted to it nearly instantly), but he does become bored sooner than I do. Young children seem to view a bike ride as a means to an end, and thus the bike ride must have a much more specific goal than just a pleasurable ride. He tends to gawk about somewhat and when he turns around or ducks to the side so he can see ahead, I can feel the bike move. Though I found this annoying at first, the bike is so stable that it really isn't much affected. I've found that I don't need to shout at him to "sit still!" (I do remind him, though). If, when I propose a tandem ride, he doesn't want to go, I don't pressure him or insist (I don't want to turn him off). We've gone on one 25-mile tour and we've talked about the metric century, but we probably won't get that in this year. We'll probably end the summer with fewer than 300 miles on the tandem, but I've come to realize that miles aren't really the point. The time on the tandem has been high quality time and that's why I'm glad I built the thing.

Robert Taylor
Detroit Lakes, MN

PETE PENSEYRES/LON HALDEMAN'S TANDEM TRANSCONTINENTAL ATTEMPT

Saturday, May 9th--Saturday, May 16th, 1987

Lon and Pete have raced bicycles across the United States more than fifteen times in the past eight years. They have been competitors and victors in the Race Across AMerica (RAAM) since 1982. This Tandem Transcontinental will be a unique opportunity for them to work together toward a common goal: to join their strength, experience, and enthusiasm on one bike and cross the country in record time.

Pete and Lon expect to leave the Two-Wheel Transit Authority Bike Shop, Huntington Beach, California, at 6:00 a.m. and, with favorable tailwinds, make it through the 7,000 foot Arizona mountains the first night. Their first sleep break is planned at the 48-hour mark where they expect to have traveled 850 miles--to the east side of Albuquerque, New Mexico. The next three days across New Mexico, Texas, Oklahoma, Kansas, and Missouri are important for maintaining a 400-mile/day average. With the right winds, Lon and Pete should cross the Mississippi River on their fifth day, leaving "only" 1,000 miles and less than three days remaining in their sub-eight day schedule. The last seven states will be counted down as they near the finish of their 2,920 mile route at the Golden Nugget Casino in Atlantic City, New Jersey.

This transcontinental will explore the ultimate limits in human endurance. A team of doctors from SCOR Physical Therapy and Des Moines Mercy Hospital will be monitoring the athletes thoughout the record attempt to document changes in their muscle strength, blood levels, and

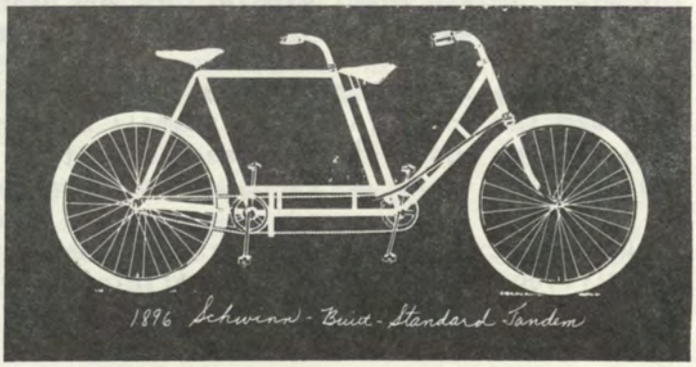
oxygen usage. to visually record the mental and physical changes in the riders, Focus Point Productions will be video taping the event for a one hour documentary. This VHS tape will be available to clubs. For a twice-a-day update during the record attempt, call the Two-Wheel Transit Authority progress report at 714-536-6940.

THE BIKES:

Frames	Two Raleigh tandems, built with Easton carbon fiber, kevlar and Aluminum tubinb. Total wt--38lbs. Built by Dennis Bushnell
Brakes	Shimano DurAce Sidepull
Cranksets	Shimano 600 Crossover w/170mm arms, 36-48-53 Biopace triple
Derailleurs	DurAce S.I.S. narrow 7-speed
Chains	DurAce narrow
Hubs	DurAce 36-spoke front and rear, 11-28 cassettes
Disc Wheels	HED Carbonfiber rear clinchers and sew-ups
Rims	Mistral 19A aero clincher, radial front, 3-cross rear
Headset	DurAce loose ballbearings
Handlebars & Stem	Merlin Titanium Engineering, Gary Helfrich Custom
Pedals	Aerolite
Seatposts	DurAce 25.5mm
Saddles	Avocet Gel Flex (Pete's), BROOKS B-17 (Lon's)
Tires	Avocet smooth 25mm clinchers and 240 gm sew-ups
Bottle Cages	Blackburn Pro-Cage
Cyclometers	Avocet, mounted on front handlebars and rear top tube
Bike Lights	Union Halogen

LON & PETE'S SCHEDULE:

TIME	DAY	ROUTE	LOCATION
6:00a.m.	Saturday	H'ton Bch	Two-Wheel Transit
Noon	Sunday	I-40	Flagstaff
Mid p.m.	Monday	I-40	SantaRosa
Sunrise	Tuesday	Hwy 54	KS Line
Sundown	Tuesday	Hwy 54	Wichita
Sunrise	Wednesday	Hwy 54	MO Line
Sundown	Wednesday	Hwy 94	Jeff. City
Sunrise	Thursday	Hwy 140	Miss. River
Mid a.m.	Thursday	Old Rt 40	Vandalia
Sundown	Thursday	Old Rt 40	Indy
Sunrise	Thursday	Hwy 56	London, OH
Mid p.m.	Friday	Hwy 56	Athens, OH
Sundown	Friday	Hwy 50	Clarksburg
Early a.m.	Saturday	Hwy 50	Redhouse
Noon	Saturday	Old Rt 40	Hagerstown
Mid p.m.	Saturday	Hwy 116	Gettysburg
Late p.m.	Saturday	Hwy 462	Lancaster
Midnight	Saturday	Hwy 322	Golden Nugget



FAMILY BIKES ACROSS NATION

Scientists will develop an effective treatment for diabetes-related blindness," Maureen Mould firmly believes. To support her belief, she and her family have raised $13,000 for diabetes research. Three years ago Maureen, husband Eric, and daughter Cara (then 5) went on a cross-country fund-raising trip on a bicycle built for three.

The journey started in South Bend, Ind., on June 3, 1984, and ended 3,000 miles later in Seattle, WA, on August 10. During their two month trip, the Moulds stopped in 57 towns and cities to talk about diabetes to local residents at club and organization meetings.

After every meeting, the Moulds distributed envelopes to the audience for donations to be sent back to South Bend. During their journey, they carried a large jar for on-the-spot contributions from individuals they met on the road. The family told listeners about the need to fund diabetes research.

Funds raised by the Moulds have been donated to the Joslin Diabetes Center in Boston for use in research on the prevention and treatment of eye problems caused by diabetes.

This area of diabetes research interest Maureen because doctors have told her she will become blind in five years. She lost the sight in her right eye in 1978 and has impaired vision in her left eye.

Throughout the entire journey, a friend followed the Mould family in a small motor home. They used it as a base for eating and sleeping.

Biking through the United States wasn't as difficult as Maureen had anticipated. "Sometimes the wind slowed us down, but the weather was wonderful. It never rained while we were on the road." They covered an average of 50 miles each day.

To keep from getting bored while cycling, the Moulds sang, told stories, looked for animals, or just viewed the sights.

During the journey, Maureen checked her blood glucose levels seven times a day witah her Glucometer (TM) instrument. Based on her measurements, she adjusted her food intake. Exercise from biking was fairly constant, so her insulin injection dosage also stayed pretty even.

The Glucometer instrument and blood glucose monitoring supplies that Maureen used on the trip were provided as a gift by Ames Division, Miles Laboratories, Inc. Ames also donated the special bicycle the Mould family used on their cross-country adventure.

(ED: The picture on the back of DoubleTalk is of the Mould family on their triplet).

--From "Diabetes in the News"

TANDEM CALENDAR 87

May 16, 1987. Miami Valley (Ohio) Tandem Rally. Catered lunch, door prices, choice of rides. Bellbrook, OH (near Dayton). For more information, send a SASE to Wendell & Stephanie Owens, 933 Kenosha Rd. Kettering, OH 45429. ph: (513)-226-1444

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)

May 24, 1987. Preview of a Canadian Tandem Rally Route. Approximate 90 km. Meet 9:30 a.m. at the Ontario Agricultural Museum on Tremaine Road, Milton, ON. Bring a picnic lunch. Phone Doug/Debbie Crosby (416)-639-0910 or Dave/Brenda Vandeveide (416)-826-0349 for info.

May 31, 1987. Bob Philpott/Robin Smith (our western TCA reps) invite you to join them for a tandem ride through the Calavaras Dam Road & Niles Canyon (CA). 9:30 a.m. from the Fremont, CA, B.A.R.T. station. Picnic lunch (bring your own) at the Sunol Regional Park. Ph: (415)-357-6339 for more information.

June 13, 1987. "The Double with Trippel". Ann & Lowell Palacek, Minneapolis, invite you to join them on a ride from White Bear Lake to the North, with an ice cream stop at Trippel's, of course. Picnic afterward. Info from Doug/Sara Laird (612)-925-5185.

June 20, 1987. Preview Rally Route - A preview of a rally route taking in the Elora Gorge Conservation Area in Guelph. 95 km. Meet 9:00 a.m. at the Plaza parking lot, Gordon Street & Harvard Street, in Guelph, ON. Bring a picnic lunch. Info: Doug/Debbie Crosby or Dave/Brenda Vandeveide (numbers @ May 24 ride).

June 20-27, 1987. Fourth TRAI - Tandem Ride Across Iowa. Join George & Marian McNabb on their annual Trek Across the great state of Iowa, from Westfield to Fairport. $75.00/tandem by May 1, 1987. For more information, send a SASE to George & Marian McNabb, 919 W. Milwaukee, Storm Lake, IA 50588.

July 3-5, 1987. Tandem CANADA. University of Guelph, 60 miles west of Toronto. For those hardy souls intrepid enough to venture up to the Great White North, Pack up your tandem, back bacon, and polar bear repellant and join us for the first Canadian tandem rally. Are you interested? SASE to the TANDEM CANADA '87, c/o Pat & Gill Maloney, 130 Ashdale Avenue, Toronto, ONT M4L 2Y9, Canada. (416/461-1698).

July 18, 1987. ZOO ZIP. A 40km (roundtrip) ride to the Metro Zoo and back with lots of time to wander at the zoo. Bring lunch or buy it at McDonald's. Children especially welcome. Bring your regular walking shoes. 8:00 a.m. from Ashbridge's Bay parking lot, Coxwell & Lakeshore, Toronto, ON. Order in Mexican food after ride at Pat & Gil Maloney. Ph: (416)-699-6634.

July 19, 1987. Double to Dairy Queen. Jan Lysen and Scott Anton, TCTC, will lead a ride guaranteed to make at least one "official" stop at a DQ somewhere in the Twin Cities' area. Call Doug/Sara Laird for info. Ph: (612)-925-5185.

July 24-26, 1987. Truce Weekend. The Chicago Area Tandem Society (C.A.T.S) and the Twin Cities' Tandem Club (TCTC) call a truce and plan a Loony Weekend at the Holiday Inn Holidome, Stevens Point, WI 54481. Call Tom/Sherry Masters (312)-358-7797 to be included.

July 30-August 2, 1987. New England Area Rally (NEAR'87). Ride along the beautiful New Hampshire and Maine coastlines. Historic Portsmouth, NH; Cape Naddick Lighthouse; New England Clambake; "Home-made" Ice Cream Party. Special rides for tandems' only, over flat to gently rolling terrain (with only an occasional "stinker" of a short hill!). To be held at the University of New Hampshire, Durham, NH. SASE to Linda Harvey (TCA VT-NH-ME rep), 16 Clinton Street, Salem, NH 03079. ph:(603)-898-5285.

August 14-16, 1987. Eastern Tandem Rally (Tandem '87). Stockton St. College (near Atlantic City), NJ. Have a devil of a good time in the Pine Barrens of South Jersey at the 15th Eastern Tandem Rally. Register before June 15th, 1987, or pay a late fee! Send a SASE to TANDEM'87, c/o M. Synnestvedst, 116 Tavistock, Cherry Hill, NJ 08034

August 15, 1987. The Garde's Ride to the Forks of Credit. About 80 km, starting at 10:00a.m. Contact Dave & Dorothy Garde (Toronto) for starting point and more details. Ph: (416)-699-6634.

August 15, 1987. Hastings Hills'N'Dales. Ellen and Scott Andersen, TCTC, are planning a ride for the Hastings, MN, area. Contact Doug/Sara Laird (612)-925-5185.

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.

September 18-19, 1987. Niagara Theatre Overnighter. Drive to the Niagara-on-the-Lake to stay at a Bed and Breakfast, tour the local countryside on Saturday and Sunday, and attend the theatre on Saturday evening. Nancy & Rudy Wolleswinkel (416)-425-5856. Call early for full details and to register.

September 19, 1987. MORA (MN) 50. Ride or Race the Mora 50, then drop by Karen and Harlen Hanson's for refreshments and war stories. Information from Doug/Sara Laird (612)-925-5185.

October 3, 1987. Helluva Chile Ride. Weather willing, or not, Lynn Pagliarini and Ralph Hapness, TCTC, will host their third annual event from Farmington, MN. Save those special recipes, and call Doug/Sara Laird (612)-925-5185 for more information.

October 18, 1987. Terra Cotta. A 75 km ride to the Terra Cotta Inn for lunch and back again. Meet 10:00 a.m. at the Square One Mall, Mississauga, ON. Info from Ted and Shirley Przyborowski (416)-652-1483.

November 6-8, 1987. Southern Tandem Rally. Planned for the Cyprus Gardens' area of Florida. Send a SASE to Steve/Vickie Bent, 1316 Glenford Lane, Lakeland, FL 33813, or phone (813)-646-6547 for details/registration.

Have a tandem 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. Frmae Refinishing, Custom Wheelbuilding, Tandem Components and Accessories. Let us quote your tandem needs! 11/87

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

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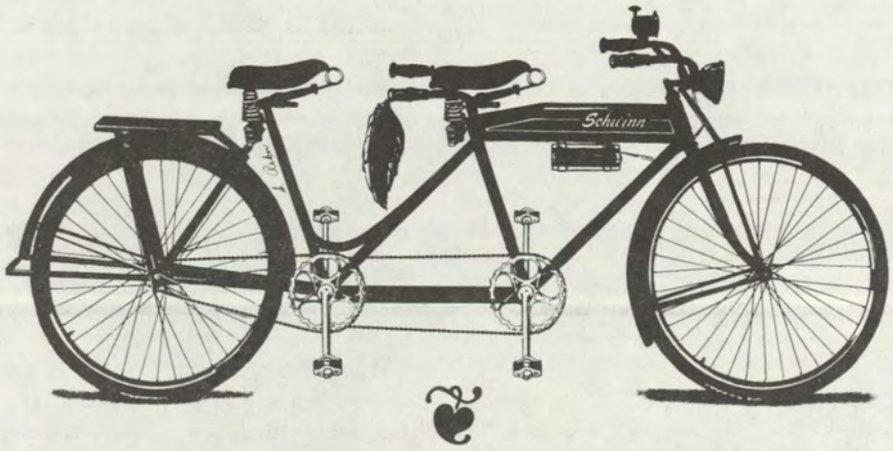
Become a TCA Dealer Member! A $30.00 membership gives you a one year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word ad classified ad in each issue of DoubleTalk while you are a member. Send a SASE to Jack and Susan Goertz, Editors, DoubleTalk, Rte 19, Box 248, Birmingham, 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: Schwinn Paramount tandem, ca. 1978. Rebuilt & repainted in 1984. 26x26 men's/men's. TA Crossover drive Rigida 16-22 36° rims. Campagnolo hubs/front derailleur. Schwinn LeTour rear derailleur. Mafac cantilever front and rear. Brooks Pro saddles. EXTRAS include MTE-100 adjustable (fore & aft) rear seat post, Lyotard/Berthet platform pedals w/Christophe toe clips and straps. $950. Scott McNutt, 9004 FM 969, Austin, TX 78724. ph: (512)-928-4742. 05/87

FOR SALE: Custom Tandem by Phil Fischer. Low top-tube, but high headset and long seat posts make this unique machine suitable for a wide range of sizes (we're normally 24/19, but have set it up 19/24 in the past also!). 18 speeds, rear cross-over, reinforced TA crankset. Unique cantilever brake setup, can use 27" or 650-B rims, comes with 27". Lots of room for stoker. All touring accessories included (4 panniers, lights, custom racks, Avocet seats). Very comfortable bike. Only $1195, or best reasonable offer. Richard & Linda Kleinhenz, 153 All Angels Hill Road, Wappingers Falls, NY 12590. Ph: (914)-297-1812 evenings. 07/87

FOR SALE: 1976 Bill Boston tandem, 23/23 parallel, TA triple, Shimano rear disc brake, two sets 700C wheels. Asking $2000. Bob Dollar, 2904 Summerfield Road, Falls Church, VA 22042. Ph: (703)-536-4968. 07/87

FOR SALE: 1978 Bill Boston tandem, 22.5x19.75, TA triple, Phil Wood rear disc brake, asking $2000. Bob Dollar, 2904 Summerfield Road, Falls Church, VA 22042. Ph: (703)-536-4968. 07/87

WANTED: Triplet. Please send specs and asking price to David Taylor, 123 Main Street, Byfield, MA 01922, or call (617)-465-8673 most evenings. 07/87

WANTED: Rene Herse Paris, old style 15-speed touring tandem. Send details to Steve Reker, 1636 Christy Court, St. Charles, MO 63303. Ph: (314)-928-7109. 07/87

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

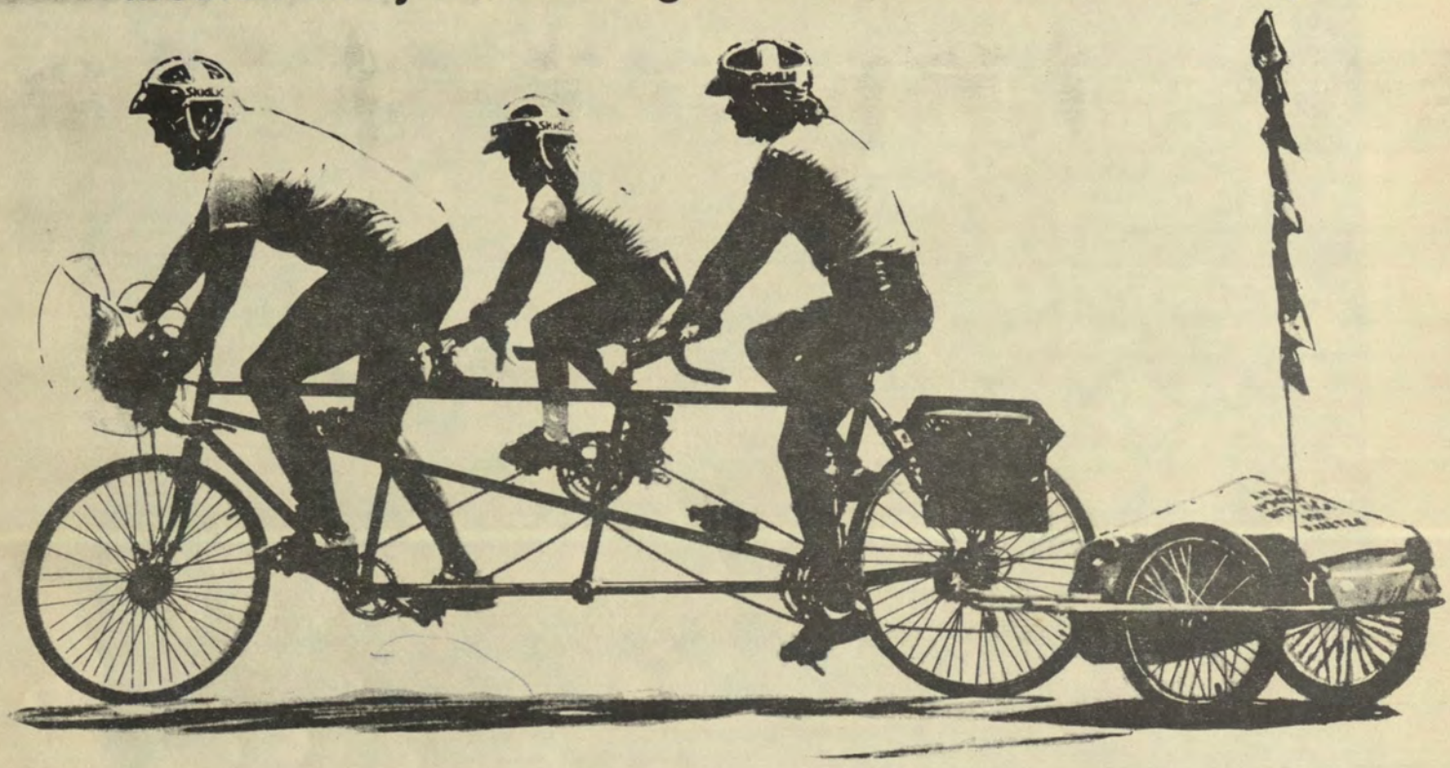
WANTED: Volunteer artist(s) to prepare sketches, cartoons, and illustrations to Jack & Susan Goertz, Rte 19, Box 248, Birmingham, AL 35244.

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

THE LAST PAGE

STEVE REKER

Mould Family Pedals Together on Cross-Country Trip



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 $8.00US ($10.00US for foreign memberships) payable to Tandem Club of America to our treasurers, Mal & Jean Smith, 11010 Jamison Road, East Aurora, NY 14052.

TCA MEMBERSHIP

Name(s) _____

Address _____

City & State _____ Zip _____

Tandem Make _____ Year _____

Frame Style _____

Color _____ Size _____ X _____