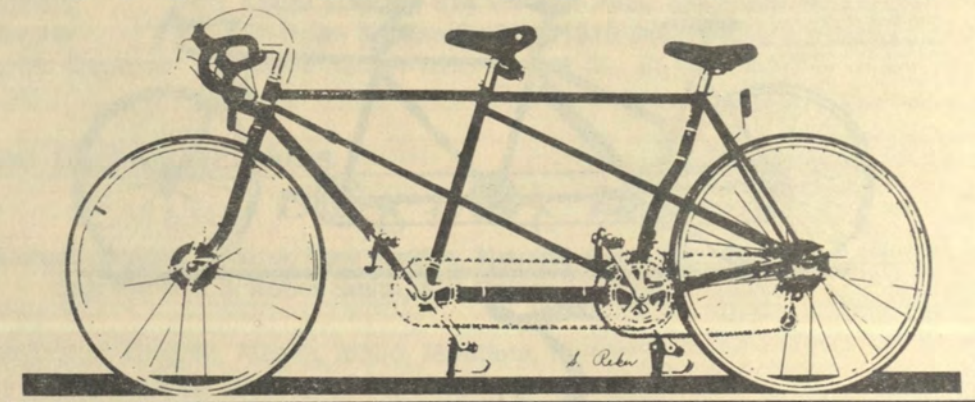


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"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"
DOUBLETALK



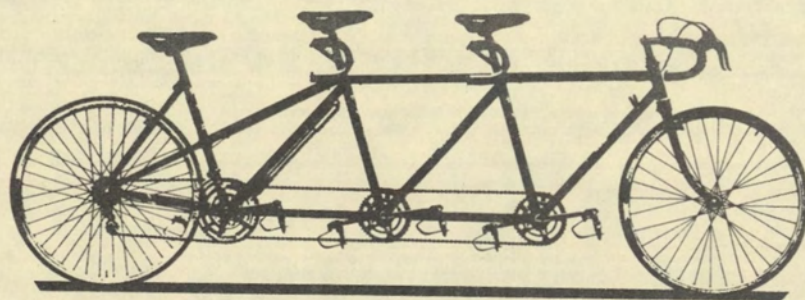
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Jack & Susan Goertz, Editors
Route 19, Box 248
Birmingham, AL 35244

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DOUBLETALK

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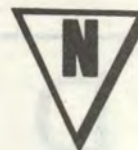
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DEADLINE FOR THE NOVEMBER-DECEMBER ISSUE IS OCTOBER 15, 1987!

FROM THE EDITOR

What a year it's been, and there is still more to come! It seems that there is a major tandem event every two weeks these days, and they are all well attended! Susan and I think that it's terrific that all this is happening, and just wish we could make each and every event. Maybe when we are retired, and no longer have to face the 40-hour a week grind, we can catch a few more of them.

Susan and I just got back from the 1987 edition of the Eastern Tandem Rally (Nice costume, Harvey. Your mother always did say you were a real little devil). While up there, we had the opportunity to sit down with Mal and Jean Smith, TCA's hard-working treasurers, and Malcolm Boyd and Judy Allison, who got TCA rolling some 11 years ago. We discussed a lot of things, especially how you all (doesn't that sound "Suthern") are making this one of the best organizations we've ever been associated with, and how it keeps getting better and better. Some of the suggestions that have been made to the TCA, through the Letters to DoubleTalk, were discussed, and we'll work to implement some of these as time goes by. We also were pleased to learn that TCA has crossed the 600 membership threshold, which we feel equates out to about 1200+ people (a TCA membership equals one tandem, not one person). That goal was reached only two months after we topped the 500 mark. Let's keep it growing.

One of the ideas that was presented and discussed was for a new T-shirt design. Some of you old timers may remember the light blue T's from years past, and many feel the time is right for a new one. We agree. Send your designs to us, the editors, (camera-ready copy would be nice,

but isn't required). We'll distribute them to the area reps for a consensus opinion and go from there. If an outstanding design is forthcoming, look out for a new T-shirt early next year! We need your designs by November 1st, so get busy!

The membership card idea was discussed (see David Bowen's letter in the July-August issue). Our general consensus is that this purpose can be met by copying/carrying a few extra copies of our TCA membership brochure with you when you're away from home. The brochure explains the TCA's purpose, and it has a membership application included. You can copy the one from the 1987 January-February issue, or you can send me a SASE with a note asking for a brochure, and I'll send you several. Make sure if you copy the brochure that you use the one from this year's membership directory, as that has the current rates and also Mal & Jean's correct address.

Susan and I also had the opportunity to meet many of the TCA members from the Northeast. I must say there were several surprised people when they discovered that Susan and I aren't retired, aren't terribly old (we're in our 30's), and that I don't even have (too much) gray hair. We just enjoy using most of our vacations to go to tandem rallies. TCAers are some of the neatest people we know, and we like to visit and ride with them!

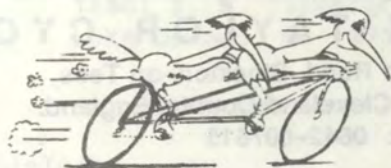
Our secretary, Laura Mappin, hasn't had time yet to finish compiling all the results for the survey, but she has assured me that it is coming, and that I'll have it in time to get it in one of the next two issues. Just be patient, and we'll get the results to you just as soon as possible.

Susan and I are off to the Midwest



Tandem Rally (Labor Day Weekend). We're looking forward to riding with our midwestern friends, and to getting back to Michigan. Come say hello!

See you on the road!



LETTERS TO DOUBLETALK

Dear DoubleTalk:

I would like to describe our experience with minivans.

We looked at Chrysler, Ford, GMC and Toyota products. It was obvious to us

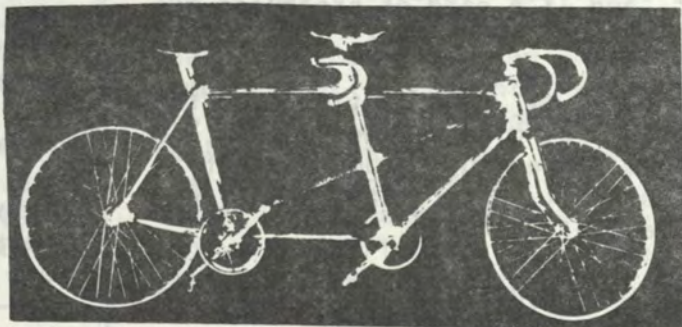
that none of the off-the-lot factory finished models were suitable for carrying singles, tandems, and people simultaneously. Therefore, we opted to buy a cargo minivan and have the interior finished to our specifications. All manufacturers offer cargo models.

After purchasing a GMC Safari cargo van, we took it to a customizing shop for finishing. Insulation, carpeting, panelling, rear side windows, and storage boxes over the rear wheel wells were installed. The original front seats were moved rearward and centered from side to side, leaving about 1 foot between the wall and the seats. Two captains' chairs were placed in the original front positions. Four eyebolts were installed on each wall for securing the bikes. The result is a minivan which can transport 2 tandems without disassembly, 4 passengers, and luggage. Four singles can also be accommodated with passengers.

The completed vehicle cost less than one

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with a conservative factory installed interior, and is definitely an improvement with respect to transporting bikes and people at the same time.

Finally, we were able to purchase a more economical engine/transmission combination (4 cylinder EFI/5-speed manual) than was possible with factory finished models.

We have used the van as a tandem transporter for two years now and are very satisfied with it.

Larry Augenstein
Colorado Springs, CO

Dear DoubleTalk:

In the July-August issue I found my attention focused on the letter written by Mr. David Bowen, of Warren, NJ. In reply to his inquiry concerning promotional devices for TCA, I would like to suggest that TCA consider a(nother) T-Shirt. Picture, if you can, a blue T with the words "CHAIN LIGHTNING" imprinted in a lightning bolt on the front. Perhaps the lightning is really a bicycle chain. On the back would be the words Tandem Club of America, arranged to fit the shirt.

Hopefully the shirt would lead to conversations with the so-called "curious onlooker," and if a card or brochure was available, so much the better.

Well, that's my contribution to the world of advertising. My idea may not be as clever as "Three guys plumbing" but I think it is a lot better than "Aren't you glad you use Dial...."

Hope to see you in Grand Rapids in September.

Joel Mayer
Gaylord, MI

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Dear DoubleTalk:

I'm looking forward to more tandem rides and information. I own a 1978 Paramount with the bent seat tube, and I really enjoy tandemming. A lot of riders in Texas know me and my tandem. I hope to enjoy riding in new places with other readers of DoubleTalk.

Ken Royal
Denton, TX

Dear DoubleTalk:

Fran & I recently purchased an Atala tandem from K---- M-----, whom you may know since he recommended that we write and join your organization. This is precisely what we would like to do. Fran has especially enjoyed the tandem, since she has problems seeing what is in the road ahead of her.

By the way, K---- sold us his tandem because he is having a new custom built by one of our better know local builders. K---- will be 72 this year. I certainly hope I can justify buying a custom tandem when I'm 72, and can continue to ride and enjoy it.

Thomas Ostertag
St. Paul, MN



Dear DoubleTalk:

I wonder if you can recommend a book on tandemming to me. I have two couples who have new tandems that could use such a book. Surely one does exist?

Peter Thompson
18581 S. W. Timbergrove Court
Lake Oswego, OR 97035

Dear DoubleTalk:

Is there an expert out there who could and would discuss tires? During the past few years, we've had lots of trouble with tire failure. Cords break internally, distorting the tire, and if not removed forthwith, it will fail on the road in a very short time. The quality of the tire seems unimportant, failure comes sometimes in less than 1000 miles and nearly always before 2000 miles and long before the tread shows more than minimum wear.

Our experience with tubes has been about as bad, again regardless of quality. They fail at the joint, that is, the place where the tube is pasted, welded, stuck together. This type of failure may come in the first 100 miles of use, or at the 2000th, but I believe it to be a manufacturing error and not the result of use.

We do not have contact with other tandem riders, and the Tucson bicycle shops are unwilling to admit that there is a problem, so I wonder if the trouble is unique to my particular situation, or if others are also experiencing it. We load the bike with 300 to 350 pounds of people and gear, never ride it off the pavement, and are careful to maintain maximum tire pressure.

I would also like to correspond with any tandemists who presently tandem or travel in Mexico during the winter.

Sam Cox
Tubac, AZ

CANADIAN TANDEM RALLY, 1987

The very first Canadian Tandem Rally (CTR?) was held in Guelph, ON, this past July, and Sherry and I finally got to go to the "first" one of anything. Even then we almost missed it! Seems I had read some of the details wrong, and while we lolled around in the St. Clair Inn in MI Thursday evening, the activities started in Guelph without us! That wasn't too bad, but when we missed the start of the first ride on Friday, arriving just in time to see the mass start leaving the parking lot, THAT WAS BAD!! We helped ourselves to our registration packets, dug out the maps, got dressed to ride, and when the rally leaders got back from sending off the 64 other teams, they helped us move into our room, then sent us off on the ride. We eventually did catch the others at the lunch stop.

What beautiful country! Farms and towns so neat and tidy, every field lined with stone fences, but slightly on the hilly side. Seems we were riding along the Niagara Escarpment area. We had just reached the first feature of the ride, a covered bridge, when it started to sprinkle. With all wisdom due us, we left the bridge's safety, convinced the shower would pass. Thus we ensured ourselves that the next 10 miles would be a very damp ride! We caught the sweep riders, who were pulling a bugger. It was reassuring to learn that we weren't lost. They gave us directions for a short cut to lunch, then raced away on a fast downhill run. We started to follow them, only to learn our rear tire was FLAT (Doesn't the front tire ever go flat?). But the rain stopped momentarily, and we at least repaired it in the dry. We made it to lunch, and found that they had even saved us some. We actually caught up with other tandem riders, including old friends from Florida and St. Louis.



After refreshing ourselves and drying out somewhat, we started back. More hills, more farms, and more RAIN. But this time we could see the front approaching, complete with thunder and bolts of lightning splitting the sky. Having learned from the covered bridge episode, we elected to pull up and walk into one of the University of Guelph Research Farms. They had a sign that said "Visitors Welcome." Soon, with their blessing, we and our tandem were safely hidden in a shed, shared with a big wagon and bales of hay. From there we watched it pour and blow and lightning. Sherry even took a nap. An hour later, it had blown over, and off we splashed through the puddles. Everything except our feet was dry. We were thankful to get back to the dorms in such good shape, and we were ready for the Italian buffet and good conversation, which we got (both) in abundance. Afterwards we danced to music by a DJ.

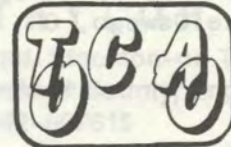
Saturday's weather was great--sunny and refreshing--and we were ready to start the ride with everyone else. We met Carl and Barb Drake, the only other CATS to make it. The Twin Cities' Tandem Club had nine teams, 10 if you count us, so we had lots of riding companions--and lots of teasing. A brisk roller-coaster type ride followed to the Ontario Agriculture Museum, which most toured before lunch. Then it was back to the University via shady little roads which went mostly up and a few downs. Saturday night's banquet and awards presentation was fun, and we had a chance to meet more tandem couples.

Sunday's ride was to Aberfayle Antique Market, which is one huge flea market. I'm glad we had small panniers! Last seen, though, Ken and Vi Lewis of TCTC were trying to stuff theirs full. (You should see their gorgeous PINK tandem. It's outstanding). All together it was great, with some really fond memories.

There will probably be more Canadian Rallies, though not every year, but there

will never again be a "first". And we're glad we were able to be there!

Tom & Sherry Masters
Barrington, IL



GROUNDED FLYERS

An accident changed us from brave, reckless hot rodders into down hill cowards rather suddenly. A broken cattle guard at the bottom of a long mountain grade, 100 miles east of Demming, NM, abruptly ended our fast descent, aborting the tour right there on the asphalt, miles from help, miles from doctors, in fact, miles from anywhere! Helmets had protected our heads, and our injuries -- road rash, broken collar bone and ribs, and a punctured lung -- while painful and debilitating, were not true emergency wounds. We were badly shaken, however, endangered by shock, and in desperate need of assistance. Help came in the form of a "Good Samaritan" in a pickup truck. We received first aid four hours later in Demming, where we had left our car. We hadn't expected to return until the end of a 5-day tour.

The broken bones and punctured lung left us immobile for several days, giving us time for reflection and soul searching. We concluded that the accident was completely my fault -- "pilot error" -- since we were nearly flying. I was unable to stop in time to avoid our disaster. This train of thought led to a general evaluation of bicycle safety. We decided that, aside from our new "very slow down the hill and always in full control" attitudes, there were other changes we could



make to avoid having to abort another tour in mid stream.

Positively confirming our new "always under control" idea, I installed an additional brake, with the lever at the stoker position. While tandems these days generally have adequate brakes, this addition provides us with the opportunity to share the braking chore. Braking becomes extremely tiring on long descents, and this gives the stoker an opportunity to share control over the speed if it seems excessive. Downhill speed was occasionally a source of some disagreement between us before the accident, and the shared responsibility limits the potential for "pilot error" and for "flying".

Further implementing the idea of shared responsibility, I moved the front derailleur lever to the stoker position. This helped smooth out those awkward double shifts. Moving the rear derailleur lever to the handlebar, using a thumb lever, permits safer, more convenient control. This two person shifting took very little getting used to for us, and we were soon making smooth, well-coordinated gear changes. It should present no problems to people who regularly ride together, and only minor problems to teams not really used to each other. A secondary, but no less important aspect of this change was that the stoker, upon finding that shifting is not always exact, is much less critical of missed shifts and the resultant momentary (excessive) increase in rpm.

In order to develop a little more road space, I slanted our flag to the left. Following cars could see it better, and they seemed to give us a little more room, just so they would miss the flag. This seemed to be a success until one day a passing car came close enough to slap the flag, giving us both a substantial shot of adrenalin. The solution, as yet unproven, is to hang a 4 oz. lead fishing weight on a 6" dangling line from the flag staff. The next such driver may find himself with a broken windshield, or at the very least



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a very noisy passage.

The orange vests we saw offered, while a good idea, did not exactly fit our needs. They are made of a heavy plastic and cover more of the body than is necessary for safety on a bicycle. Heat and ventilation are regular problems in southern Arizona, so Marge made back panels of fluorescent orange colored lightweight ripstop nylon. She slit them three times to permit air passage, and then joined them with narrow over-the-shoulder straps. This made a light, breathable, highly-visible safety vest. We wear these vests and our helmets every time we get on the bike.

With two people braking, our downhill speed is reduced to a cowardly crawl, and at this speed we need lots of space and high visibility. These changes have kept our adrenalin to a normal level, and we have aborted no more tours on the asphalt.

Sam & Marge Cox
Tubac, AZ



MAKING A TWINN 10-SPEED

Robert Taylor, in the May-June issue, wistfully expressed his desire to convert his Kid-Back Schwinn Twinn 5-Speed into a 10-speed, to make it easier to cycle with his son. I, too, have experienced the joys of owning one of Schwinn's Twins, and I made the conversion!!! How did I accomplish this feat, you ask. Let me tell you.

I asked my local Schwinn dealer to take up the issue with the Schwinn factory. He did, and soon I had a Schwinn-approved 10-speed conversion kit in my possession. (This is probably impossible now, as my Schwinn dealer told me there were only two more in existence in Chicago, and this was in 1983!). But no matter. It is still easy to obtain comparable pieces at your local BMX shop!! Just ask for the conversion kit to upgrade a BMX bike from a 1-piece Ashtabula-type crank to a cotterless crank, then use a compatible (to the axle) triple crankset.

Schwinn provided a Nervar crankset. I'm not sure if these are even in production in more, but if you go the BMX route, it really doesn't matter. The bolt pattern isn't critical, because of the chainwheel sizes. On our Twinn, the timing chainrings were 36t, and the driving chainring was a 45t. So we wouldn't have to change the front timing ring, we made the innermost chainwheel on our triple a 36t also. We then used the middle and outer rings on the triple to make our 10-speed.

Limitations of the Nervar, and because we had a few minor problems with chain alignment, we ended up with a crankset sporting a 36-39-52 combination. Yes, the salesman will probably look sideways at you, too, when you order something similar to this. As far as the effect this made to our gearing, our new high was 14% higher, and the new low gear was 14% lower than on the 5-speed. We kept the same freewheel. The high was 96.5, compared to the original 83.5, and the low was 31.6, compared to 36.5 inches.

Other changes we had to make were relatively minor: We had to add the required front derailleur. Choices that fit the one-inch seat tube were few, but they are available. Of course you can add a spacer and use just about any quality derailleur, too. I found that one designed to work with a triple cross-over worked best. Be sure to adjust the inner adjusting screw so that the drive chain can't shift onto the inner chain ring, which is now the timing chain.

The only other item is the second shift lever and cable. If I was to do the conversion today, I would use the mountain bike thumb shifters, and keep the upright bars. I also replaced the rear drive chain, and should have replaced the connecting chain, as it broke within a 100 miles of making the conversion. When the chain broke, we learned another advantage of owning a tandem--when the connecting chain breaks, the STOKER gets to do all the pedalling!

There you have it. The real life, only slightly frustrating, way to convert a Schwinn Twinn 5-speed into a workable 10-speed.

Thomas Noble
Broomfield, CO

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).



MEET RUDY & KAY

ED: For the past 3 years or more, many of the articles that have appeared in DoubleTalk were written by Rudy and Kay Van Renterghem. This summer, Susan & I had the opportunity to ride a few miles with Rudy and Kay, while we were all at the League of American Wheelmen's National Convention. This article, excerpted from an article in their local Tucson newspaper, gives you the chance to meet this delightful couple, too.

For 12 years, Rudy and Kay Van Renterghem have had a love affair with tandem bicycles.

It shows no signs of slacking off. The Van Renterghems ride their tandem bike throughout southern Arizona, and have attended tandem events as far away as Canada!

"We started out on solo bikes 15 years ago," said Kay. "I'd see Rudy at the start of the ride and at the end. He was faster than I, so we didn't ride together."

For their 20th wedding anniversary, Rudy brought home a tandem bicycle.

"I didn't know if we'd like it, so it wasn't an expensive model," said Rudy. "It took us about three months to get our act together. We found that riding a tandem was different (from riding a solo)."

After three years, they decided to buy a custom tandem.

"I'm short -- four feet, 11 1/2 inches -- so no production model (tandem) bicycle fits me," said Kay. "Our first tandem was heavy, and it steered like a truck."

It had a wheelbase of about 67 inches.

Their custom model had a 60 1/4" wheelbase and weighed 38 pounds.

When they moved to Tucson from Utica, MI, nine years ago, they brought the tandem with them. Here they could ride all year long.

They first joined the Tucson Wheelmen, and then Las Turistas. Then they joined the Phoenix-based Central Arizona Bicycle Association. It wasn't long before the Tucson chapter was formed, and CABA became GABA, the Greater Arizona Bicycle Association.

Rudy and Kay have led countless rides, exploring new territory. They have ridden the Grand Canyon, to Mexico, the Arizona Challenge, and the Answer to the Challenge multi-day rides. The "Answer" is a 325 mile ride, with 18,000 feet of elevation change. It's done in three days or less.

Then came the big decision last year. Their tandem was eight years old. A new one would be nice, especially since the old bike had 64,000 miles on it.

They had known Colin Laing for years, dating back to when he had a custom bike shop in Tucson. Laing left Tucson and returned to his native England, but last year he came back and set up a shop in Tempe.

"Colin has made custom bikes for racers in Europe and the United States," said Rudy, "so we decided to have him make a tandem for us."

It's a beauty, lavender in color and lots of ornate scroll work on the front fork. And the price wasn't too outrageous, about what you'd pay for a top of the line production bicycle. You don't have to ask Rudy and Kay if it was worth the price!

Rudy gets off his job as a mailman in midafternoon, so he and Kay put in 20 or



MAKING A TWIN 10-SPEED

so miles before dark. Then on Sundays they head for the hills and the wide open spaces, often riding 100 or more miles.

Last year, Rudy may have been the biking king of Arizona. He logged 13,000 miles! He rides his solo bike to work daily and occasionally goes on long rides, when Kay doesn't feel up to it. Last year, Kay rode a more reasonable 11,000 miles(!)

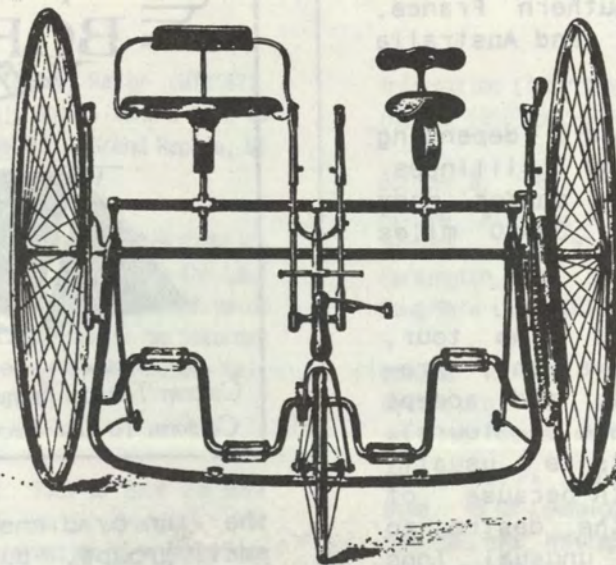
Kay and Rudy are looking forward to many more miles on their Colin, and with the advent of many more rallies on the western side of the Mississippi River, they hope to meet many of the Tandem Club members on the road. Look for their lavender Colin Laing and say "Hello."

Excerpted from an article by Pete Cowgill
The Arizona Daily Star, February 26, 1987



Pete Cowgill, The Arizona Daily Star

Rudy and Kay Van Renterghem cover lots of miles on their bicycle built for two



MESSRS TANDEM TRICYCLE

INN-TO-INN TOURING WITH THE INTERNATIONAL BICYCLE TOURING SOCIETY

At tandem rallies over the last few years, enough interest has been shown in the kind of touring that we have been doing with the International Bicycle Touring Society (IBTS), since about 1975, that we thought an article on the background and modus operandi of IBTS might be welcome.

IBTS was founded in the mid-1960's by Dr. Clifford Graves, a California surgeon, as a not-for-profit service organization. Its goal has been to provide bicycle tours, of a week or more duration, with a fair degree of emphasis on "creature comforts", i.e., a good bed every night, the best food available, and a van to carry a piece of luggage for each participant. Because trips are planned and led by

volunteers and because group rates are obtained at inns, expenses are relatively modest. In 1986, the IBTS newsletter reported that average costs were \$30-50 per person per day for tours in the US and \$30-45 for foreign tours. If you like to read about bicycling, we strongly recommend Dr. Graves' book: "My Life on Two Wheels"; it, of course, includes much about IBTS and its early years.

The 1987 IBTS schedule shows the following tours in the US and Canada: Texas Hill Country, Santa Clara Valley Wine Tour, Boston-Quebec Tour, Canyon Tour (Utah and Arizona), California Coast, and San Juan Islands. Overseas tours include: Brittany and the Loire Valley, Truffle Tour (France), Ireland,



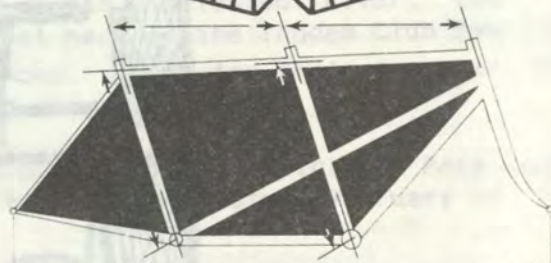
England and Wales, Sweden and Islands, Austria, Southern France, Spanish/French Pyrenees, and Australia Vineyards.

Tours are rated A, B, or C depending upon daily distances and hilliness. "A" represents about 75 miles and/or many steep hills; "C" means 35-50 miles and flat-to-rolling terrain.

Volunteer leaders propose the tour, scout the route, make reservations, prepare maps and route sheets, and accept registrations (for domestic tours). The number of participants is usually limited to about 20, both because of the size of the van and the desire to stay (where possible) in unusual inns (which are often small). To minimize the load on the volunteer leader, daily bills for lodging and food are taken care of by the participants, although some meals (e.g., a final-night's banquet) might be paid out of the \$100 registration fee (any residue is refunded). We have proposed and led three tours: Niagara Frontier, Rideau Lakes/Thousand Islands, and Ottawa/St. Lawrence Seaway.

While most IBTS members ride single bicycles, Helen and I have always felt welcome on our tandem, which never created any special problems. Our most frequent tandem companions on IBTS tours have been TCA members Fred and Pauline DeLong. Fred and Pauline were among the original IBTS members; Fred was a technical editor for *Bicycling Magazine* (before it became so racing oriented) and is the author of the book: "DeLong's Guide to Bicycles and Bicycling". More recently, TCA members Anne and Emery Glass joined us on the Ottawa/St. Lawrence Seaway Tour (as a result of meeting them at the Eastern Tandem Rally in Poughkeepsie).

The principal responsibility of an IBTS participant is to get his/her piece of luggage into the van by 9:00AM. After that the only fixed goal is to reach



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the inn by dinner time. Some ride in small groups, but with the built-in companionship of the tandem, we usually ride by ourselves so that we can stop frequently to take pictures. (Incidentally, we have a 25-minute slide show of a New England tour that we could bring to the next Eastern Tandem Rally, if anyone is interested).

Annual dues for IBTS are \$25 (singles, or couples at same mailing address). The IBTS address is: International Bicycle Touring Society, 2115 Paseo Dorado, La Jolla, CA 92037.

The success of IBTS has led to a clone, the Bicycle Adventure Club of 3478-1/2 Bayside Walk, San Diego, CA 92109. The principal difference between the two is that BAC has a formal constitution and elected officers; dues are \$30. The 1987 BAC schedule includes US tours in Pennsylvania, Maryland, South Dakota, Massachusetts(2), California(2), Delaware, and Florida. Overseas, the offerings are: Yugoslavia, France(2), Germany, England, and Poland/Czechoslovakia/Austria. We are taking part in our first BAC tour in September: 10 days on Cape Cod, Nantucket, and Martha's Vineyard.

Helen & Gordon Jarvis
Webster, NY



TANDEM CALENDAR 87

September 5-7, 1987. Midwest Tandem Rally (MTR'87). Grand Rapids, MI. Don't miss this one! Send a SASE to Pat & Penny McNicholas, 2852 Brisam N.E., Grand Rapids, MI 49505. Ph: (616)-364-9922.

September 18-19, 1987. Niagara Theatre Overnighter. Niagara-on-the-Lake, ON. 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.

September 25-27, 1987. Colorado Fall Colors Tandem Rally. Aspen, CO. A three-day event in the style of the Eastern Tandem Rally, but for those who can make it to Aspen. If you're interested in this one, contact Charles Walker immediately for more information. Charles Walker, 1300 Riverside Avenue, Boulder, CO 80302. (303)-442-1442.

September 26-27, 1987. Northeast Iowa Tandem Ride. Decorah, IA. Ray Torresdal has again planned an informal get-together for tandemists who can find Decorah, IA. If that's you, meet at the McDonald's in Decorah (just off Highway 9) at 9:30 a.m. on the 26th for a ride through the countryside to Fort Atkinson. Informal dinner in Decorah, then a ride on Sunday. Contact Ray Torresdal for more

information (including info on lodging). (319)-382-8645 (h), or (319)-532-9884 (w).

October 3, 1987. Helluva Chile Ride. Farmington, MN. 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 10-11, 1987. Gettysburg Tandem Rally. Gettysburg, PA. You're invited to a "no-frills, no-services" tandem rally in the Gettysburg/Adams County area of central PA. One ride per day. Judy Allison/Malcolm Boyd, 19 NW Lakeside Drive, Medford, NJ 08055. (609)-654-7063 for information, including lodging info & ride start directions.

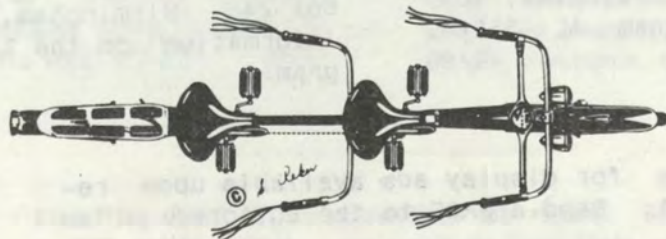
October 18, 1987. Terra Cotta. A 75 km ride to the Terra Cotta Inn (Mississauga, ON) for lunch and back again. Call Ted and Shirley Przyborowski for instructions & where to meet. (416)-652-1483.

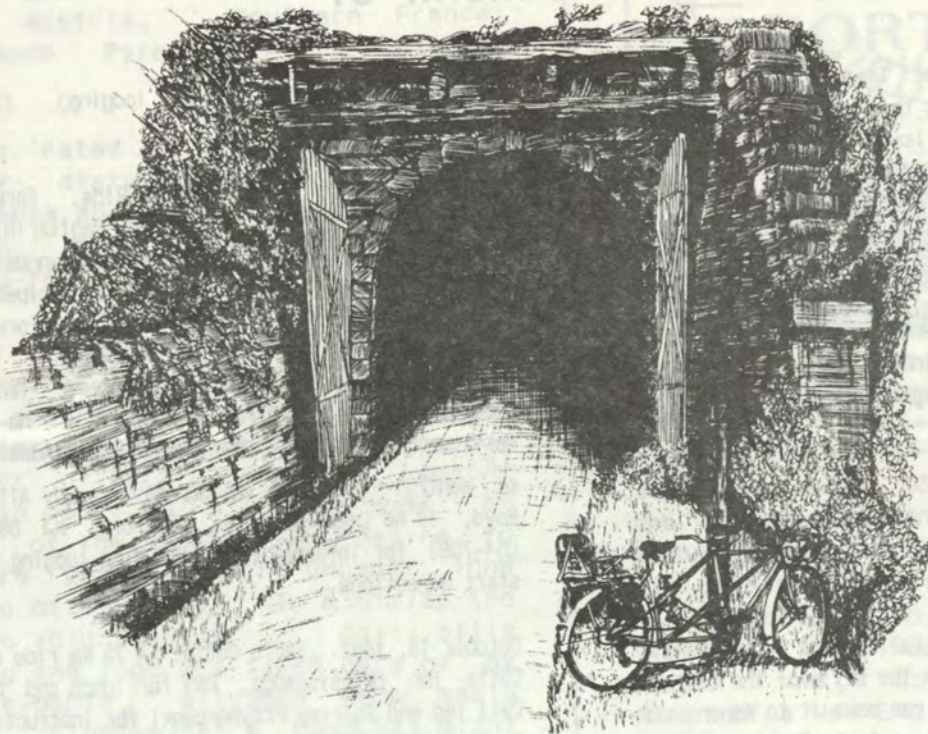
November 6-8, 1987. Southern Tandem Rally. Winter Haven, FL, near the famed Cyprus Gardens' area of Florida. Send a SASE to Steve/Vickie Bent, 1316 Glenford Lane, Lakeland, FL 33813, or phone (813)-646-6547 for details/registration.

Late July or Early August, 1988. Eastern Tandem Rally. University of New Hampshire, Durham, NH. More info as it becomes available.

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!

Please limit your TCA Calendar listings to TANDEM-specific events. Thanks.--the Editors





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TANDEMS, LIMITED. Quality tandems from California, Pennsylvania, and England. Over 10 tandems in stock for rapid delivery, including the DAWES Super Galaxy. Demonstrations and test rides by appointment. Tandem parts and accessories, too. Rte. 19, Box 248, Birmingham, AL 35244. Ph: (205)-991-5519. 9/88

MARV'S BICYCLE SHOP. 1504 E. Michigan Avenue. Lansing, MI 48912. Ph: (517)-484-BIKE. Try us for your tandem needs. 9/88

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.

Rates for display ads available upon request. Send a SASE to the Editors.



CLASSIFIEDS

FOR SALE: PHIL Wood rear tandem hub. 48⁰, 140mm width (dropout-to-dropout). 65mm flange on left threaded for brake. Has been built-up, but never used. \$55.00. Bob Philpott, 870 Collier Drive, San Leandro, CA 94577 09/87

FOR SALE: Many miscellaneous bike parts (mostly for singles, but many will work on tandems), including seatposts, stems, cranksets, headsets, and more! Call or send SASE to James Mackay, P.O. Box 464, Wheaton, IL, 60189-0464. Ph: (312)-668-4438. 09/87

FOR SALE: Specialized Tandem. 24x22 Men's/Men's. Columbus Tandem Tubeset, Phil Wood 48⁰ hubs. Sugino AT Triple Crankset, Mafac Cantilever brakes, hub brake. Excellent condition. \$1095. Bill Trampus, 29232 Shirley, Madison Heights, MI 48071. Ph: (313)-544-2524 09/87

FOR SALE: Moseman Tandem. Men's/Men's 21x21, with low mileage. Showroom new. Deep blue with silver accents, 27" 48 spoke wheels w/schraeder valve tubes. Disc brakes front/rear and cantilevers too! Matching ESGE fenders. Blackburn racks front and rear. Quality equipped and geared for mountain terrain or high speed touring on the flats. Now fitted with Brooks saddles, but will refit to suit. This tandem is cross-country ready for \$2500. Will consider all near and reasonable offers. George Jenner, 11209 Longwood Grove Dr. Reston, VA 22094-1304. Ph: (703)-435-0644 (evenings and weekends) or (703)-974-3385 (days at the office). 09/87

FOR SALE: Santana Classic, 22x19 (New), \$2100. Santana Sovereign, 23.5x20.5 (New), \$2375. Contact Steve Bent @ Bent's Schwinn Cyclery, 1058 S. Florida Avenue, Lakeland, FL 33803. Ph: (813)-688-2126. SEE YOU AT THE SOUTHERN TANDEM RALLY! 09/87

FOR SALE: Jack Taylor Custom "Grand Marathon" tandem. Double Diamond 24x22, 15 speeds, cantilever and disc brakes. Phil Wood hubs, bottom brackets, and pedals. Complete with fenders, lights, and front & rear racks. Two sets of wheels, 36⁰ and 48⁰. Excellent condition. \$1600. Les Flink, 203 Schoolhouse Drive, Linwood, NJ 08221 (near Atlantic City). Ph: (609)-927-5557. 09/87

FOR SALE: 1976 Bill Boston tandem, 23/23 parallel, TA triple, Shimano rear disc brake, two sets 700C wheels. Asking \$2000. Also selling a 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. 11/87

FOR SALE: 1985 REDDING Custom Tandem. Framebuilder's personal tandem, 21x21 double diamond. Extras too numerous to list. Approximately 4000 miles, excellent condition. \$2100 Firm. Call or write for more information. Redding Framesets, 729 Harrison, Burlington, IA 52601. Ph: (319)-754-6182 11/87

FOR SALE: GITANE tandem. 15-speed. All Reynolds tubing, 23.5x21.5 frame. Excellent condition. Asking \$795.00. Edwin R. Pugsley, Bella Vista, AR. Ph: (501)-855-2984 11/87

FOR SALE: 1985 SANTANA Arriva tandem. 24x20 frame, Radiant Red color. Complete with F&R Blackburn racks and 4 water bottle cages. Excellent condition, with only 500 miles. \$1700 Firm. Don Mullett, 803 Eagle Den Drive, Seymour, TN 37865. Ph: (615)-577-0785 11/87

FOR SALE: 1985 SANTANA Arriva tandem. 22x20 frame. Radiant Red. Well maintained and in excellent condition. \$1700. Don St. John. Ph: (205)-837-6015 evenings or (205)-772-7628 days. 11/87

FOR SALE: 1983 SANTANA Classic tandem. 22x19. W/Phil Wood hubs, sealed bottom brackets, Blackburn rack, Esge fenders, Cateye Cyclocomputer. 18 Speeds. In excellent condition. \$2200. Don Nolin, 4213 E. Miller Ave., Tampa, FL 33617. Ph: (813)-988-1600.

WANTED: Objective roadtests, with photos, of tandems by Terry Osell, Bill Boston, and other quality framebuilders. Send articles, photos (prints only), etc. 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.

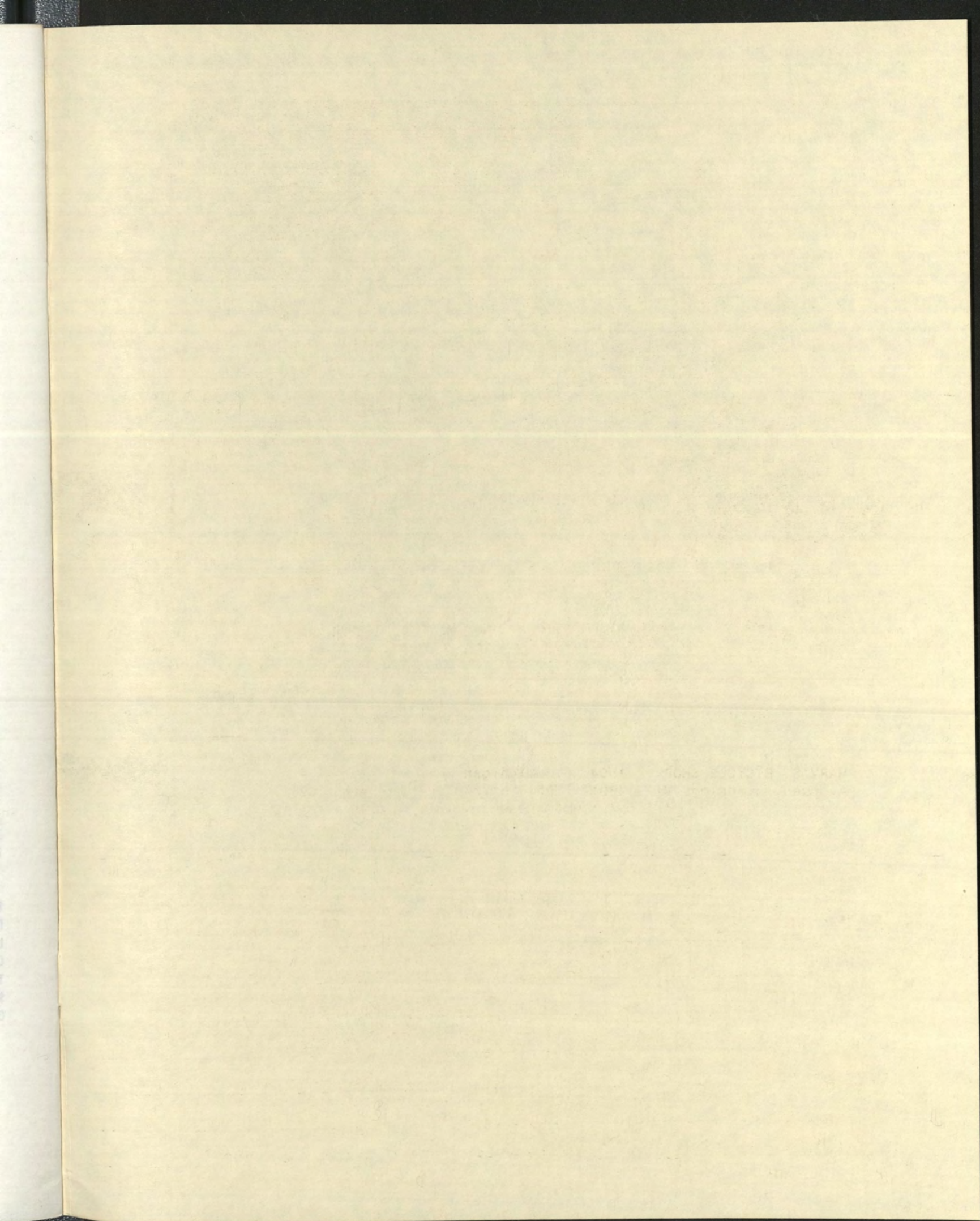
Classified advertising rates available upon request. Send a SASE to the Editors. Non-commercial Classifieds are free to TCA Members.

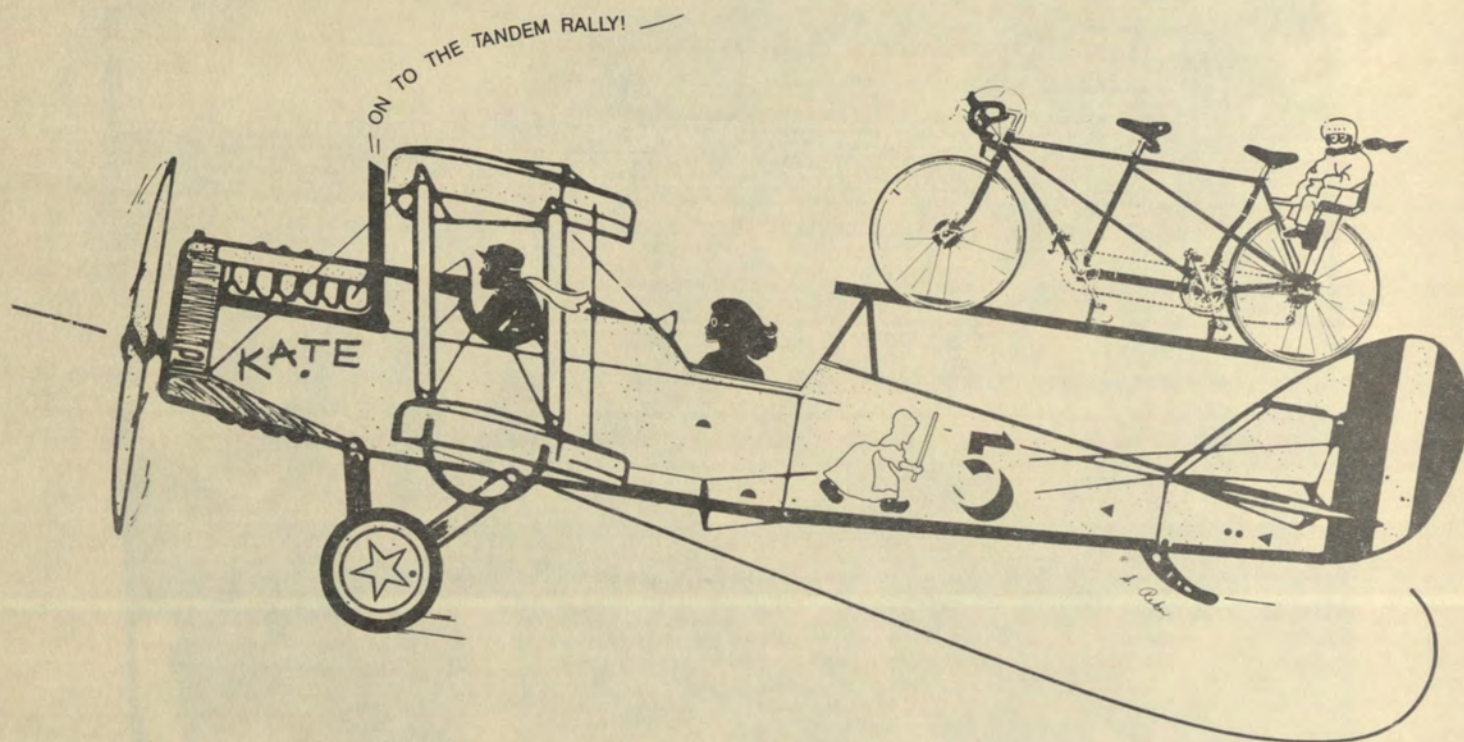


PB photo by Kenny Gonzalez

Claremont City Council members ride a bicycle built for them to ride in the city's centennial celebration today. From front to

back are members Bill McCready, Diann Ring, Nick Presecan, Mayor Judy Wright and Alex Hughes.





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

Dues \$8.00 (US) 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 US (\$10.00 US 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 _____

Is this a renewal? _____ Is money included for a patch? _____