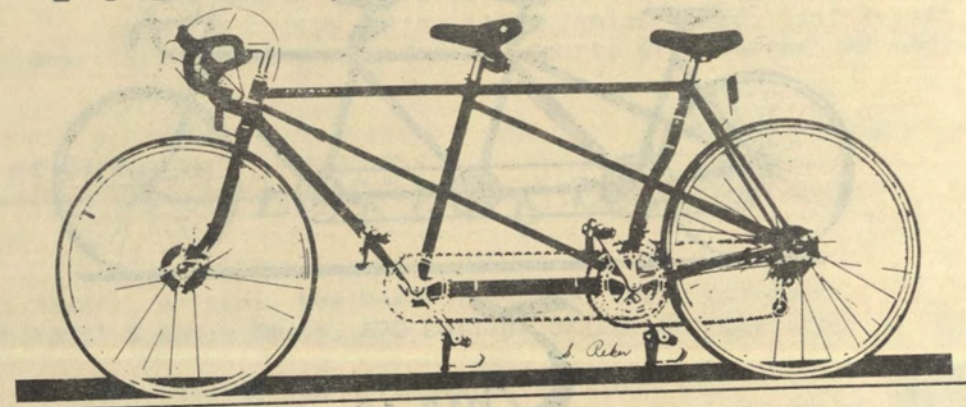


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"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"
DOUBLETALK



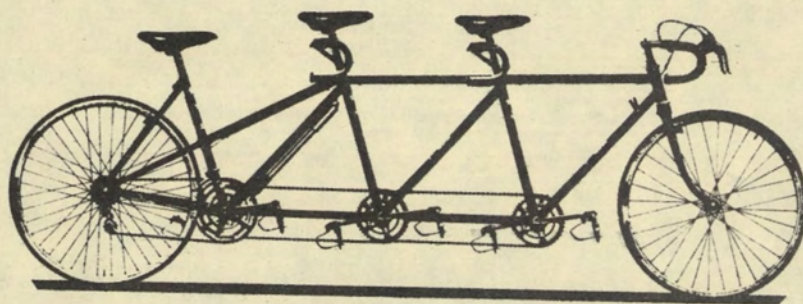
NOVEMBER - DECEMBER 1987

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

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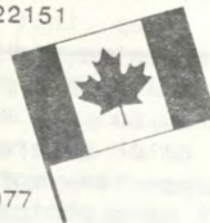
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DEADLINE FOR THE JANUARY-FEBRUARY ISSUE IS DECEMBER 10, 1987!

FROM THE EDITOR

Another year is drawing to a close. It's been a good year for the Tandem Club of America, and more good times are ahead of us. Susan and I have enjoyed meeting many of you over the years, and hope to meet even more in the coming year. Don't be bashful, come up and introduce yourselves. We like to know who's writing all these great articles. You are what makes the TCA so special.

There are a few changes to be made aware of. One that's going to be fairly transparent to you is a switch in printers, beginning with the January/February, 1988 issue. Our printer that we've been using for the past three years are pulling up stakes, leaving the printing business, and heading for south Florida. Our new printers will be printing our issues for the next year, and they have promised to produce a newsletter at least equal to the quality of printing you've been receiving, if not better. This switch in printers affects you in two ways. First, our deadline for articles must be moved up 5 days. As you can see above, our new deadline is the 10th of the month preceding the cover date. Keep that in mind as you send us your articles and your listings for the Tandem Calendar. And second, the new printers do not have the facilities for doing color separations. That means we can't use any more color prints. All artwork and photos must now be submitted in black/gray/white only. Perhaps in the future we can go back to accepting color artwork, but for now please submit only black and white.

The Tandem Club ended the year on very good financial footing. This means that there won't be a dues increase in the

foreseeable future, barring a major increase in postal rates or some such nonsense. What other organization/magazine do you belong to that hasn't raised its rates in over five years, and has increased the number of issues at the same time? The Tandem Club still must rate as one of the best bargains of our time!

One of our members (and contributors), Sam Cox of Tubac, AZ, has suggested that we as Editors of DoubleTalk use the full name and address of the authors, especially in the "Letters to DoubleTalk" section. It makes sense to me, so in 1988, if you want your name and address included with your Letter or Article, just say so somewhere with your contribution. If you don't want your full address published, say so and we'll keep it as is, just your name/city/state.

Another letter I received recently let me know that some of you may have misunderstood my offer in a recent DoubleTalk. When I offered a copy of our Membership Management System, I'm only offering the source code which runs under dBASE III Plus and a sample database, just enough names to see if it will work for your club. You don't get the full database of names, only the program, which allows you quickly and easily keep track of all your club's members, and to print the membership listing and mailing labels on a compatible printer. By the way, the offer for the programs still holds--Just send me a 5.25" floppy disk, DS/DD, MS-DOS format, and I'll send you the source code. You'll still have to supply dBASE III Plus and the names!

So far we've had no "camera ready" artwork submitted for a new T-shirt design. We'll leave the offer open through Febru-

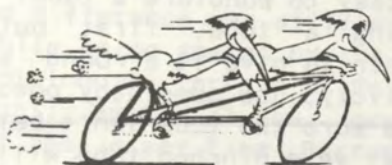


ary, then see if there is enough interest to have a design finalized and T-shirts printed. If you have an opinion, either pro or con, please let us know. It is your organization!

The Post Office returned a copy of DoubleTalk to us last month, one that had been copied on a Xerox machine. We really don't mind, but please! If you're going to mail a Xerox to someone, please put the proper postage on it! The bulk rate permit is only good for one mailing, and then only when Susan & I mail it from our local post office! Trying to use our bulk rate permit in any other way will get the TCA in serious trouble with the USPS!

I'd also like to remind everyone that the next issue (January-February, 1988) is our annual membership directory. Please be sure that your name as it is on the label is how you want to be listed in the directory. If not, please send any corrections to your label to me in Birmingham by December 10. As the Jan-Feb issue is one many people keep, you may want to be sure your Tandem Event is listed. Just get it to me before the December 10, 1987 deadline.

'Til next year! Have a safe and happy holiday!



LETTERS TO DOUBLETALK

Dear DoubleTalk:

Please sign me up for 2 years, if possible. [It is--just send twice the fee and mark on your check that it's for 2 years' dues--Mal & Jean, TCA treas.] Let me know if dues go up. Just took part in the Aspen Fall Color Tour and had a wonderful



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weekend. We enjoyed spectacular scenery, fabulous food, perfect weather, and, as you know, you can't meet a nicer group of people than twicers. We'll do it again next year at approximately the same time. This year we met 14 tandem teams from 3 states. Looking forward to more DoubleTalk. Thanks!

Harry Hopkins
Aspen, CO

Dear DoubleTalk:

We have recently attended several rallies and noticed that most bicycle clubs have members that are wearing club T-shirts or jerseys.

Do you believe that TCA should have T-shirts or jerseys available for our membership to purchase? This might possibly help to promote our club and increase membership. At the Tandem Canada rally I noticed a T-shirt that a tandem team was wearing. It had the words "Double or Nothing." These words, with a tandem logo, could possibly make an interesting shirt.

Also at the rally we had the pleasure of meeting Steve and Karolyn Reker. Steve & I talked about this matter. I sent a rough sketch to Steve and hope that he



will be able to come up with something suitable. If a T-shirt is adopted, bright colors should be used to make tandem teams more visible to automobiles.

Bob & Jo Kanis
Rochester, NY

Dear DoubleTalk:

There is another type of vehicle (besides the Dodge Caravan/Plymouth Voyager/Chevy Astro) that TCA members may not have considered, one that's even cheaper. It's the small-size pickup truck!

The smaller trucks get as good or better gas mileage than do the minivans. The best seller, and the one that's been on the road the longest, is the Ford Ranger. At approximately \$7600, it is thousands of dollars less than any minivan. With the cap on the bed, it will protect the tandem as well as a minivan can!

Steve & Amy Hoffman
Lancaster, PA

Dear DoubleTalk:

Permit me to respond to the letter from Sam Cox, as published in the September/October issue of DoubleTalk, concerning his remarks about tire durability.

I would consider myself enough of an expert, having worked in a large bicycle shop for the last six years, and having sold and serviced many tandems, as well as thousands of other bicycles.

Sam complains of having cord failures in less than 1,000 miles. This is almost always caused by hitting rocks, potholes, or the like, and can happen at any time, regardless of mileage. He doesn't mention what width tire he's been using, but a 1-3/8" or 38cm with 115 psi would work the best.

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My boss and I have both been riding tandems for years, and were very surprised that anyone would complain of getting only 1,000-2,000 miles out of a set of tires. My last set wore to the cords in less than 700 miles, and I would be stoked if mine lasted as long as Sam's!

As far as the tubes go, I've replaced literally thousands of tubes over the years, and I've seen his problems with split seams about 6 times. I'm surprised that it would happen to any one person time after time through no fault of his own, but here are a few things I would watch out for: (1) Use hands only to install tires, not tire levers. They make it too easy to puncture a tube. (2) When installing a tube, first put in just enough air to give it a round shape. If it is sticky, use some baby powder. Check to make sure the tube isn't being pinched anywhere, as a pinched tube will sometimes take days or even months to blow out or simply tear and go flat. (3) Try to use the right size tube for the tire. While a 1-1/8" tube will work in a 1-1/4" tire, it will flat more easily as it places additional stress on the seams.

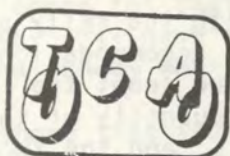
I'd also like to comment on Sam's suggestion of hanging a lead weight from the end of a flagpole. Smashing windshields is no way to gain respect from those upon whom our lives depend, and will more likely get you creamed by some angry motorist.



Let's try to be known for our courtesy in traffic, not for our flying fingers.

One last thing: We have been selling light nylon mesh orange safety vests at our store for several years. Any good bicycle shop should be able to get them.

Walt Liecker
San Diego, CA



CYCLING COMPARISONS

Usually there is only one outstanding event in each cycling season. This year we were privileged to experience two great ones: a tandemming vacation in Portugal and the Eastern Tandem Rally in New Jersey. The contrast between these two happenings was so great as to entice me to juxtapose them.

One of the most obvious differences was the duration: 16 cycling days in Portugal, a weekend in Stockton, NJ.

The second difference was striking: the terrain. While being amazed by the mostly hilly (mountainous?) terrain of Portugal, we were equally amazed at the incredible flatness of the Jersey Pine Barrens. A related difference to the terrain was the kind of pain one endures in differing terrain. In Portugal, the captain suffered the most on the long (10-mile average) downhill, which forced him to ride with the brakes compressed to keep the bike under control. This tension caused much pain in the hands and the shoulders, something new and awful. It really took a lot of the fun out of riding (when will somebody come out with better brakes?). On the other hand, the brakes were seldom

used in New Jersey, but since we were riding in the saddle all the time, and going fast—even faster when trying to keep from being passed by the "fast" tandems—our buttocks took a real beating!

We were probably the only tandem in Portugal. Consequently we were stared at, shouted at, and waved to. We caused all sorts of comments, all of them friendly. At the rally we were one of over 100 tandems, and no one even noticed ours.

In covering similar mileages, we rode through many villages in Portugal. The New Jersey Pine Barrens must be uninhabited, or inhabited only by the Jersey Devil, and he stayed mostly out of sight.

In Portugal we were greedily taking in every detail of the culture, the scenery, and the topography. The new thing in New Jersey, to us, was the rally itself, with the quantity of participating tandems, and the challenge to ride fast.

In Portugal we saw many herds of goats and sheep (they make delicious, pungent cheeses from both goat and sheep milk) and often a donkey, still being used for work and transportation. In New Jersey we saw few animals, but many different species of birds, especially at the Brigantine National Park, and a great many mosquitos, the official New Jersey state bird.

The roads in Portugal were excellent for cars and trucks. To find a pothole was a rarity. However, the road surface was rough and very uncomfortable for the stoker. The New Jersey roads were like a dream come true.

When eating in Portuguese restaurants, we were admired for our voracious appetites. It really felt much better, blending in with fellow gargantuas at the rally.

Enough now with the comparisons.



Our itinerary in Portugal took us from Lisbon north to Oporto, from there east to Vila Real, south to Evora, and then west, back to Lisbon. We rented an automobile, which allowed us to cover more total miles, and experience more of the countryside.

We do not recommend Portugal for the casual tandemist. However, for a team that is a strong hill climber, Portugal can be heaven. Just remember the long downhills. Besides the athletic side of this trip, there is also a cultural side. Sometimes it felt like we had crossed a time barrier, going straight back to the middle ages. One also was very aware on how well people can survive on very little, as Portugal is not blessed with nature's riches.

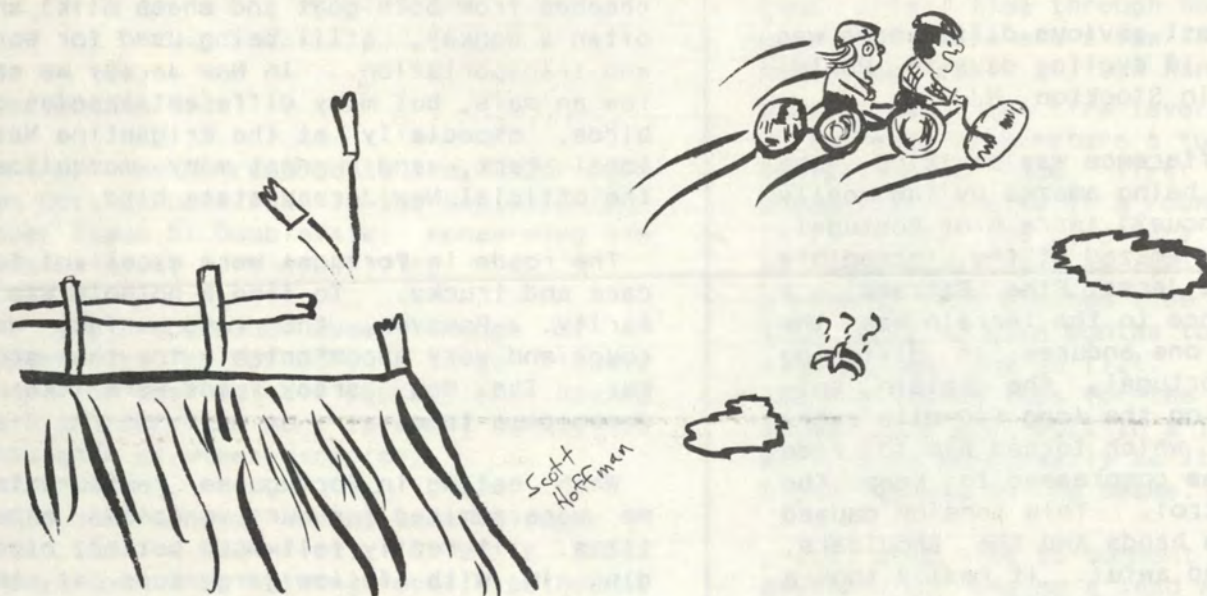
Should this report have stimulated some of you "animals" out there to spend your next cycling vacation in Portugal, we

would be happy to answer any questions in regard to planning your trip. Of course, next year's Eastern Tandem Rally will be nice, too!

We live on Long Island, NY, and there are two other tandem teams we see regularly on the road. Both teams are very friendly. However, we could hardly believe the nice friendly atmosphere among ALL riders at the rally. We were also very impressed with the rally's organization, from the accommodations to the routes, and not the least the all-important quality and quantity of the food at breakfast, dinner, and the two wonderful picnics.

We truly had two memorable cycling experiences this summer.

Haroldo and Dorothea Hahn
Port Washington, NY



Attention all passengers, we now have become airborne.



THE BREAKS ABOUT BRAKES

Not long after I bought my Santana, back in 1981, I began to wonder about the durability of its "Made in Japan" Arai drum brake. So I called Bill McCready, the owner of Santana Cycles. Our discussion went like this:

JR: Bill, I'd to order a pair of replacement shoes for that Arai drum brake. This way I'll have 'em on hand when the original shoes wear out.

BM: The shoes that you have now will last a long time. In fact, they'll probably never need replacing.

JR: But, Bill, what if they do? I'd sure like to have replacements on hand.

BM: Sorry, Jim. We don't stock replacement shoes.

JR: You don't stock replacement shoes? But what if the d--n things wear out? What'll I do then?

BM: They won't wear out. But if they do, take the old shoes to any auto shop and get 'em relined.

Thus reassured, I happily began riding my new Santana. The drum brake was marvelous, at least at first. From 35 miles an hour, I could bring the rig to a standstill in 100 feet or so, just using the drum brake. I used it so enthusiastically, in fact, that I got only 800 miles on my first couple of rear tires.

Then I began to notice that the drum was losing its bite. To be sure, it still kept my speed from getting out of hand on long downgrades, but it was taking longer to bring the bike to a full stop. More and more, I depended on the cantilever brakes when I approached a stop sign.

Careful adjusting helped at first, but eventually even that didn't do much good.

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I repeatedly sanded off the glaze that built up on the brake shoes. I fussed endlessly with the cable adjusting barrel. If I got the adjustment tight enough to give me a good stop, the rear wheel wouldn't spin freely when the brake cable was slack. I recall one ride when, in exasperation, I simply disconnected the drum brake and got along without it. Clearly it was time to do something about those brake shoes.

What I learned in doing something about them may be of interest to you if your tandem has an Arai brake. It will undoubtedly be of interest to you if your Arai drum is mounted on a Phil Woodhub.

The first thing I learned is that nobody, apparently, stocks replacement shoes for Arai brakes. Santana doesn't stock them. Bud's Bike Shop doesn't stock them. Neither does Quality Bicycle Products, a wholesale distributor in Minnesota that actually carries the Arai drum brake.



Most distributors not only don't stock this brake, but they don't even know what you're talking about when you ask about it.

The next thing I learned is that replacement brakes -- the whole assembly, not just the shoes -- don't cost as much as you might expect. Typically you should be able to purchase an Aral brake (if you can find one) for about \$50 or so.

I was on the verge of ordering a new drum brake when I learned something else: an off-the-shelf Aral replacement brake is drilled for a 3/8" axle. That means that a stock Aral replacement brake will not fit a Phil Wood hub, which has a 3/4" axle.

How did Santana manage to mount an Aral drum brake on my Phil Wood hub? By first modifying the Phil Wood hub to give it more space on the left side, then drilling out the Aral face plate--the sheet metal disk on which the brake shoes are mounted. This is when I learned that nobody does this modification except Santana. If you want an Aral drum brake for a Phil Wood hub, you've got no choice. You go to a top Santana Dealer, and you pay around \$70-100, and that's just for the Aral! The specially modified Phil Hub is extra!

Armed with this expensive knowledge, I thought back to my long-ago conversation with Bill McCready. So why not have those worn brake shoes relined, just like Bill said, and save myself some money?

I turned to BRAKES in the Yellow Pages and started placing calls. This is when I learned that hardly anybody relines brakes any longer. Automotive repairmen still replace brake shoes, of course, but the fear of asbestos--the heat-resistant material used in brake shoes--has lead most of them to get out of the relining business.

But I was lucky. I found one guy who still does brake relining. In I go with

the rear wheel of my tandem, only to learn that his relining material won't fit the curve of the Aral brake shoes. "I'd have to order a minimum of 200 pieces, and no telling how long it would take me to get rid of them," he said.

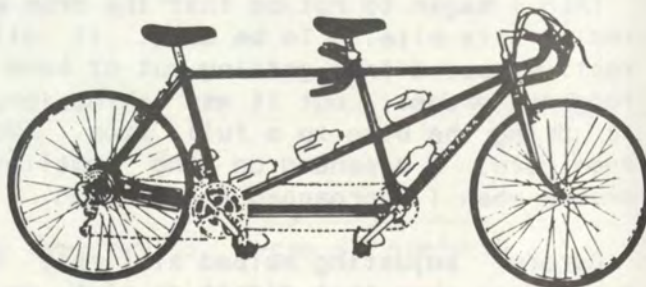
Still, he took a sympathetic interest in my problem. He pointed out that the pads showed some but by no means excessive wear in the center but hardly any wear on the ends, presumably because they had not made uniform contact with the brake drum. Those thick ends, I thought to myself, may have been rubbing against the drum even when the brake cable was slack.

That gave me an idea. I filed down the ends, leaving the pads uniformly thick all the way around, a job that's not as hard as it may sound. The brake linings may resist heat and wear, but they're as easy to file as soft wood.

It worked! The brake shoes no longer drag against the drum when the cable is slack, the drum brake can be adjusted tighter, and the bike now stops better than it used to.

Still, I know this is but a temporary fix. Sooner or later, I'll need replacement shoes, and so will you if your tandem is equipped with an Aral drum brake. All we can do is hope that somebody orders a shipment of replacement brake shoes from Aral!

Jim Reynolds
Oradell, NJ





GRAND * * * MTR '87 * * * RAPIDS

And grand it was!! The Grand Rapids Hilton, headquarters for MTR '87, was our home for the Labor Day festivities at this year's Midwestern Tandem Rally.

Check in was easy--registration was really organized--even had a message board to leave notes to others. While check-in was a snap, getting into the rooms was not. Seems the Hilton had this unique key system--metal plates instead of real keys. Most everybody had trouble at first. Some even resorted to stopping little kids in the hallways and asking for help!

Saturday morning was picture-perfect, sunny, dry, and expected hot weather. After a quick breakfast, all 130+ teams assembled. Some brief directions, and the '87 pack was off to Rockford. The way out was gorgeous, a shady route with rolling hills and one large stimulating downhill, and a couple of warm-up type uphill which proved to be a teaser for what was yet to come. Rockford was a delight, with a little cluster of stores to poke around in, a few antique cars, and even a few flats. The trip back was, as promised, HILLY! And with a headwind and increased temperatures, too! Still, it was a fun ride. Most chose the 60-mile route, and many stopped at the ice-cream shop on the way back.

The Saturday afternoon entertainment was a "wildest shorts" contest. This was won by the "Fruit of the Loon" tribe. Guess where they hailed from! Their outfits--Mom, Pop, and the kids--were beyond description! The Mexican buffet had a few treats, too, for the CAT's and the Loons--real catfood and bird seed!

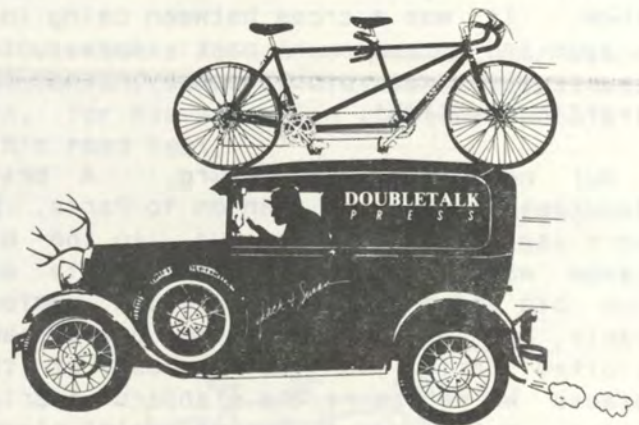
Sunday was another perfect day. The hale and hearty rides opted for a century to Lake Michigan, while the more moderate tandemists opted for a remote start, shortening the ride to only 50 miles. Sunday was special as a new group, the MUTTS

(Michigan United Tandem Touring Society) showed up in full costume--MUTTS T-shirts and doggy noses for captains and stokers. Also, the Wisconsin COWS (Couples on Wheels) showed up in costume, too. Cow-Shirts and Udders on most teams. You had to see it to believe it.

Sunday's traditional banquet was a sight to behold. All groups were in full costume, and the CATS (Chicago Area Tandem Society) had provided table decorations--in pink, of course! Does any other rally have this much fun? Will Springfield (site of MTR '88) be safe from all these animals?

Monday of course signalled the end of another fine rally. But before packing up, riders had one last chance to ride a quick sprint around Lake Reed, or a quicker sprint in the MTR Time Trials, a flying start 200 meter event for all the competitive cyclists present. Then it was all over. But don't despair! MTR '88 is only 10 months away!

Compiled from newsletters & eyewitness accounts





A COMMERCIAL TOUR OF EUROPE

After much discussion, weighing the pros and cons of "do it yourself" versus "full service", and all the options in between, Peggy and I decided that a commercial bike tour of Europe, encompassing 5 countries and 19 days of touring wouldn't be bad, especially for our first-ever tour of the continent. Of the 19 days, 10-12 were designated "bicycling days," with the remainder as pure sightseeing days.

We started our tour in England, where we had hired a tandem. Our noble steed for the tour was a MotoBecane, a 10-speed model, which we found to be quite satisfactory even if it was fairly expensive! We toured and played tourist in England for several days, even going to see the crown jewels one day.

After 5 days of sampling London and the English countryside, we took the overnight ferry to Holland. Holland turned out to be one big beautiful bike path, and we thoroughly enjoyed it. It seemed to be all downhill, and all the paths were bordered by flowers.

Leaving Holland via bus, our next destination was Koblenz (Germany), in the Rhine wine country. The cathedrals in the area were impressive, but Peggy and I had an uneasy feeling the whole time we were near them. It was a cross between being in a museum and an amusement park! Anyway, the countryside was nice scenery, and the traffic was light.

Our next stop--Luxembourg. A brief "tourist stop", and then on to Paris. We were again traveling by bus, so the mileage wasn't too hard to do. Paris was too big and busy for us to cycle comfortably, so we left the bike parked and visited Paris via foot. Most of the places we went were the standard tourist stops, but we did find some quaint places for lunch on our own.

We were glad to get back to England. We

crossed the channel via the Hovercraft. This was quite an experience. The noise was deafening, and the spray on the windows totally prevented us from seeing anything! It was a pleasure to get on the bike again, at the White Cliffs of Dover, and pedal! We really enjoyed the serenity of our ride to Canterbury. We spent several more days touring England, both on foot and by tandem, and then it was time to return the bike and fly home!

Our trip was a total delight! We enjoyed it to the utmost. If anyone is hesitant about touring in Europe, our recommendation is to put your worries behind you and go for it. We might even recommend a commercial tour for your first trip!

The advantages of touring with a commercial group included the secure feeling of knowing all the reservations were confirmed in advance, that the routes were all planned and scouted, and that our luggage would be transported for us. Also, the commercial group had sagwagon support, including some spare parts.

On our particular tour there were 45 people, ranging in age from 14 to 72. We felt this was too many for a good tour, and was one of the few negatives we found. In order to attract this many people, the cycling was geared toward the less-experienced cyclist. We like to cover a few more miles each cycling day. And of course, the cost was very high, as it is for any full-service tour.

Would we do it again? We'll probably not take another full-service tour, but for our first trip to Europe, or for anyone's first trip anywhere, a commercial tour is definitely worth considering!

David Bowen
New London, NH



1000 MILES LATER -- IMPRESSIONS OF A

SANTANA ELAN

In most road tests, at least the ones most commonly found in bicycling magazines, the bike being tested is new, with only a few miles on it. Of course it runs well, at least in most cases. But how does it run later, after it has a few more miles on it? We put a Santana Elan to the test.

For those not familiar with it, the Santana Elan is the least expensive bike in the Santana line. Several comparison reviews we've read indicate the Elan rides nearly as well as its higher priced brothers (sisters?). At \$1575, one can fully enjoy a very good quality tandem at an affordable price.

Our Elan, an 87/88 model, has an improved component package from previous years. The Shimano cantilever brakes provide the most stopping power we have ever experienced, and they have never given us any trouble. Our Elan is equipped with SR cranks and SunTour derailleurs, which work fairly well with the exception of the Alpha 5000 front derailleurs. This component is made for the ATB market, and ours lacks snap, so it takes extra time for the captain to it adjusted. The Cateye plastic toe clips are a nice addition, as they can't be squished easily, and they are extremely durable. As with any good tandem, the hubs and the bottom brackets are sealed, and they have given us flawless service. Stainless steel spokes are used, with 40 in the back and 36 in the front. The Specialized Touring 11's hold up very well under the extra stress of a tandem. We did not change any of the stock components, other than the seats, but we are seriously considering changing the front derailleurs. Perhaps one of the SunTour Cyclone series would perform better.

By now you're asking yourself "OK, so

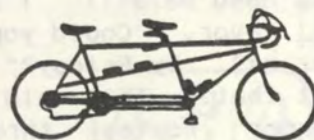
the bike works great. But what's it like on the road?" In one word, GREAT! Our bike is a 21x19, which weighs about 40 pounds stripped. It handles smoothly and can glide around the tightest hairpin turns that would normally leave a stoker screaming. Like a good bike should, it has a good neutral feel to it. When you get out of the saddle, it doesn't leave you feeling like you are on rubber bands. To quote a TV commercial, "It pours out the power smoothly, like only it can" (Not a Santana commercial).

The bike is set up comfortably, with no problems. As mentioned earlier, we swapped the stock Vetta saddles for the Avocet GeiFlex models. Our road test has proven them to be extremely comfortable. Switching to bicycles equipped with other saddles leaves us feeling as if we're sitting on the bare seatposts, even though we may be actually sitting on a top-quality saddle.

After 1000 miles on the Elan, we're extremely satisfied with it. It has top-notch components, a nice looking frame with limited flex, and an affordable price. We'd buy it again, that's for sure.

Our thanks to Rodney Moseman, TCA Dealer Member and owner of Bicycle World, Lititz, PA, for his expertise and assistance with this road test.

Scott & Amy Hoffman
Lancaster, PA

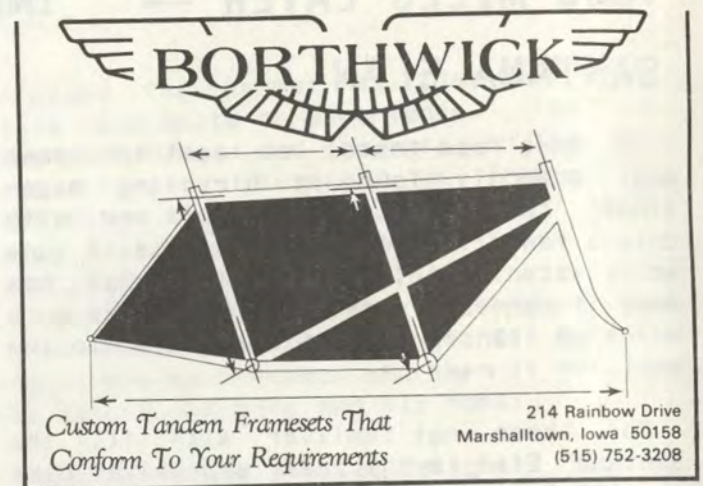




TRUCE WEEKEND

This year it really happened! The Twin Cities' Tandem Club (TCTC) and the Chicago Area Tandem Society (CATS) threw up the white flag and met for a tremendous time of riding, eating, and fellowship in Stevens Point, WI. (You didn't think either would let the other have a home court advantage, did you?) The really exciting part of the weekend was that up until Friday night the organizers for the weekend weren't really sure the weekend was going to come off. Since only 10 teams had confirmed, we cancelled the buffet plans at the Holiday Inn. Almost immediately we heard from eight more teams, "Is there still room for us? We're going, but we're staying at the" Suddenly the 10 teams had become a possible 18 teams. We now needed a place that could host a supper on Saturday for perhaps 36 people.

The next complications to be overcome were coming up with some good routes. The bike shop, which shall remain nameless to protect the guilty, never came through with the promised routes. I envisioned CATS and Loons lost forever in Badger Country. But no catastrophic events occurred, thanks to some wonderful Badgers—one a Swiss/Austrian chef (the owner of Bernard's Supper Club) who took us in for supper, and the second a wonderful tandem team from Stevens Point who planned and led the rides for us. Just as panic was about to set in at the Masters household on the Monday evening before the weekend, John & Peggy O'Dell called from Steven's Point (they'd read about it in DoubleTalk) to verify that the Truce Weekend was still on, and to ask if they could join the festivities. John and Peggy even delayed the departure of their vacation just to fit the T-W into their schedule. John also asked if any last minute help was needed. Well, did the CATS/LOONS need help!!! I asked for just one small favor, "Could you plan and map 2 rides for us? By Friday?" John and Peggy did just that. They laid out two absolutely super routes through the



countryside around Stevens Point.

John and Peggy came to the hotel and met with the CATS and the LOONS and set a good departure time for Saturday morning, then stayed to enjoy some excellent conversations until a too-late bedtime.

Saturday dawned sunny and hot! At 10 o'clock all interested parties met for the grand departure from the front of the Holiday Inn. With John & Peggy O'Dell leading, the group set off past a local newsman who shot a couple of pictures for a feature article. The short and long routes stayed together for awhile, then split. Each route went by a free public beach, with changing rooms so we could go for a dip. Most hit the cool water, looking for a chance to cool off.

At the beach, chief LOONette Sara Laird learned of a nearby restaurant which featured excellent homemade pies—the race was on! Lunch was pie, soup, pie, sandwiches, and homemade pie. The ride back to the Inn was a little slower, but the pool and the hot tub beckoned.

The second miracle worker was Bernard's. Bernard's Supper Club was just about a quarter of a mile for the Holiday Inn, so some drove, some walked, and some took Bernard's offer of free limousine service.

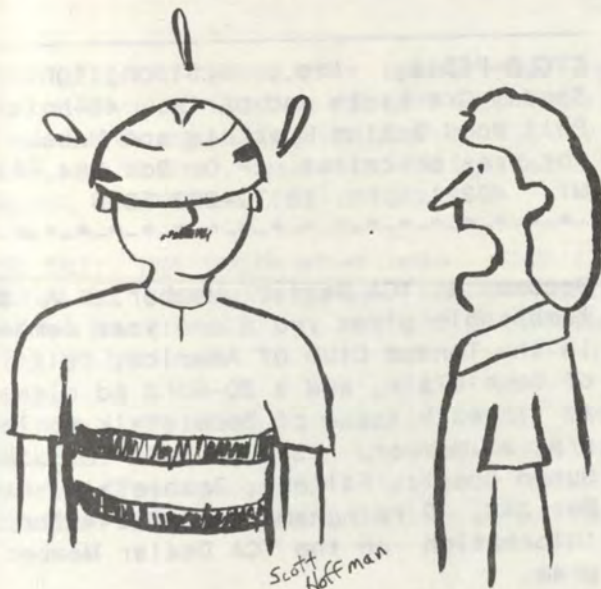


The Gains and the Camerons, two CATS couples who started walking, realized that it was still hot. No persuasion was necessary when the limo stopped and offered them a ride. Dinner was beyond words. Believe it when we say the walk back to the Inn was VERY necessary.

Sunday morning dawned a new beautiful day. The O'Dells led us out on a fast-paced ride along the Wisconsin River, for a quick 23 miles. Then it was over, and good-byes were hard to say after such a fine weekend. To stretch it a little bit more, about half the group went back to that little restaurant for more soup/pie/sandwiches before heading back to home.

Will there be another truce? Probably. Only next year it might be called the O'Dell Wisconsin Truce Weekend. John and Peggy are already thinking of some new routes for the next such weekend.

From CAT'S TALES, the Newsletter of the CHICAGO AREA TANDEM SOCIETY



I see you forgot to tell your stoker about that bump.

TANDEMS ARE FOR TWO

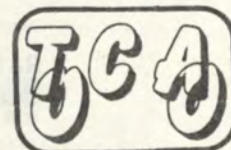
Being avid cyclists for several years, my husband and I decided that purchasing a tandem would only increase our enthusiasm for bicycling. Recently we took the plunge.

We spent about a month getting used to the feel of the long bike when we decided to tackle a metric century, 62.4 miles on the beautiful Natchez Trace Parkway in northwest Alabama. After 25 miles, though, I decided I couldn't go any further, at least not right now, but Ben wanted to keep going. As the route was an "out and back", Ben decided that I could rest for a while, and he'd take the tandem on to to the 62.4 mile turn-around, come back, and we'd finish the ride.

As luck would have it, shortly after taking off by himself, Ben came to a three-mile climb. This climb, coupled with the 98-degree heat, Alabama's August humidity, and the requisite headwind nearly did him in! He survived (thank heavens!), made it to the turn-around, and cycled back to where I was resting. When he came in sight, I saw the biggest grin on his face I've ever seen in our twenty years of marriage. Needless to say, he was really glad to see me. His first words were "I now know that a two-horsepower machine should be propelled by two horses!" I got back on the bike and we finished the ride. All the time on the last 25 miles, Ben kept saying how wonderful it was with me stoking.

Ben loves exercise, and whenever he mentions that he needs more challenge, I just tell him to take the tandem out by himself!

Francis Hollis
Huntsville, AL





TANDEM CALENDAR 87

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.

May 28-30, 1988. 3rd Annual Northwest Tandem Rally. Tacoma, WA. More info available in January. Send SASE to Northwest Tandem Rally, c/o Tacoma Wheelmen's Club, P.O. Box 99555, Tacoma, WA 98499

August 4-7, 1988. Eastern Tandem Rally '88. University of New Hampshire, Durham, NH. SASE to Bob & Linda Harvey, 16 Clinton Street, Salem, NH 03079

August 7-13, 1988. ETR '88 Post-Tour. SASE to Bob & Linda Harvey, 16 Clinton Street, Salem, NH 03079

September 2-5, 1988. Midwest Tandem Rally '88. Springfield, IL. SASE to John & Marcy Werthwein, 3354 Interurban Road, Springfield, IL 62707

Late September(?), 1988. Colorado Fall Foliage Tandem Tour. More info as it becomes available.

Late October/Early November, 1988. 10th Annual Southern Tandem Rally. 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

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 your tandem needs!
11/87

TANDEMS, LIMITED. Quality tandems from California, Pennsylvania, and England. Many tandems in stock for rapid delivery. 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

CYCLO-PEDIA, Inc.. Stronglight & TA Tandem Cranksets and parts. 48-hole rims. Phil Wood Bottom Brackets and Hubs. SASE for free pricelist. P.O. Box 884, Adrian, MI 49221. Ph: (517)-263-5803
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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.

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



CLASSIFIEDS

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, 36" and 48". 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. 11/87

FOR SALE: Santana Custom Tandem, 24x23 (New). "One of a kind" w/Campy, Phil Wood Disc Brake, Cinelli, Mavic, DT. \$2500 firm. Ted Cosby. 775 Amigos Way, Newport Beach, CA 92660. Ph: (714)-720-1200 11/87

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! 01/88

FOR SALE: RIXE (West German). ca. 1961, w/spring cushioned fork, drum brake on the front, coaster brake rear, 26x2 tires. Double step-thru frame. Original paint/equipment and in very good condition. Negotiable price. D. Tardif, Boyce, VA 22620. Ph: (703)-837-2361. 01/88

FOR SALE: Sky-Lo-Lo custom tandem. Men's/Men's 22.5x20.5. New white Imron paint. Exquisite lugwork & filleting. Short wheel-base=quick handling frame. Many brazeons. Top quality components from TA, Campi, and Phil. Asking \$1500. Rob McDonald, 564 Candler St. N.E., Atlanta, GA 30307. Ph: (404)-522-4922 Evenings. 01/88

FOR SALE: Phil Wood tandem hub (rear). 48-hole, 140mm dropout, threaded on left for drum or disc brake. Used, but in excellent shape; no extra play. \$45. Jim Reynolds, 405 Oradell Avenue, Oradell, NJ 07649. Ph: (201)-262-8181 evenings or (201)-262-3030 days. 01/88

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

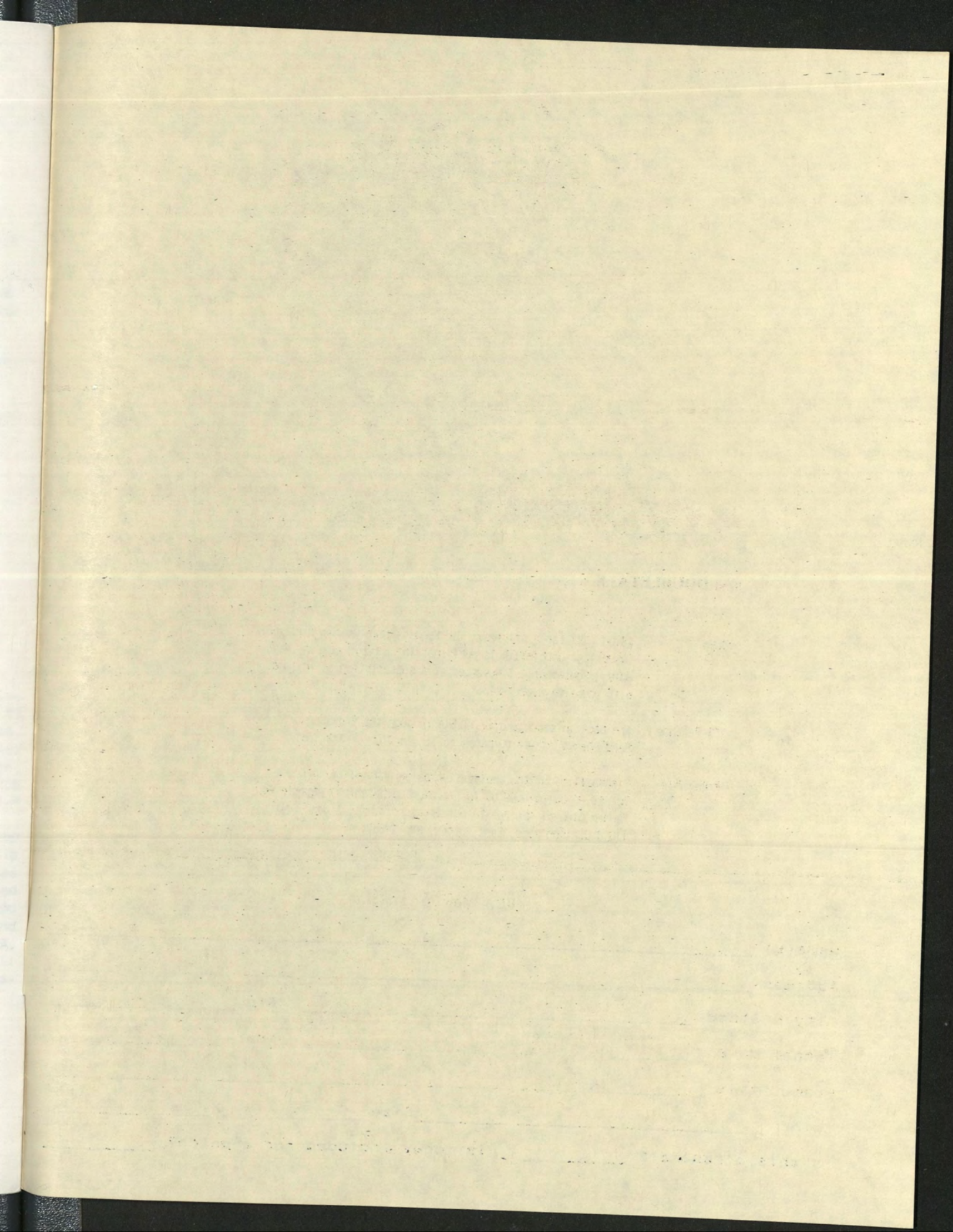
WANTED: Volunteer artist(s) to prepare sketches, cartoons, and illustrations to Jack & Susan Goertz, Rte 19, Box 248, Birmingham, AL 35244.

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

**Bicycle
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for 36**

BY ANDREW CULLISON







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

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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.

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Tandem Make _____ Year _____

Frame Style _____

Color _____ Size _____ X _____

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