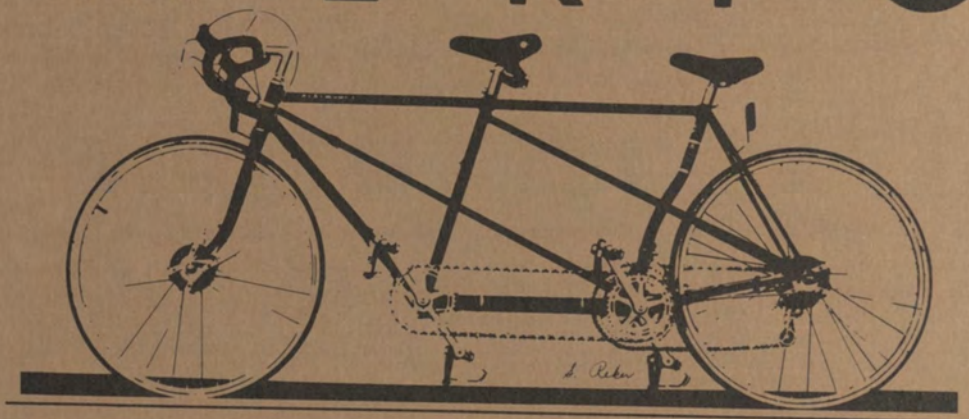


# TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"  
DOUBLETALK



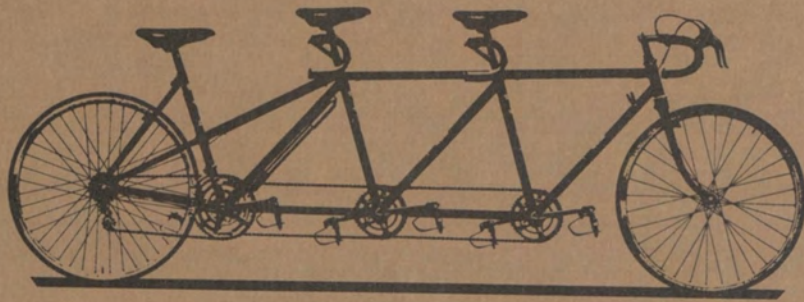
MARCH-APRIL, 1988

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

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# DOUBLETALK

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## DEADLINE FOR THE MAY-JUNE, 1988, ISSUE IS APRIL 1, 1988

### FROM THE EDITOR

I apologize! Never before have I started off a column with an apology, but this time I feel that I owe you one. The January-February issue was late, and it was partially our fault. First, the issue turned out to be the largest issue of DoubleTalk yet. That means the layout took longer than planned. Add to that the fact that, when we changed printers, we also changed layout people. Then we took the paste-ups to the printer. The printer accepted them, but told us he wasn't doing any printing between Christmas and New Year's. So that made us another week late. Then Birmingham got a snow storm the first Thursday after New Year's, which knocked the power out at the printers for two days. So there was another two-day delay. Finally the printing was finished, but our troubles weren't over yet! While the printer was trimming each booklet down to the 8.5x11 size, lightning hit the shop and knocked the electric knife out. Two days later it still wasn't fixed, so the printer contracted with another firm to finish off the books! We finally received them on Thursday, January 14th. Susan and I stayed up late labeling, sorting, and stacking over 700 issues of DoubleTalk so that we could get them to the Post Office on Friday, as Monday was a Federal holiday and they would be even later!

We sincerely hope everyone is as pleased as we are with the quality of the printing. We think that, late though it was, the printer did an outstanding job with the issue, and we look forward to the same quality, but in a more timely manner, for future issues.

In order to help us insure we get each issue in the mail by no later than the

first Monday of the cover date, we are asking you to send in all editorial material to us by the 1st of the month preceding the cover date. This means that the next editorial deadline, for the May-June issue, is almost upon us already. Please mail your articles to us by April 1, 1988. We know it's a rush, but please help us out!

We've received many designs for a proposed TCA T-shirt. We'll be sending out copies of all the designs to all the TCA reps in March. If it's possible to reach a consensus, maybe we are closer to a new design. We've had a lot of interest expressed in such a shirt. Keep reading DoubleTalk. We'll let you know how the judging progresses, and when (if?) a new shirt is available.

One "perk" we enjoy as editors of DoubleTalk is the newsletters we receive from other local tandem clubs. We receive newsletters from the Chicago Area Tandem Society (C.A.T.S.), the Twin Cities' Tandem Club (Minneapolis), and this month we received a copy of newsletter from the west coast, the CounterPointers (Portland, OR), just for owners of the CounterPoint tandems. We enjoy them all, and we use ideas from them from time to time (with due credit to the source, of course). Please keep them coming our way. If you are interested in learning more about each of these local newsletters, please contact the editors directly. We've listed their addresses below. And if there are any other local tandem-oriented clubs out there, please have them contact us. We'd like to know about them, too.



Winter is about over in Alabama--we actually had several weeks of cold weather this year. We hope to be back up to par with our tandem mileage by the end of March. It's been a slow year so far, and we're getting cabin fever.

Until next time--

Chicago Area Tandem Society (C.A.T.S.)  
c/o Tom and Sherry Masters  
302 E. Willow Road  
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Dues: \$8.00/year

Twin Cities' Tandem Club  
c/o Sara & Doug Laird  
5232 Edenmoor Street  
Edina, MN 55436  
Dues: \$8.00/year

CounterPointers  
c/o Rick Pope & Becky Taylor  
6305 S.W. Roundtree Court  
Portland, OR 97219  
Dues: \$5.00/year



YOU KNOW YOU'RE FULLY PACKED FOR TOURING WHEN THE GUYS ON THE BIG HOGS THINK YOU ARE ONE OF THEM!

## LETTERS TO DOUBLETALK

Dear DoubleTalk:

We have enjoyed the four issues of the newsletter we have received since becoming members of TCA. However, I must say that the NOV-DEC issue was the best yet. I found each article interesting and entertaining.

We have been tandemming for over a decade and have just recently traded in our old Gitane for a new Santana Arriva. Although we have only taken a few short rides on the new bike, we are already impressed with the smooth ride and maneuverability. We are looking forward to the next "nice" weekend to add a few more miles to our road test.

We would be very interested in purchasing TCA T-shirts if you come up with a design. We're sorry we have no talent in that area.

Keep up the good work!

Dick & Jackie Durrett  
105 Second Street  
Glenwood Springs, CO 81601

Dear DoubleTalk:

On the topic of Arai drum brakes, how do you remove it from the hub? I'm bound to break a spoke on that side at some point.

Best regards,

Jim & Linda MacIver  
Columbia, Maryland



Dear Jim & Linda:

I hope you saw the Tandem Toolbox article in the January-February issue. That gave one solution for a home tool. Another solution is to go to an auto supply store and buy a 41mm (1 5/8") deep socket. The brake is right-hand threaded.

Jack Goertz

Dear DoubleTalk:

Shortly after the Nov-Dec issue of DoubleTalk appeared, I got a 'phone call from Josh Berger, a TCA member in Riverdale, NY. He told me Pedalpusher Ski & Sport, near Philadelphia, had replacement shoes for Aral brakes.

I couldn't find Aral brake shoes in my PS&S catalog, but a phone call established that PS&S did, in fact, have them. The part number was 118-0984, and the price was \$9.95 a set. I ordered two sets; the total cost was \$23.65, which included a \$3.75 UPS charge. They arrived five days later, but I have yet to install them.

Pedalpusher Ski & Sport is located at 659 Easton Road -- that's Route 611 -- in Horsham, PA. The mailing address is P.O. Box 82, Horsham, PA 19044. The toll-free number for orders is 1-800-523-7576.

Incidentally, PS&S has a dandy catalog.

Best regards,

Jim Reynolds  
Oradell, NJ

Dear DoubleTalk:

We enjoy reading DoubleTalk. We would, however, like to see a few more articles relating to the unique aspects of tandem maintenance (Jay, are you listening?). In the meantime, please consider

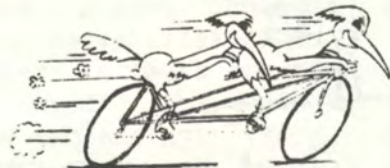
#### ANOTHER COMMENTARY ON MINIVANS TO TRANSPORT TANDEMS

After reading a number of letters to DoubleTalk, and seeing several Chrysler Corporation minivans at bike events, we did some comparison shopping among the three domestic manufacturers as we do try to buy American when possible. After comparing the features of the Chrysler and Ford minivans, we chose a seven passenger 1987 Ford Aerostar for the following reasons:

We have seen a wide variety of racks being used inside the van to support the tandem. We envisioned needing the same. We found, though, that when the third full-size passenger seat was removed from the Aerostar, the tandem fit very nicely, tail first, along the right side of the van between the second shorter two-passenger seat and the sliding door. We were able to secure the bike with a strap to the hand hold next to the side door. This left room for up to four people and lots of equipment.

The Aerostar is about 10 inches taller than the Chrysler vans and some inches lower than the Chevy Astro, and it has a flat rear opening. This makes loading and unloading the tandem a breeze. One problem, of course, in the added height is that it is harder for us to get our canoe on and off of the roof rack.

Carl E. Frasch  
13100 Burlwood Drive  
Rockville, MD 20853





## 1987 TCA TANDEM

### SURVEY RESULTS

At long last, here are the results from the 1987 TCA Survey. Admittedly, these results have been a long time coming. After a few major life-style changes, and lots of time spent exploring the anything-but boring San Francisco Bay Area, I finally got down to business tabulating all the responses and putting them together in this semi-article form.

These results are from the survey published in DoubleTalk in the March-April, 1987, issue. The numbers don't always correlate from question to question (do they ever?), but I think we can still draw some conclusions from them.

I think most of you had fun completing the survey, and we certainly had fun reading the answers. We also received a number of comments that will be valuable in conducting a similar survey in the future.

#### Basic statistics (Questions 1-4):

	Total	Female	Male
# Respondents	142	60	81
Average age	40.1	35.3	43.4
Years ridden	4.0	3.2	4.7
Miles/year	1855	1943	1774

#### 5. The type of tandems we ride:

# tandems	1	2	3
Tandem type:			
Common upright	121	10	1
Upright Captain, rec.			
stoker	5		
Recumbent both	1		
Other	6	3	

#### 6. How we use our tandems:

Times/year:	10 or more	6-10	1-5
Recreation	118	13	10
Transportation	24		27
Commuting	5	2	10
Taxi service			3
Other	7	2	10

#### 7. Which position(s) do you ride?

58% Captain      42% Stoker

#### 8. If you always ride one position, why do you not ride the other position:

- 55% -- The stoker feels hesitant about captaining.
- 11% -- Stoker wants to stoke and not captain
- 11% -- It is a pain to change the bike to accommodate the different sizes
- 9% -- The captain would not stoke

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9. If you are able to ride both captain and stoker, what difficulties, if any, did you have in achieving that option:

Of the 5 responses to this question, two said they needed extra long stoker seatposts, two captains had to convince the stoker to captain, and one cyclist, when captaining, could handle a stoker only up to a certain size.

10. Who handles the braking?

- 92% -- Captain
- 0% -- Stoker
- 8% -- Both

11. Who handles the shifting?

- 96% -- Captain
- 2% -- Stoker
- 2% -- Both

12. Who reads the map and determines the route?

- 32% -- We take turns
- 20% -- Stoker, mostly
- 40% -- Captain, mostly
- 8% -- Map, what map?

The responses to questions 13-19 may not add up to 100% because only the top 3-5 responses are listed.

13. In your opinion, what is most difficult about being the captain?

- 61% -- Responsibility for steering, braking, watching traffic, concentrating, safety
- 14% -- Being aware of stoker's concerns
- 10% -- Communicating with stoker

Other comments of note: One person wrote that most difficult was paying for the bike and all the latest matching jerseys.

14. What irritates you most about tandemming with your No. 1 stoker?

- 27% -- Incompatible riding techniques
- 24% -- Incompatible riding abilities
- 20% -- Backseat driving
- 4% -- Trying to navigate

Other comments: "She can reach my buns, but I can't reach hers!"

15. What do you like the most about riding captain as compared to riding your solo bike?

- 64% -- Togetherness and conversation
- 12% -- Can go farther faster
- 5% -- Teamwork
- 5% -- Smooth ride

Other comments: "Backrubs" "People pointing at our bike, our shorts"

Questions 16-19 were to be answered by stokers only.

16. In your opinion, what is most difficult about being the stoker?

- 38% -- Having no control and having to trust the captain
- 32% -- Not seeing ahead
- 5% -- No communication

17. What irritates you most about tandemming with your No. 1 captain?

- 46% -- Incompatible riding abilities and desires
- 31% -- No communication with captain
- 4% -- No appreciation from the captain

Other comments: "Can't escape my captain's flatulence."





18. What do you like the most about riding stoker as compared with riding a single bike?

- 29% -- No control, no responsibilities, can take in all the scenery
- 24% -- Can go farther, faster, and with less effort
- 14% -- The tandem is a great equalizer
- 6% -- Working as a team
- 5% -- More comfortable
- 4% -- Stoker doesn't ride single
- 3% -- It's more fun

Other comments: "Appreciate the bug shield" "Like to pull my dad up the hill" "Like to watch my captain's trapezius muscles"

19. Is your tandem equipped with a child conversion attachment?

- 10% -- Yes
- 89% -- No
- 1% -- What's a child conversion?

20. Are you a member of the Tandem Club of America?

- 80% -- Yes
- 20% -- No

Results compiled by Laura Mappin, Palo Alto, CA

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## FALL CRUSH TANDEM TOUR -- 1987

Another tandem ride joined the ranks in 1987 when the Fall Crush tandem tour was announced for the weekend of October 17-18. 55 couples assembled in Calistoga, CA, for a weekend of riding, socializing, and mutual bicycle admiration. Organizers Bob Philpott and Robin Smith (TCA western reps) had planned to reserve a block of rooms at a historic Calistoga hotel, expecting perhaps 10 couples. As registrations came in, this plan had to be abandoned. Tandem couples converged on various campgrounds, motels, and bed-and breakfast inns for the weekend.

Especially for those who had never been on a tandems-only tour, the array of bicycling machinery was fascinating. Tandems ran the gamut from Schwinn Twinns to custom-builts, and framebuilder Rick Jorgenson (Tango Tandems of Davis, CA) topped everyone when he arrived with his quad.

Calistoga is at the northern end of CA's Napa Valley. This beautiful area is famous for its vineyards, wineries, hot springs, and balloon rides. During October the "fall crush" takes place -- grapes are harvested and crushed, then fermented, blended, and transformed into different varietals. The distinctive scent of the crush is valley-wide. Vineyard leaves begin to turn, the Napa Valley's version of the East's "leaf season."

Bob & Robin organized a variety of rides that provided something for everyone's ability and wishes. Their routes offered a full century, several 50-60 milers into surrounding valleys, and a flat route that meandered around wineries and small towns. We went wine-tasting, pedaled along rolling hills just made for tandems, climbed ridges, and admired vineyard fall colors. Grape vines had become showy displays of red, green, and golden leaves.



When we gathered for each day's rides, other visitors stared. Calistoga gets a lot of organized bicycle tourist traffic, but commercial tours don't feature tandems and coordinated outfits.

A barbeque Saturday night brought everyone together to swap stories. After a good feast, we were treated to a special slide show. Rick Jorgenson explained his frame-building techniques, then described his harrowing experiences riding the quad on a 15-day, 3000-mile tour across the U.S. One quad, by the way, does not equal two tandems or four singles. Speed differences are exaggerated on hills and flats are common. Breakdowns are frequent, and the bike is impossible to fix in local bike shops. Despite the efforts of its determined crew, the quad tended to lead from the rear!

Kudos to Bob and Robin for this first western tandem tour! We're looking forward to more.

Miriam S. Clair  
Sunnyvale, CA



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## ROAD TEST OF THE 1987 DAWES SUPER GALAXY

Our DAWES arrived from the dealer/importer neatly packed in a very large tandem carton. It was fully assembled and adjusted with the exception of the handlebars, front saddle, and pedals. Included accessories were pump, toe clips and straps, Esge fenders and rear rack. Fittings are provided for 3 water bottle holders and a front carrier. Thoughtfully included as a brake lock for parking the bike. Final assembly took under 20 minutes.

The DAWES tested was a 23" x 21.5" Marathon design finished in medium, metallic blue with a minimum of attractive decals -- name and "hand-built" and "Super Galaxy" -- in script. First impression, and later confirmed after an extended ride, was that there are extra, welcome inches in the length. Both front and back are "normal" bicycle sized. This is not always the case with tandems. Three brakes are provided-- front and rear cantilevers working off the right brake lever and an Arai rear drum brake on the left lever. The brakes worked well.

The drive train consists of Stronglight cranksets. The rear is a triple with 48-40-28 rings working with a 6-speed ATOM free wheel covering 13-32 teeth. Shifters are a SHIMANO rear and a no-name front. This entire combination leaves something to be desired although the tandem is still a fine value at the price. The Stronglight crankset does not have enough clearance between the right crank and the shifter to work on the 13 tooth sprocket without rubbing, given the normal flexing of any frame. The fitting of the 13-tooth minimum free wheel does take care of this problem. It doesn't work! I have never found that 13-tooth sprockets work. It seems that the angle of the teeth and the angle created by the diameter of the 13-tooth sprocket it-



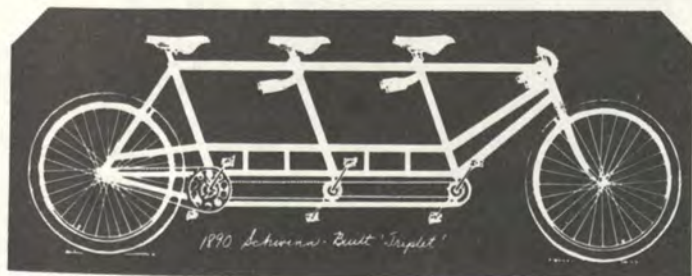
self causes the chain to skip when pressure is applied. The solution, if DAWES is listening, is to use Sugino cranksets with a 54-tooth large chain ring and a 14-tooth minimum rear.

Enough negative, there is much more good. Hubs are Suzue 40-hole tandem hubs with sealed bearings. Rims are Weinmann. Tires, sensibly, are 700c x 32, which may make the purists ill, but given the weight of the tandem, provide enough volume within the casing to accommodate bumps, railroad tracks and potholes.

The ride is comfortable, handling is crisp, if that can be said of a device that has been nicknamed the "Orange Blossom Special" after the famous train immortalized in the song of the same name. Singles on the same club ride are amazed at the ease with which the DAWES eats up the miles! No, I can't tell you how well it climbs hills as there are none in South Florida. The gearing suggests that there is no mountain that can't be attacked.

One last niggle, if I may. Both sets of toe-clips are mediums. With a 23" front, one might guess that "large" would be more appropriate. In summary, the DAWES is an excellent value and lots of fun. Everything is alloy. Handlebar tape is leather-like and good looking and all fittings are adequate (but not top of the line). With changes to the drive train, not costing anything, this would be a world beater.

Barbara Malone  
Coral Springs, FL



© J. Libin

## BAC AND THE POTOMAC PILGRIMAGE

The Bicycle Adventure Club (BAC) is a non-profit cycling organization which sponsors trips in the United States and abroad. Their current headquarters is in San Diego, CA. Trips are organized by unpaid volunteers who make the arrangements for hotels, eating, and sag-wagons. The sag-wagon is for hauling luggage, and it will pick up riders in an emergency, but it does not sweep the route to give help along the way. Driving is shared by all riders for the most part. Each rider pays his own bills for rooms and food each day.

International trips have included France, Italy, England, New Zealand, and Japan. U.S. trips have covered Virginia, the Badlands, Cape Cod, Bucks County, MI, the Berkshires, and California.

Peggy and I recently joined the BAC for a 6-day tour starting in Alexandria, VA. The first day was a sight-seeing tour of Washington, DC. Afterwards we rode from Alexandria to Leesburg. The group had two options to choose from--a 40-mile bike path or a 55-mile tour which included a crossing of the Potomac at White's Ferry. This longer route was hilly, and the weather was hot, too--92 degree weather.

From Leesburg the tour went to Harper's Ferry. This day it was raining. No one complained about the drippy weather, though, as it was a very welcome change from the first day's 92 degree heat. Side point--if for some strange reason you ever find yourself in Lovettsville, VA, there is a great place to eat, the Village Inn. It's got great food and the hosts offer super hospitality.

Leesburg is only a short 27 mile ride from Middleburg, our destination for the third night. Middleburg is located in some beautiful country, just right for



bicycling. We took advantage of the countryside, and spent the fourth day there too. This allowed us a day just to tour the local countryside, visiting horse farms, wineries, and some of the small towns.

The final day of the tour was spent riding the Ward OD Trail, an old railroad bed that has been converted to accommodate walkers, equestrians, and bicyclists. An interesting mix, to say the least. The trail goes through some very populated areas, but it is delightful riding. We even saw a red fox and a blue indigo!

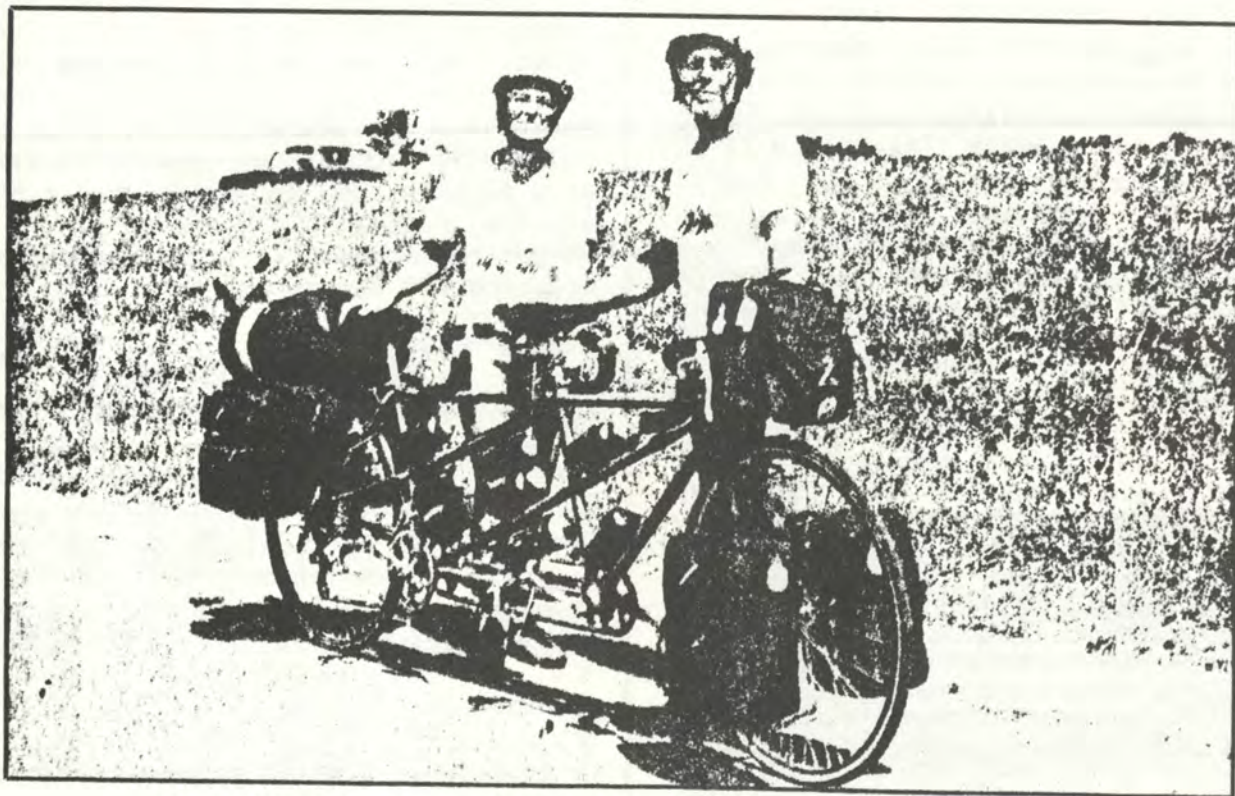
That was the life as life was meant to be enjoyed!

David and Peggy Bowen  
New London, NH

## CROSSING THE US, THE SHORT WAY

"Elderly," "older," "senior citizens." Don't believe a word of it, at least not if you are talking about a tandem couple. Last summer Ken & Vi Lewis, members of the Twin Cities' Tandem Club [TCTC], took off from St. Paul and crossed the United States from north to south. And if that wasn't enough, before they left on this journey they took a 1000-mile warm-up trip to Canada, just to see if they could travel together.

Ken says the trip was a delight, with no real problems whatsoever. Sure they were chased by dogs one day, and they had two flat tires and eight broken spokes, but that just made the trip more interesting.



Ken and Viola Yarbrough Lewis, avid 63-year-old bicyclists, sit on their \$2,400 custom built bicycle.



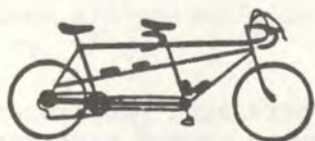
Then don't forget the time they were locked in on the third floor of an old hotel on a night when they wanted to be on the road by noon. Ken and Vi both say that these "little things" just make the trip more memorable, and more fun to talk about with all their friends.

The route they chose took them through Minnesota, Iowa, Nebraska, Kansas, Oklahoma, and Texas, then on across the border into Mexico, just to make the crossing complete. A special highlight of their trip was seeing old friends at the Confederate Air Show in Harlingen, TX. Of course, this visit made the local newspapers.

One aspect of the trip that will probably amaze all of Ken & Vi's thousands of friends is "Forty-one days on the road, and not one single argument." Ken attributes this display of perfect harmony to the fact that he and Vi are also the best of friends.

Ken and Vi completed the round trip on AMTRAK, as planned. A perfect trip that Ken had been planning for 13-14 years was over.

--This article was compiled from several newspaper reports of Ken & Vi's journey.



## WOWIE MAUI!!

As we write this article we are trying desperately to get over the shock of the ice and snow that greeted us in Portland, OR this morning on our return from the Hawaiian Island of Maui. We had planned this trip back in April as a winter escape and a chance to do some swimming and snorkeling on warm sunny beaches. After

reading an article in Bicycling Magazine about the volcano Haleakala, we decided to take our tandem to Maui and attempt to ride it to the top. Haleakala soars 10,026 feet above sea level and is the steepest paved road to that height in the world. So why would anybody want to ride a bike up it? Why a tandem bike which is known to be slow and cumbersome on long climbs?

Well...having ridden our tandem around Mt. St. Helens and around the rim of Crater Lake, we have developed a real fascination for volcanos. Besides, we like being together, especially when we found out the airlines' fees would amount to \$50 each way for single bikes, the same as for the tandem. So we boxed the tandem and it was "here today, gone to Maui."

We attempted the climb New Year's morning at the crack of dawn and soon found ourselves in a tropical rain storm. At 3,000 feet we were told that the weather on top was near freezing with gale force winds and zero visibility--not good cycling weather! We called a friend to come rescue us, and we later heard that it had rained more in Honolulu in those two days than it had in all of 1987.

Sunday after the storm had passed, we started at the 3,000 foot level in an attempt to climb the last 7,026 feet to the top. We spent the entire day in granny gear on a hill that never lets up. The toughest part was right after the National Park Headquarters, a 5 mile stretch of 10 1/2% grade at 8,000 feet of elevation. We stopped every mile and sometimes every half mile in an attempt to catch our breath.

The people were very supportive, cheering us on, especially the tourists who had paid to do the famous Maui Downhill. For \$60-\$70 you can be taken in a van with a tour leader to do the 36-mile downhill in a group. We counted well over 150 people doing this popular event.

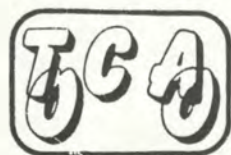


During the day the mist and clouds would break long enough for us to take in breathtaking views of the mountain, the islands, and the ocean. We even saw a pack of wild boar and a plant called silver sword which can only be found on this slope. Well, we made it to the top with much respect for the mountain and its harsh weather. A sign warned visitors to walk slowly because of the altitude. We peered into Haleakala's 3,000 foot deep crater, a crater large enough to hold the entire island of Manhattan. No wonder the natives call it the House of the Sun. The park ranger told us that she had seen only one other tandem, ever, make it to the top, and she asked to take our picture.

Oh yes, and then it was the 36-mile downhill, with its 29 switchbacks. First the bone-chilling cold, then the fog, then the rain, then cross winds, and finally! At last we had the warmth of the tropical sun and all the good feelings that come with having made it to the top and back!

Doing it the cheap way,  
Chuck and Nancy Meitle  
Corvallis, OR

PS: On the flight home our captain announced that due to the strong tail winds, we had just broken 760 mph! HAS YOUR TANDEM GONE MACH ONE?



## PEDALING PARTNERS

The fact that Gery Jahoda is legally blind didn't stop him and his wife Pat from tackling a tour of Europe by tandem last summer.

In June, the Jahodas, TCA members from Tallahassee, FL, loaded their Santana onto an Icelandic Air Lines flight from Orlando to Luxembourg. For the next 6 1/2 weeks, they cruised the bike paths and roads of West Germany, Belgium, Holland, and France. The couple dealt with unexpected rain showers and an occasional lack of accommodations while pedaling beside such views as steamers and swans traversing a 160-mile stretch of the Danube River in Germany.

Gery Jahoda's visual impairment didn't hamper the bicycle trip. His job on the bike was that of stoker. Pat was the captain.

Gery, a 62-year-old Florida State University professor in the School of Library and Information Studies, first learned he had retinitis pigmentosa (a progressive eye disease that leads to blindness) in 1944 when he was stationed in the Army in Texas. On night maneuvers, he was unable to follow his unit. He said a savvy sergeant thought he was gold-bricking, but did send him to an Army hospital where the first signs of his RP was diagnosed.

Gery uses sophisticated video and camera equipment to boost written words to a size and intensity that he can read. Pat, his favorite stoker, also assists him. Bicycling had seemed to be a hobby beyond Gery's limits, considering his inability to see clearly.

But several years ago, Pat found a rusty second-hand Schwinn tandem bike and had it renovated for them to use. "It was a gift that opened up new worlds for me," Gery said.

Their first trip included a ride up the incline at the overpass on Pensacola Street at Doak Campbell Stadium, near their west-side Tallahassee home. "We could hardly make it," Pat said.



The old Schwinn was only a single-speed, with not gears to help them pedal up hills. But despite the physical efforts, the Jahodas enjoyed the outing. Soon they traded the Schwinn and purchased a five-speed bicycle.

As the couple's enjoyment of the new hobby increased, they decided to step up to a new Santana Elan. Compared to their previous bikes, "It's a Cadillac of tandems, both in price and performance," Gery said. The couple then joined the Capital Cyclists and began to ride in earnest.

They made excursions to locations outside Tallahassee, including frequent trips down the bike path that runs on the old railroad bed from south Capital Circle to St. Marks. The zenith, though, was an eight-hour ride with the Capital Cyclists from Tallahassee to Albany, GA. After that trip, Pat and Gery knew they could tackle Europe.

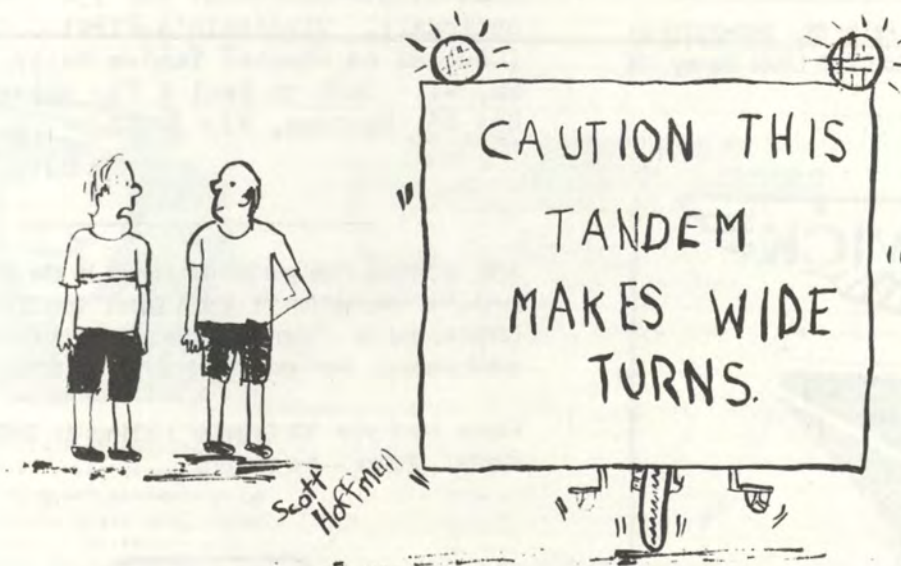
The trip was a natural for Gery. Born in Austria and fluent in both German and French, he was familiar with the countries

and could serve as the couple's interpreter. During the weeks from the end of June through most of August, they bicycled more than 1,000 miles of the European countryside, taking time to talk with people and enjoy the sights.

"We spend some lovely evenings chatting with people and exchanging ideas over a glass of wine," Gery said. "We felt we really met the people and saw the countryside by bike. A tour could not have duplicated our experience for any amount of money."

The summer is now a pleasant memory, but the Jahodas are looking to the future. If things go well, they'll be loading their Santana on another transAtlantic flight in late spring. The couple hopes to be cycling through Europe again, this time in the south of France. Let's hope they choose to share their adventures with the Tandem Club of America!

--Excerpted from the Tallahassee Democrat, December 17, 1987.



AREN'T YOU CARRYING THIS WIDE TURN THING TOO FAR?



## TANDEM CALENDAR 88

May 21, 1988. 2nd Annual Miami Valley Tandem Rally. Bellbrook, OH. Sponsored by the Miami Valley Regional Bicycle Committee. Send SASE to Wendell Owens, 933 Kenosha, Kettering, OH 45429

May 28-30, 1988. 3rd Annual Northwest Tandem Rally. Tacoma, WA. 150+ tandems expected. Register soon. Send SASE to Northwest Tandem Rally, c/o Tacoma Wheelmen's Club, P.O. Box 99555, Tacoma, WA 98499

July 22-August 7, 1988. AIT Rally. Weston Park, Shropshire, England. Sponsored by CTC. After the one week Rally, head to France, Belgium, and the Netherlands for a delicious finale to a European holiday. Come early and/or stay late, plus many other options available. Non-profit even led by TCA members who have tandemmed the last two AIT Rallies in the Netherlands and Poland. Limited space. SASE to Patty & Peter Loucheim, 6834 E. Pasadena Avenue, Scottsdale, AZ 85253-7046 or ph: (602)-994-5312

July 28-31, 1988. 2nd Annual Truce Weekend. Stevens Point, WI. Everyone's invited to come ride with the CATS (Chicago), the Loons (Twin Cities), and the COWS (Wisconsin). SASE to John & Peggy O'Dell, 1941 Elk, Stevens Point, WI 54481. Ph: (715)-344-2732.

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 7-14, 1988. ETR'88 Post-Tour. SASE to Bob & Linda Harvey, 16 Clinton Street, Salem, NH 03079

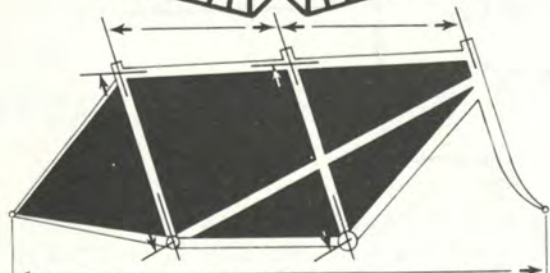
September 2-5, 1988. Midwest Tandem Rally'88. Springfield, IL. SASE to John & Marcy Werthwein, 3354 Interurban Road, Springfield, IL 62707

September 10-11, 1988. Toronto Tandem Co-op's Excursion. Beaver Valley, ON. Tour the banks of the Beaver River and the Niagara Escarpment. Contact Shirley Szilvasy or Ted Przyborowski (416)-652-1483 by July 1, 1988.

September 23-25, 1988. Colorado Fall Foliage Tandem Tour. Aspen, CO. Ride through the valleys in one of Colorado's best-known recreational area. SASE to Ken Reid, P.O. Box 9694, Aspen, CO 81612.

October 28-30, 1988. 10th Annual Southern Tandem Rally. Thomasville, GA. Info will be mailed in May. SASE to Jack & Susan Goertz, Route 19, Box 248, Birmingham, AL 35244

Last minute addition: May 15m 1988 (14th optional). Wisconsin's First C.O.W. (Couples on Wheels) Tandem Rally. Wautoma, WI. SASE to Paul & Flo Walker, Rte 3 Box 65, Wautoma, WI 54982

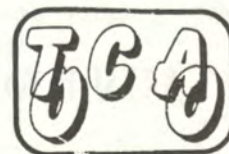


Custom Tandem Framesets That Conform To Your Requirements

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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







## CLASSIFIEDS

FOR SALE: 1984 Santana Arriva in excellent shape. Braze-ons for 4 water bottles and a rear rack. Comes complete with child conversion. 20x18. Asking \$1950 or best offer. Doug Thompson, 804 Spear, Logansport, IN 46947. Ph: (219)-722-3797. 03/88

FOR SALE: 1987 Santana Sovereign. 21x19, beautiful metallic blue Imron paint, Columbus premium tandem frame, Specialized sealed hubs, 48-hole rims. Sealed bottom brackets and pedals. All other stock equipment. Only ridden 400 miles. Perfect condition. Original box retained for shipping. \$2750. Dean Graf, 2408 West Augusta Square, McAllen, TX 78503. Ph: (512)-686-2542 03/88

FOR SALE: Paramount Tandem. Newly painted with new back wheel and disc brake. TA crossover drive with kid back attachment available. Mixte rear frame is perfect for kids or team with small stoker. 21x19. \$1600. Alan Yockey. Ph: (215)-322-5091 after 8 p.m. EST. 03/88

FOR SALE: Santana Classic. Sonoma Burgundy. Phil hubs, Blackburn low-riders, Eclipse rear rack and large bags. 18-speeds. Halogen headlight. \$1700. George Mathison, 227 N. Greenwood Avenue, Park Ridge, IL 60068. 05/88

WANTED: Cinelli Supercorsa Road bike (single), 46-49cm. I'm seeking the traditional crested model in good condition. Will consider frameset or complete bike. David Martinez, 35880 Mission Boulevard, #6, Fremont, CA 94536. 05/88

FOR SALE: Schwinn Paramount tandem. Charcoal gray, double-diamond frame. 23x21. 15-speeds, Phil hubs with 48-spoke wheels, otherwise all Campy. Front & rear racks. Cateye, pump, & bags included. \$1800. Tom Masters, 302 E. Willow Road, Barrington (near Chicago), IL 60010. ph: 312-358-7797 05/88

FOR SALE: (1) One set 48-spoke wheels, built by Jack Goertz. Phil Wood hubs, 140mm Santana/Arai spacing, Ukairims, DT 14g spokes. Brand new, never used. \$125. (2) One set of 48-hole Bull's-Eye tandem hubs. Double threaded, 140mm spacing. Brand new, never used. \$60. (3) One set Mavic E4 48-hole rims, 700c. Brand new, never used. \$35. Robert Taylor, Rte 1, Box 535-A, Detroit Lakes, MN 56501. Ph: 218-847-3898 05/88

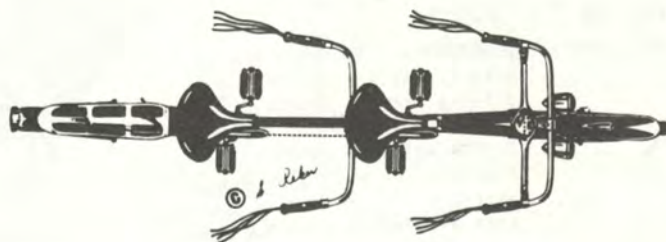
FOR SALE: BIKE KASE—a rigid high-impact plastic container to ship a single bike while traveling. 2 for sale, still in original boxes. Cost \$300—Sale price \$200. Steve Soriano, 370 Coelho Street, Milpitas, CA 95035-2843. Ph: (408)-942-8227 05/88

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.

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







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? \_\_\_\_\_