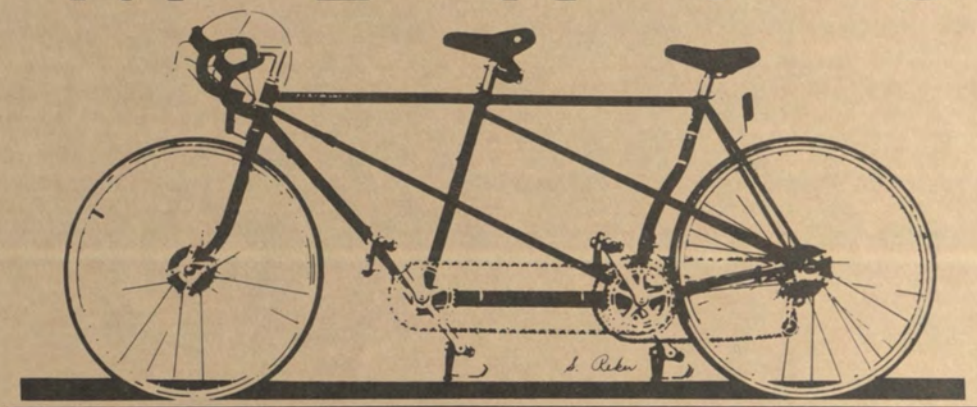


# TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"  
DOUBLETALK



MAY-JUNE, 1988

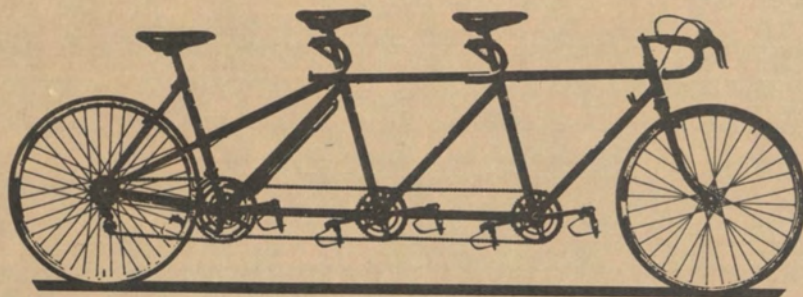
DoubleTalk  
the newsletter of the  
Tandem Club of America  
Jack & Susan Goertz, Editors  
Route 19, Box 248  
Birmingham, AL 35244

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# DOUBLETALK

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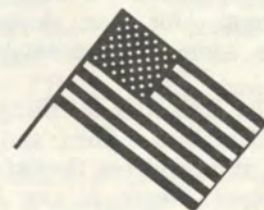
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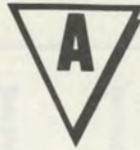
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**DEADLINE FOR THE JULY-AUGUST, 1988 ISSUE IS JUNE 1, 1988.**

**FROM THE EDITOR**

Why is it that when you try to compile a list you usually leave out some of your favorites? That's what I did when I tried to put together a list of Tandem-oriented clubs. I left out several of my favorites (and probably many more that I'm not aware of). So...you should add three more clubs to the list that was included in your March-April issue of DoubleTalk. I overlooked the Toronto Tandem Co-op, the MUTTS, and the COWS. Their addresses are at the end of the column. Jot them down & contact them. They have some great events!

The Calendar is filling up! There are scores of terrific rides, rallies, and tours listed. Check them out, and send for the information quickly, as many of these events fill up fast. One that is not on the calendar, as it is a commercial endeavor, is International Bicycle Tour's first ever ALL TANDEM TOUR TO MOSCOW. As I was putting together this issue, Frank Behrendt called me and said that as of April 1st, the tour was already half-filled, and that you should call at once if you want to be included. IBT's telephone number is (914)-238-4576. Be a part of this historic tour!

Along with the growing calendar, the Tandem Club continues to grow. We're well over 700 members now, and growing! Will we make a 1000 members by next January? We can, if you will help. Take the time to remove the two brochures that were included in the January-February issue. Use one to renew your own membership, and give the other to a tandem-loving friend who's not a member. We may even double our membership.

We received nine submissions of artwork for possible use as a new TCA T-shirt design. We finally were able to make copies of all the sketches, and they are in the hands of everyone who's listed on the first page--your area reps and others. We've asked them to review the designs and return their choices by the middle of May. We'll compile the results and pass them on to you when we have them. We hope to have new T-Shirts available before the year's out.

Keep those cards, letters, and articles coming. You're what makes the Tandem Club a success!

See you at a rally!  
Jack & Susan

Toronto Tandem Co-op  
c/o Debbie & Doug Crosby  
554 Forestwood Crescent  
Burlington, ON L7L 4K3  
Canada

Ph: (416)-639-0910

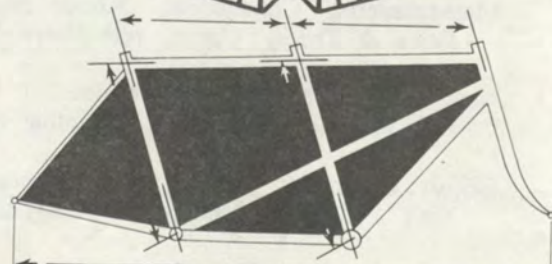
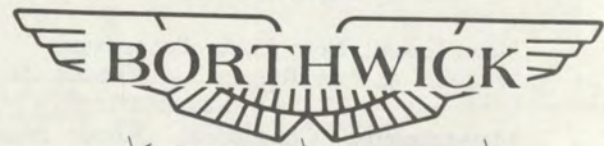
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Ph: (715)-344-2732

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## LETTERS TO DOUBLETALK

Dear Doubletalk:

In planning a trip, touring England next summer, the largest obstacle seems to be finding a container to ship our Dawes tandem. It leads me to wonder if other tandem owners have found a suitable solution to this problem.

I am considering having a custom case manufactured and would be interested in any information that might be available.

Barbara Malone  
P.O. Box 8155  
Coral Springs, FL 33075

Dear Doubletalk:

We are wondering if any TCA members could help us with a tandem problem.

We own a Bob Jackson Tandem, racing frame, with a curved seat tube. What kind of front derailleur can handle the three chainrings--32/42/52? All derailleurs we have used hit the chainrings while trying to install it near the curved area on the seat tube.

We are grateful for any help we'll get in this area. Thanks for your cooperation.

Michael & Renate Junge  
908 Lovell Drive  
Virginia Beach, VA 23454

Dear Doubletalk:

Please make us members of the Tandem Club of America. Please find enclosed our membership fee of \$10.00 US.

We had a great time two years ago when we toured Connecticut and Vermont with our tandem.

Ian & Cathie Grout  
Essex, England

Dear Doubletalk:

I am soon to become a tandem owner as soon as I can determine which one to buy. I am particularly interested in taking my daughter with me. She is going to be 6 years old this summer.

I have seen conventional tandems (such as Santana makes) with kid-back options. I see disadvantages, although from a theoretical level, since I have no tandem to test out with my daughter, especially no kid-back option.

1) My daughter won't be able to see past me on the stoker seat and might get bored after a while.

2) My daughter will either have to maintain my cadence, keep her feet off the pedals entirely (& find some place to put them where they won't get hit by the pedals), or I'll have to slow my cadence down drastically.

Opus III from Seattle makes a tandem in which the front person rides in a recumbent seat & the rear person in a regular position. This affords the front person (my daughter) a view. It is also advertised as offering multiple cadences, which should allow her to pedal at her own speed, or not at all. Hopefully, steering remains under control of the rear person. Do any members of TCA have information about the advantages or disadvantages of this tandem as compared to conventional ones for taking kids on rides?

Thanks for taking the time. By the way, I saw the ad for TCA in Bicycle USA, the L.A.W. magazine.

Martin Cooperman  
2613 Princeton Road  
Cleveland Heights, OH 44118

Dear Doubletalk:

Having seen your advertisement in our Tandem Club Journal, I would like to apply for 6 issues of Doubletalk and membership please. I have enclosed the \$10.00 US -- money left over from our summer holiday of 1987, when my friend and I cycled from New York to Los Angeles on my Mercian tandem.



The journey took us 10 weeks to complete, passing through New Jersey, Pennsylvania,...Kansas, Colorado, Arizona, Nevada, California. Although we say many sights, the hospitality was fantastic, and we are still writing to several families. Happy times. Roll on next summer.

Andrew Robison  
Birmingham, England

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Dear Doubletalk:

We would love to attend a tandem rally sometime, but they are always so far away and we don't have the travel time to get there, participate, and get back. Is there any chance of having one much closer to us? They always seem to be in Florida or Georgia or Illinois which are all a *long* drive to get there.

Thanks for listening.

Dave & Beverly Drummond  
Pineville, LA

Dear Dave and Beverly:

Next year's Southern Tandem Rally is in Thomasville, GA. That's in the southwest corner of the state, and is only 550 miles from Pineville. There is also usually a tandem rally in east Texas in the fall that may be closer to you.

-----

Dear Doubletalk:

Bob and I are listed as #5 in the membership directory, apparently the most long-standing members of the TCA! and we are still using our tandems!

In fact we took two of them to Britain this summer, along with a single 10-speed bike for our eldest child. That's a total of three bicycles, two adults, and three children for five weeks. Taking three bicycles on planes was a horrible hassle, but worth it, considering the delights of bicycling the English and Welsh countryside with our children, ages 12, 11, and 7. Unquestionably the greatest delight of all was the wonderful hospitality of the British people.

We had dinner with the Bramptons of Kirkbymoorside, Yorkshire, TCA members who fortunately wrote a letter to Doubletalk that arrived about 10 days before we left the U.S. I wrote them and called them from Cincinnati and explained we could plan our journey to visit Kirkbymoorside.

Thanks for helping produce a fine publication.

Diane Steele  
Cincinnati, OH

Dear Diane:

We're glad your trip to England was such a fine time. How about an article? We hate to burst your balloon about being an "old timer in the TCA." We really don't know how long people have been members, other than knowing that members with a membership number lower than 350 were members when we became Editors. We assigned the numbers as we rekeyed the list!

-----

Dear Doubletalk:

On the topic of transporting tandems, we would appreciate hearing if others use a trailer? We would like to transport two bikes and one tandem. Any recommendations on trailer make or model? Thanks.

Tom Foster, Jr.  
Hockessin, DE 19707

-----

Dear Doubletalk:

With all the discussion about removing Arai drum brakes that has recently appeared in Doubletalk, we thought we'd tell you what we do when Janus (our Arai-equipped Santana) breaks a left rear spoke.

First, one of us climbs aboard in the stoker's position to provide traction to the rear wheel. The other stands in front of the bike and pushes it backwards about a foot or two with the drum brake firmly applied. The drum would like to rotate along with the wheel, but it can't, because



the brake is on and it's thus fixed to the frame. If you force the wheel to rotate backwards anyway, the hub will unscrew itself from the brake. We do this just to loosen the brake from the hub (you shouldn't unscrew the brake very far with the wheel still in the frame unless you're very wealthy). Next, stoker dismounts and we remove the wheel from the frame. The left-side locknut (which is still holding the cover on the brake) must be removed, and the brake assembly may then be unscrewed from the hub by hand.

This method requires that the hub brake be controlled by its own individual brake lever (as most are), and little else; in fact, most of us are probably already carrying the necessary tools on every ride. It seems likely that this method will work for other brands of hub brakes as well. Hope this helps!

Doug Shick & Sue Frechette  
Troy, New York

Dear Doubletalk:

Just thought that you might enjoy a recent comment that came up in conversation:

I teach an adult chemistry class after work, and the students know that I ride a bike to work. I had volunteered that Fran and I also have a tandem. Anyway, one night I was talking about iron and steel when the question came up about the various alloys used in bicycle tubing. After discussing the alloys, another question was asked about butted tubes, so I digressed to explain what they are and why. I had just finished talking about double-butted tubes when one of my students said, "Oh, so your tandem is double butted." It took more than an instant to realize that I had been the victim of a vicious pun.

The class enjoyed the comment and so did Fran when I told her. She mentioned that other tandem riders might enjoy it also, so here it is.

Fran & Tom Ostertag  
St. Paul, MN

Dear Doubletalk:

I am wondering if TCA will be represented in some way at the LAW convention in Flagstaff this summer. If there is to be some official presence then, I'd like to know who it will be so that I can make contact. This will be our first such meeting and we have no idea what will or can be accomplished. We've never attended any of these rally type things, as felt it was basically wasted time, but this one is close enough so that we'll go and see if it is worth the effort.

We are about to leave for Arizona, after a good winter here in Mexico by the bay. Paved roads are very limited in this area, and unpaved ones are often deep sand and long thorns, so our biking is necessarily limited to a rather monotonous route. Tandems are unknown here and its taken the locals a while to get used to us, but we no longer get their attention as we did at three years ago (if it was not much trouble, I'd bring my recumbent single, which would really give them a jolt). There are lots of bikes and very few cars in our small village. Shopping for food is a daily chore, involving four or five stops as each store is very limited in its stock and fresh food quality varies widely.

Please let me know if TCA plans anything in Flagstaff.

Sam & Marge Cox  
P. O. Box 1476  
Tubac, AZ 85646

Dear Sam & Marge:

We hope you enjoy the L.A.W. Rally. Susan and/or I have attended the last nine L.A.W. National Rallies, but we must miss this one. Flagstaff is one of those places you can't get to from Birmingham, at least not easily! We think they are very enjoyable, and a very good place to meet old and new friends.

The TCA won't have an official presence, at least not to our (Susan's and my) knowledge. Doug Laird, TCA member from Minnesota and L.A.W. Board Member will be there (and I'm sure Doug's lovely wife Sara will be with him). Doug will have brochures and information about the TCA. Rudy and Kay Van Renterghem from nearby Tucson will probably be there, just to name two



TCA member families. I'm sure there will be many others, and perhaps it will be possible to have an informal "Tandems Only" ride there. Susan and I would appreciate a brief report of the rally, from the TCA perspective, of anyone who attends.

Dear Doubletalk:

I recently joined TCA to learn more about the world of tandems. I'm an ex-racer looking for a way to enjoy riding with my girlfriend.

I love Doubletalk, but I'm still not able to get a good handle on what the whole tandem marketplace looks like. Obviously there are "big companies" other than Santana out there, and there must be more custom builders than the guys who advertise in Doubletalk, but who/where are they? More importantly, what are they building, and how well would that fit my needs?

What I'm really after is some type of market survey--names, addresses, styles, price ranges, etc. Has the TCA ever done one? If not, would you be interested in helping me do one? I wouldn't mind writing the letters and making the phone calls if you could get me a list of places to start looking--builders you know about, other shops that could provide info about custom builders in their area, etc. It would probably help, too, if the info collected could be used in a Doubletalk Buyers Guide issue.

Will Monin  
11900 Wickchester #512  
Houston, TX 77043

How about it, TCA? Are you interested in helping compile a list of Tandem Builders and available makes of tandems? If so, send the name and address of the builder/company, and as much information as you know about it (the company) to either Will or to us (Jack & Susan Goertz), and, if it's possible, we'll try to put together such a survey and listing. Please, though, limit these names and addresses to builders/companies who produce tandems commercially. Will and I will be working together to produce a useful questionnaire that isn't too difficult or time-consuming to fill out.

Dear Doubletalk:

I really enjoy reading our club newsletter, as does my brother, Rich, and I'll tell you, as soon as I can put together something meaningful, you'll hear a lot more outta me! Until then, restoration continues.....Oh, yeh, and by the way, you may find it interesting to note that my brother and I, as club members, to the best of my recollection, haven't been on a tandem, haven't ridden on together that is, since 1964!!! And that was when our family went on vacation to Pt. Pleasant Beach, down at the Jersey Shore. I recall only riding for about a 1/2 hour as this was a rental model, a red, bottom of the line Schwinn, double girls' frame, heavy and cumbersome, but, by the sea, (still fun!). Rich was the captain, and I of course, the trusty stoker. He was age 12, and I was all of five.

And that was it on tandem experiences until March '86, when we, now 34 and 27, found ourselves still hangin' out. This day, at a block sale, over in Nutley, N.J. (home of the Nutley Classic), when we spotted this old, black rusted tandem for sale, leaning against a tree. Oh, it was decrepit, all right, but through the mess the quality of construction and the uniqueness of design, the lines shone through. This bike called to us to be rescued, and rescue it we did.

For the past two years, part-time, we've been doing a ground up restoration project on this bike, and we're almost done. Through much fishing around, we now know that we've got a very rare, 1898 combination tandem (frame style is women's/men's, and I don't mean men's/women's!) built by the Relay Manufacturing Company out of Reading, PA. Any information on this company would sure be appreciated. And let me tell you, this bike is bad, I mean it's really BAD! Starting with the big 28" x 1 1/2" tires and wooden rims, unicrown fork, a spoon brake up front, steering that is linked by connecting rods & chains, captain & stoker, (this *will* require teamwork, folks), and extra frame tube that has no name (perhaps Michelle might be nice?), just to name some of the oddities on this bike, but everything else is different, too. I'm tellin' ya, THIS BIKE IS BAD!!

All this, and then a big, bad-a 70-inch wheelbase to boot! And now here's the kick. Ready?





Customarily we tend to associate older bikes from the 40's and 50's as being heavy. However, this bike, this year 90 years old, came out of an era when "Light was Right." And I'm proud to announce this baby should be weighing in at a slim, trim 45 pounds. You got it. This bike was worth saving! And all due to a 1/2 hour of fun a five-year-old once had down at the Jersey Shore. But enough! I'll be sure to send a picture once we get it together.

Stephen De Milia  
Verona, NJ



## LETTER FROM THE JERSEY DEVIL

Dear Doubletalk:

I wuz right tikkled by the savvy of Mr. Hardcastle about building hisself a jig outta 2x4's and carrij bolts and stuf for pullin' Aairya hub brakes. Out heah, we sorta have to make do with what we got, mostly old-fashuned Shimmany disk brakes, but souns like you yank' m off jus' about the same sorta way.

One nite, rekkun musta bin years ago, back befoah them Aairya brakes come out, we hadda get one uv them Shimmany suckers off. Busted a durn spoke.

We sorta scatched a bit and thunk, then chunked a pair of pliers UPSIDE DOWN in the old cass irn vise, like as to leave the handle ens stikkin out and the bizness ens safely hind like

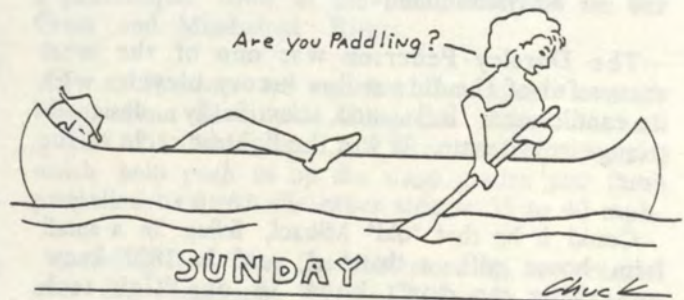
in the jaws of that there vise.

We tapped it 'til the hannles had 'bout 2 1/4" between'em. Thaterway the hannle ens match the holes int that ol' stuk disk! Then we dropped that durned disk rite onna them plier hannles and twisted that ole wheel till that disk came rite on off. Wurked gud as cuntry corn juice, every time, too.

Course Mr. Hardcastle got me to thunk a bit, too, an' I'm just not surtin whad'd I do out onna road. Debbil of a job, I reckun. I'd betcha, buddy, that I cud use them same ol' pliers, with a the bit of curve outta the ens sortta hooked inna the holes. Now jus' run a piece a found pipe between the hannles, so it slides between the axle en' and the hannles, then turn'er rite on off. Course, like if the pliers is wrong-handed, might bend'em all up, but wh'the heck--bendin' lent pliers is cheep nex' to them newfangled brake pieceparts!

Like the ol' guy said, though, better keep yur thumbs outta the way....

Gonna Getcha,  
The Jersey Devil





## IMPRESSIONS OF THE PEDERSEN TANDEM

I had to take my daughter back to school this fall. Since I was in Chicago anyway, I thought I would stop by the Pedal Power Station to meet Tim Lewaren. Tim is importing the modern look-alike Dursley-Pedersen bicycle made in Denmark.

Although I have never ridden a Pedersen tandem, according to bicycle history books, this was supposed to be the most comfortable bicycle ever manufactured. It was a giant step in industrial design. I must admit it is a real attention getter.

Tim had only one tandem when I was there, but he said he has a total of 40 framesets (mostly singles) on order. They will only come in one color, dark green and in a variety of frame sizes. The tandem frame set cost \$927.00, but has outstanding attention to detail. I am sure most frame builders will appreciate the effort that goes into the assembly. It is like a giant "Erector" set.

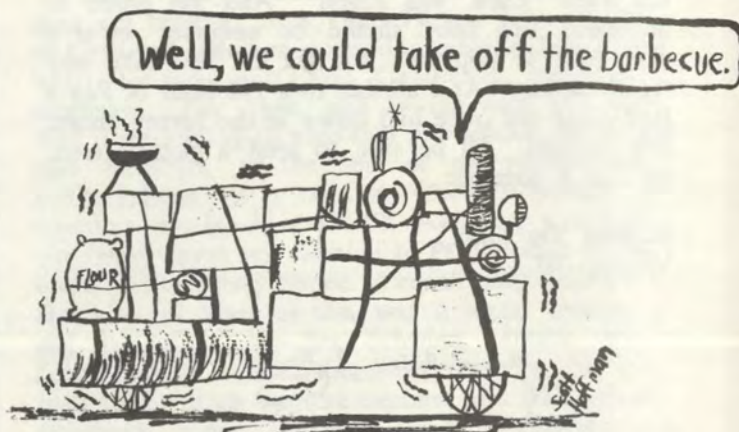
The original Dursley-Pedersens were made in England in 1897 by Mikael Pedersen. He was a Dane who settled in Dursley. These distinctive cycles, recognizable by their "hammock" saddles and thin tubing in pairs with conservent lightness and strength. In 1898 a tandem, triplet, and quadruplet version were marketed, weighing only 28, 45, and 64 pounds respectively, and a single racer which weighed 9 pounds was built in 1903. The touring model single weighed 23 pounds. It had a fully triangulated frame, fenders, chain guard, and an acetylene lamp.

The Dursley-Pedersen was one of the most successful of the Edwardian luxury bicycles with its cantilevered forks and scientifically designed triangulated frame. It was the lightest cycle of the time.

Could it be that "old" Mikael, living in a small farm house with a thatched roof in 1890 knew something we don't know in our high tech society?

I wonder?

Steve Reker  
St. Charles, MO



## TANDEMS DOWN THE MISSISSIPPI

Perhaps you saw me pedaling along State Highway 35, on the Wisconsin side of the Mississippi. It was the first week in August. I had joined a week-long outdoor sports health program, sponsored by Bemidji State University. I was going to see 135 miles of majestic Mississippi River valley vistas, through the eyes of my sighted guide, on board a tandem.

There were fifteen of us in all -- six sighted volunteers, two staff persons from the university and seven visually impaired participants. We came from all over -- California, Connecticut, Iowa, New York, Ohio, Texas, Michigan, Pennsylvania, and, of course, Minnesota. I was the Texan in the crowd.

The weather in Minneapolis, when I arrived, was 95 degrees in the shade, with 85% humidity. I was met at the airport by the program leader, Bob Norbie, who told me that they had had 20 consecutive days of this weather, and that, unless it changed, it was going to be mighty tough biking. This was just what I wanted to hear!

That evening we got together for our first orientation session. As each one of us shared



information about ourselves, our athletic abilities and expectations for the week ahead, I became truly impressed by the athletic accomplishments and abilities of my visually impaired colleagues. Barb from Connecticut was on the backup team to the U.S. Association of Blind Athletes "Ski for Light" international competition. Risa from Michigan was a first-place winner in last year's "Ski for Light" cross-country ski competition in the Women's division and was planning to participate in a 350-mile tandem bike ride Labor Day weekend. Andy had run several marathons in California. Sandy from Des Moines, IA, brought along her own 18-speed tandem and had done an extensive amount of biking before this, while Dave and Martie had both previously participated in Bemidji State University-sponsored Sports for Health Week programs.

As for me, I had a bowlful of butterflies swirling around inside. I didn't really know what I was capable of. My usual biking had been 15 to 18 miles at a time, with maybe seven days in between to rest up. Yes, I was really apprehensive about whether I could finish out the week. Had I bit off more than I could chew?

I also wondered what kind of partner I would get. How would we get along? Picking partners for a tandem bike team is a really tricky business. You have to match size and weight and endurance. Although all the sighted volunteers were, more or less, experienced bikers, only one of these had previous tandem experience.

The next day we loaded our gear on the van and made a four-hour visit to historic Fort Snelling Outdoor Living Museum. The Fort is maintained by the Minnesota Historical Society which employs some 40 guide/interpreters who help to recreate, through the spoken word and their authentic dress, life at the Fort in the 1820's.

I spent some time talking to the pharmacist aide in the Post hospital. Even now I cringe to think about what was the common medical practice in the 19th century for treating a simple headache. It involved piercing the temples to draw out blood and relieve the pressure. The interpreter assured me that, in most cases, it actually did work. I took him at his word.

Leaving Fort Snelling shortly after mid day, we drove to Afton State Park on the banks of the St. Croix River, just a few miles downstream from

Minneapolis. It was here where we were to be oriented to our bikes, team up with our sighted biking partners, and set camp for the night.

My biking partner turned out to be a retired psychologist from Bemidji, Minnesota, named Reis Hall. Reis is about a dozen years my senior. In spite of that, he is a very active and enthusiastic outdoorsman and is the father of an 11 year-old son, who is the "apple of his eye." As it turned out, we usually ran out of gas, "pooped out", at about the same time going up a steep hill. We also both really enjoyed stopping for the mid-morning cup of coffee. Our equipment for the ride was a French Gitane 15-speed tandem. This proved to be a very fine bike for us, even though we had a few minor mechanical mishaps along the way. We lost one rear gear completely (which turned our bike into a 12-speed), and on the second morning a seat bolt snapped in half on my end of the bicycle just as I was mounting the bike, forcing me to make a hasty dismount.

It had been a long time indeed since I had done any camping out. Pitching a tent, living out of a Duluth pack and swatting at innumerable mosquitos and flies soon became routine for me by week's end. It almost became routine for me, too, to sleep among three snoring tentmates. Now I know what my wife has to put up with.

Our serious biking journey began at last on Monday morning. Because of the heat and high humidity, Bob, our group leader, decided we should get up at 5 a.m. in order to be packed up and on the road by 7. We averaged a modest 20 to 25 miles per day. Our first stop was Prescott, a picturesque town at the confluence of the St. Croix and Mississippi Rivers.

From Prescott we traveled on down to Red Wing, about 32 miles. Along this junket we had a nice 15 mile-an-hour tail wind from the north, which help push us up the steep grades and then propelled us down the other side at 35 to 40 mph.

Leaving Red Wing the next morning, we crossed over the Mississippi to the Wisconsin side, and traveled on down State High way 35, passing through Bay City, Pepin, and Nelson. We stopped in Nelson to visit an honest-to-goodness cheese factory. I gorged myself on sample cheese, devoured a huge two-dipper ice cream cone (for just 50 cents), and discovered a delightful snack



called Bowley Bits, an imitation pecan snack made with wheat germ.

A few miles further down the road, we camped at a YMCA camp, on the shores of Lake Pepin. This is a beautiful, naturally-formed, 38 square mile recreational lake. It is actually part of the mighty Mississippi. It was caused by the delta of the Chipawa River spreading across the gorge of the Mississippi, at the south eastern end of the lake. Not far from our campsite, we found a lovely sandy beach and enjoyed a refreshing swim.

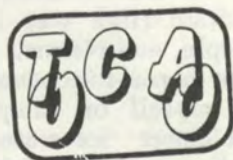
The biking became easier as we went along -- and it was, in fact, only a part of our larger experience of camping and outdoor living. Sighted and visually impaired, we all took turns, doing what needed to be done -- preparing the meals, setting up and taking down the tents, cleaning up and packing up. We learned a lot about each other and about ourselves.

The final leg of our journey took us through the towns of Alma, Fountain City, and then back over to the Minnesota side of the Mississippi to the historic town of Winona. It was our good fortune to arrive there on the very day when the famous luxury passenger steamship, the Delta Queen, was making its once-a-year visit to that town. It was a fitting close to our wonderful trip.

It has given me a new confidence and motivation for tandem biking.

Larry Johnson  
San Antonio, TX

For more information about the Bemidji State University tandem tours for the blind, contact Robert Norbie or Chris Witt, North Country Regional Sports For Health, Outdoor Program Center, Bemidji State University, Bemidji, MN 56601 or call (218)-755-3760.



## AL KREITLER TANDEM ROLLERS--A REVIEW

It was this past fall when the evenings were growing shorter and there was a stiff chill in the air when my wife and I decided this year's riding season should end. We knew this meant riding our wind trainer. We soon realized that riding single on a wind trainer wasn't half as fun as our tandem. It was more difficult for the weaker member of our team (no names mentioned!) to push as hard as we did on the tandem. The main problem was that the companionship of riding on the tandem was missing. There just had to be some way of training together...

We asked around for ideas and were warned not to try the new wind trainers on a tandem. The massive weight, speed, and torque would eventually ruin even the best of them. There was only one way to go-- a roller unit. We discovered the only roller on the market designed for tandems was the Al Kreitler Custom Roller with a tandem extension and "terrier" headwind unit. It is available with PVC or Alloy drums. This massively-built unit is designed to stand years of heavy use and still work like new.

We were unsure at first, after all, we thought, rollers are for people with great skill and balance. After some reading and discussions with our local TCA Dealer Member--Rodney Moseman of Bicycle World-- we were convinced that even with "Mo and Curly" type of balancing skills we could easily master rollers. We chose the alloy drums which should last longer than the PVC drums and also decided to include the headwind unit. This headwind unit is a fan which can be adjusted for various resistances. After a short period of practice, we mastered the rollers and got so we didn't "roll off" the ends, a feat we only did once.

We quickly put the roller through the paces. Doing intervals, full speed sprints, and still the roller ran quietly (much less noise than a wind trainer) and most importantly, the unit felt solid the whole time. With the headwind unit attached we could feel ourselves getting in better shape faster and easier than ever before. Besides, we liked the cool wind the fan gave off from our power.



We should be all set to tackle the hills at the tandem rally in New Hampshire this summer. If you want to train together when it's cold, raining, or you just don't have the time to go outside to ride, then the Kreitler Rollers are definitely a good way to go. They are a worthwhile lifetime investment that will keep the fun in your riding.

Scott & Amy Hoffman  
Lancaster, PA

## Tandem Bicycles

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## THE RELUCTANT CONVERT

Have you ever asked yourself "What am I doing here?" Like just last week . . . My husband of three years is a bicycle enthusiast, among other things. He convinced me that we could have real closeness (togetherness) as love, affection, and tenderness; but, I'd never considered a tandem! So, we bought a shiny, red Schwinn Twinn Sport and equipped it with the best gel-filled seats we could find to protect our bottoms. We rode around our local farm area until we had the unity needed to keep that "two-seater" upright. It seemed fine to me; but my husband, being a competitive sort of guy, thought we should get in on (join) some bike tours. So, wanting our marriage to progress compatibly, I agreed. Little did I know!

We arrived at Glen Lake in the beautiful rolling hills of the Lealanau Peninsula. The sponsoring school was set on a hill overlooking the green wooded valleys. It was a picture of natural beauty as far as I could see. We picked a spot to set up our 8x10 nylon tent. Being the

unorganized camper that I am, I had neglected to pack the vacuum cleaner to pump up our two-man inflatable air mattress. "No problem," my husband said, as he trucks off across the parking lot with mattress in tow. He doesn't want anything to discourage me on this "maiden venture." Finally, with camp all set up (including an inflated mattress), a nice warm shower, and a snack we're all ready for a relaxing night's rest.

I woke up in the middle of the night with an aching back and that feeling every cam per dreads, especially us ladies. That's the only time I envy the male species! I waited a few minutes, hoping I wouldn't have to get up, but no such luck. Then I remembered another item I'd forgotten to pack--a robe. So, off with the night gown and donning some shorts and a top, I set off for the ladies' room at the far side of the parking lot in the school gym. It was still dark out; the moon and stars peeked from behind an occasional cloud. At that hour I was not impressed by the beauty of nature one bit. After my return trip and a complete reversal of clothes, I settled down to seek the sleep that was so rudely interrupted. Something is definitely wrong with the air mattress--it is totally flat! No wonder my back hurts! We're right on the hard ground! I'm too tired to think about it right now. My husband laid there like a corpse. His labored breathing (otherwise known as snoring) touches my compassion, and I choose not to disturb his rest.

In the morning my husband announces "the air mattress must leak." Brilliant deduction! My aching body already knew that! I'm too old for this stuff. After eating a bowl of cold cereal, stuffing my twenty pound overweight figure into a pair of sleek black lycra shorts, topped with a hot pink sleeveless sweatshirt, we're off. We can go 38, 50, or 70 miles. This is when I doubt my sanity. We decide on the 38 for my sake.

The weather was not very promising. The overcast sky conceals all signs of a morning sun. The air was damp and cool. I felt cold, but from past experiences decided against a jacket. The school yard was on a hill, so we started out fast, with a false sense of enthusiasm on my part. My husband always says, "you pay for every downhill, eventually." We were doing just fine for a while, until the hills caused all compatibility to break loose. This was so different from the flat terrain back home. After throwing the chain, we



vigorously discussed whose fault it was that the shifting wasn't going so well. I said, "you wait too late to change gears." He insisted that "I didn't let off the pressure so he could shift." After a lengthy conversation, he decided I should do the shifting myself if I knew so much about it, and I decided he should shut up.

Then came a downhill after a seemingly long silent pedaling frenzy, better known as spinning. This hill was a whopper -- straight down, lined by trees, and curving to the left out of sight. Our feet were flying, the bike was traveling at a terrifying rate of speed, and our gearing was too low. The computer mounted on my handlebars read 37 miles per hour. I was scared to death. My body tensed, I squeezed the thick foam handle grips until my hands ached. I bent my head forward, fixed my eyes down at the road, and concentrated my balance on the center of my husband's back. There was no turning back now. He kept pedaling and I told him, rather loudly, to slow down or I was going to fall off. We coasted. I glanced down at the road and saw the chain off the track again. In a fear-controlled voice I gave him a direct command, "Don't move the pedals because the chain is off!" All I could think of was we're going to crash, and at this speed there wouldn't be enough meat left on our bones to bury us in an envelope. Believe me, we rehashed our previous discussion on who knows what about shifting, only this time it was audibly more vigorous than before. Then a long gloomy silence and time for thought presided. We both decided we better start figuring this bike out, or it would be the end of us, in more ways than one. We agreed that if I didn't complain and criticize, he could use the suggestions and not get angry. So, the rest of the day was spent in tolerant trial and error, but at least we were working together. It was us two humans against that 12-gear bike. By the time we finished the 38 miles, we were hot, tired, and dirty; but, best of all, we were friends again.

It felt good to shower, eat, and relax. We laughed about the terrible morning, but I was sure glad it was over.

The next morning I awoke at 5:27 a.m. The sounds of birds disturbed the still quietness of the new day. It would have felt good to turn over on our deflated air mattress and go back to sleep. I was getting used to the darn thing! I wasn't looking forward to the task of the day, although I

felt better equipped than the morning before. I didn't ache any place. I pulled on my riding clothes. My ego began to inflate as I thought of the 38 miles of yesterday. I'd never done that before. That was quite an accomplishment for me. I felt pretty good about that. I was ready to go again; and I could do it!

The first rest stop was a nice grassy township park on a lake. It was 8:30 a.m. cloudy and cool with a light breeze blowing in across the water. A lone robin flew to the water's edge to observe the foamy suds that had accumulated on the sandy shore. I climbed on a picnic table, removed my helmet, and ruffled my fingers through my seat-matted hair. I closed my eyes and enjoyed the relaxing sound of an artesian well as it continually spilled to the puddle of its source. The muted glow of the sun tries to penetrate the thick, chalky clouds. Maybe it will rain. I looked out over the lake bordered with tall dark green pines. Nestled back away from the shore was an American flag. It gracefully waved in the wind. I was refreshed, body and soul. Time to go on, back to the challenge of the road.

We have no shifting problems or vigorous discussions all day. This is the day to enjoy the rolling green meadows sprinkled with lavender, white, and yellow wild flowers. Such beauty only God could create. Every hill brought a different view, like a reward for the effort. The fragrance of the newly-mown hay brings back memories of my childhood on the farm.

By late morning the sun broke through the clouds. I was hoping that my sun screen would hold out and the same with the cooling breeze. I'm getting tired and looking forward to a cool, relaxing shower. My husband tells me, "Only a couple more miles." We have one last downhill. We go flying down, pedaling in high gear. The computer reaches 48. I was still scared, but I had the confidence that my husband knew what we were doing. Each hill had tested his shifting ability and my endurance. We both learned much together. I'm sure we'll be tandemming for a long time. He was right. There is a closeness in biking, at least for us. We faced the problems together and came out cheek-to-cheek.

Joyce Navarre  
4075 Shattuck  
Saginaw, MI



## PARIS-BREST-PARIS, BY TANDEM!

Paris-Brest-Paris (PBP) is the oldest long distance bicycle race in the world. Beginning in 1891 as a 10-day, 750 mile ride from Paris to the coastal town of Brest and returning to Paris, this ride proved that bicycling, then a new sport, was not harmful, and was a viable means of transportation.

PBP has evolved as a very traditional event, as evident by some of the requirements: bicycles must be equipped with full fenders, lights, and bells. Riders may not wear sponsors' logos on their clothing in an effort to discourage "professional" teams, making this a race where to finish is to "win".

Riders must present a card at several "controls" (checkpoints), to be stamped and verified. These controls have opening and closing times, effectively causing cyclists to maintain a minimum of 10 mph, as well as a maximum of 22 mph. Once the race has begun, the clock runs nonstop. All cyclists are required to complete the 1250 km (750 miles) within 90 hours. Because of the large number of

participants (2700 in this year's race), riders can choose from three starting times: 4:00 a.m. for those anticipating needing the entire 90 hours to finish the distance; 10:00 a.m., which requires riders to finish in 84 hours; and 4:00 p.m. for those cyclists who plan on "racing" for a time under 78 hours.

The road to Paris is a long one. Bicyclists must first successfully complete four qualifying rides called brevets in the year of PBP. Each brevet is progressively longer, with distances of 200 km, 300 km, 400 km, and 600 km. Organized by bicycle clubs throughout the world, these brevets are authorized by the Paris Audux club and its American counterpart, the International Randonneurs.

Patti Brehler, MI: The idea to enter PBP began in 1983 when my tandem partner, Lou Hotton, read about it in *Bicycling Magazine* and mentioned that she would like to try it. The idea took form in the fall of 1986 after we successfully set a women's tandem 24-hour record of 422.5 miles. The miles of PBP didn't seem an impossibility.

Qualifying brevets for the 1987 PBP were held throughout the United States. Although there were brevets in Columbus, OH (the closest for us since we lived in Detroit), we opted to do our qualifying races in Capron, IL. Since 1985, Lou and I had ridden in other races there as well as setting the 24-hour record in Capron. The Capron brevets were directed by Susan Notorangelo, who was in her last month of pregnancy. Her pregnancy kept her off the bike, but not out of the cycling picture.

Beginning May 31st, Lou and I traveled to Capron every other weekend to ride in these four brevets. Although we experienced cold temperatures during the 200K brevet (40°) and then extremely hot weather for the others (107° during the 600K), we found that the 7 hour drive to/from Illinois to be more fatiguing than the actual rides! We quickly learned about sleep deprivation and needed the two weeks between events to recover in time for the next one.

In further preparation for PBP, Lou and I rode the RAAM Midwest Qualifier, a 614-mile race held in July. This would give us a better idea on how to pace ourselves for France as well as experiencing sleeping for one or two hours, then



getting ourselves up to ride again. we finished the RAAM Qualifier in 49 hours, 15 minutes. Now we felt confident we would be able to finish PBP.

Arriving in Paris five days before the start of the race gave us ample time to rebuild and test our bike after shipping. We even had a chance to do some sightseeing, but our minds were always on the race.

We began PBP at 4:00 a.m. Monday, August 24th. We felt we might need more time cushion if we had mechanical problems-- always a greater risk with a tandem.

It was a thrilling experience to take part in PBP. The route was not easy on a tandem, with an estimated one hill per km (1250 climbs!) But the opportunity to ride through the French countryside with so many European riders and the support of the local French people more than made up for any difficulties. Townspeople stood at the side of the road cheering us on, even cheering in the middle of the night!

Bicycling is a way of life in France, and the French went all out to welcome PBP riders. At every control they supplied homemade food for the cyclists to purchase. During the race, Lou and I spent 1500 francs on food alone! (Approximately \$250 at the time).

Lou and I gained much publicity being the only women's tandem team. We were on local television as well as featured in French newspapers. By mid-race we were greeted in towns with shouts of "Les Leopards Rose"--the Pink Leopards, the name of our team.

We finished PBP 79 hours, 43 minutes after we began, and were given a huge bouquet of summer flowers as the first women's tandem to complete PBP! We spent about 22.5 hours off the bike, sleeping only 4 hours total. The only mechanical problem we had was a flat tire 40 km from the finish.

Of the 220 U.S. riders, only 125 finished PBP. Lou and I were the 44th U.S. bicycle, and the 2nd U.S. tandem. American riders took all the top places-- first female, first male, first female tandem, first male tandem. Although no trophies or prize money was awarded, we were all recognized at the official finish-10:00 p.m. Thursday, August 27th. And we had four glorious

days after the race to celebrate until our flight back home.

PBP was excellent experience I shall never forget. I feel fortunate to have been able to compete with riders all over the world and to have made another mark for women's cycling. Perhaps we'll have more competition when we return to break our record in 1991!

Patti Brehler  
Detroit, MI  
Excerpted from the Women's Cycling News,  
Winter 1987-88



## EASTERN TANDEM RALY 1988

August 4-7, 1988  
University of New Hampshire  
Durham, NH

ETR'88 is set for the University of New Hampshire, a small "walking" campus located in the picturesque colonial town of Durham, just 20 miles from the Atlantic Ocean. Durham is a sleepy little college town which pretty much "closes up" for the night; however, there is lots of night life at both Portsmouth and Hampton Beach, just short drives away.

RIDES include both long and short routes in New Hampshire and Maine. Saturday's routes go east to Odiorne Point State Park in New Hampshire, for a catered picnic lunch by the ocean. Sunday's routes swing east into Main, with a stop for lunch at Fort Foster in Kittery, Maine. Fort Foster is at the mouth of the Piscataqua River. Those choosing to arrive on Thursday or early Friday will be given maps and directions for other routes. These include two centuries, rides heading north and west from Durham into the hills, and several shorter, easy rides around the Durham area and along the coast. We'll even offer remote starting points/times for those who desire shorter routes.

LODGING will be the Undergraduate





Apartment Complex. These are comfortable apartment suites in three-story buildings. Each apartment has two bedrooms, a living room, kitchen, and bathroom. Remember, **FIRST TO REGISTER GET THE FIRST FLOOR APARTMENTS.** Any couples wishing to share an apartment must send their registrations in at the same time, along with a note stating what's going on. *Shared apartments must be for the same package.* Couples with children are welcome, and they may reserve a whole apartment (for an appropriate extra fee), subject to space availability. We're even offering **CHILD CARE SERVICE.** At least we're trying to make these arrangements. Unfortunately pets are not allowed in the apartments!!!

ETR traditionally fills up fast! So if you haven't received your application form, send a SASE at once to ETR'88, c/o Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079. Ph: (603)-898-5285 (evenings before 10:00 p.m. EDT).

**LEE SMITH**  
 VICE PRESIDENT OF ERGOMETRICS,  
 OFFICE OF ENERGY CONSUMPTION IN  
 CHARGE OF MANUAL ENERGY OUTPUT  
 MANAGEMENT

**SANDY SMITH**  
 VICE PRESIDENT OF COMMUNICATIONS,  
 OFFICE OF PUBLIC AWARENESS, IN CHARGE  
 OF DIRECTIONAL INFORMATION DISSEMINATION

## COLORADO FALL COLORS TOUR'87

The Tandem Fall Colors Rally in Aspen, CO, last September was as close to Tandem Heaven-on-Earth as you can get, and we are delighted that the event is scheduled for 1988.

What made the 1987 event so special? In a word, everything!! Brilliant blue skies were the perfect backdrop for towering craggy peaks which were artfully frosted with yellow-leaved aspen trees.

The first day's ride wound lazily upstream along the Licksillet River to an immense reservoir. Just as our group paused to savor the vista, a gust of wind filled the air around us with a shimmer of small golden leaves--what a magical moment in nature! After a stream-side catered lunch, our tandem-powered paceline returned to the town of Aspen via an optional climb to the Maroon Bells Wilderness Area, the most-photographed peaks in Colorado.

The next day was a repeat of the perfect weather, smooth roads, and awesome scenery with the bonus of a four-star Sunday Brunch at the historic Redstone Inn.

The rally was over all too soon, but our Aspen hosts--Ken Reid and Harvey Hopkins--assured us of a repeat in 1988. We sure plan to send in our application early! We also hope to see many of our tandem friends from the East in Aspen this fall. This rally is sure to grow to be one of the premier tandem events in the U.S. We can't wait!!

Bev Barr  
 Charles Walker  
 Boulder, CO



## EUROPE ON A TANDEM

(Ed.: Last issue you read about Pat & Geri as reported by the Tallahassee, FL, Democrat. Now read about their trip in their own words).

Last June Pat and I took our trusty Santana tandem and ourselves on an Icelandic Airlines' plane, headed for Luxembourg. We were accompanied by our friend Paula, who brought along her single. It was hot and muggy in Orlando, FL, not unusual for this time of year. For over a year we had prepared for this eight week trip. We had read a lot, including an excellent book on cycling in Europe: **Bicycle Touring in Europe**, by Karen and Gary Hawkins. We had practiced our French and German, worked on our cycling endurance, and did seemingly endless packing and unpacking. There were no plans for a sagwagon, and two panniers can only hold so much. Our minds were anticipating other concerns as we waited for the plane. What if the airline did not take the tandem as packed? What if the trains do not carry tandems? What if there are no rooms in Luxembourg? What would happen if it rained the entire time we were in Europe? We debated about making a reservation for the first night, but decided against it. It did rain when we arrived in Luxembourg, but we found a room the first evening near the railroad station, usually a good place for inexpensive rooms.

The next day we put our bikes on the train and headed for Austria. We had learned another lesson. Yes, trains, with some exceptions, do take tandems in their baggage cars for a few dollars per ride. There are two options: you can check your tandem like any other baggage in the baggage room if you are willing to take all of the gear off the tandem and if there is enough time for you and your bike to catch the same train. This time will vary, but is usually an hour or so. Or, if there is insufficient time to check your tandem, you can put your bike with all of its gear on the baggage car yourself. You may prefer this method so that you don't have unload and carry with you your panniers, pump, dirty laundry bag, etcetera. We have done both, and we became adept at transferring bikes from one train to another in record time.

Our itinerary took us by train to the Austrian border, by bike along the Danube valley past Vienna to the Hungarian border, back west via the

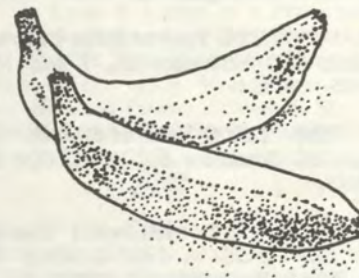
Wälviertel area in Austria to Linz. From Linz, we took the train to Strasbourg, France, and biked the Rue du Vin to Colmar. From Colmar, we took the train to Metz and biked to Belgium, through the Ardennes into Holland. The train took us back to Luxembourg. All in all, we biked about a 1000 miles in six and a half weeks. The other week and a half was spent on a side trip to Scotland without bikes. We stayed in 36 different inns, all modest but clean and ranging in cost of 20 to 45 dollars per night for a double room. The cost per day, including everything but the airfare, was about \$45 per person. For 1988, the lower value of the dollar would probably increase this amount by 20%. We were able to keep expenses down by avoiding big cities except Vienna. Rooms always came with breakfast. For lunch we bought tasty local bread with cheese and a liter of apple juice or seltzer water per biker. In the evening, we enjoyed the local food and drink, usually in an outdoor cafe under a chestnut tree. There were many ventures. We noticed a somewhat bumpy ride one morning going down a rather steep hill. Luckily, it was near a French town called Obernai. The local bike shop owner said the tire was "bossu" (hunchback) and took care of the problem with a new Michelin tire. He also regaled us with his view of the French body politic (hopeless) and suggested a visit to Riquewihr, a walled medieval city (well worth the detour).

As the trip progressed, we learned to relax and enjoy, to let things happen. One day in Austria we became hopelessly lost. It turned out that we went north instead of south and did not discover our navigational error until after about four hours of biking. But that unscheduled detour led to new friends-- Peter and Andrea Hoffman, two Austrian tandemists. Peter saw our tandem and its owners who were about ready for an overnight stop. He happened to know a biking friend who rented rooms. Peter took us to his friend, Herr Meixner of Hoheneich, and he also gave us a tour of Gmund, a town half in Austria and half in Czechoslovakia. The tour included a stop at a picturesque inn where we watched the sun go down over a quiet lake while enjoying a glass of Riebiessel (currant) wine. Herr Meixner, our bicyclist host, not only provided an excellent room with shower, but also got up before we did the next morning to check our bikes so that we would travel safely.



These are some, but definitely not all of the highlights of our trip. Would we do this again? By all means!!! How would we do things differently? Not in many ways. A trip of less than six and a half weeks of biking might be in order. We might take more cold weather clothing since we had days when the temperature did not reach 60 degrees. Again, we would avoid large cities since they are more expensive and less fun for biking. The best part of the trip is getting to know more Europeans. This would be a major goal for our next trip.

Pat & Geri Jahoda  
Tallahassee, FL



## TANDEM CALENDAR 88

May 15, 1988. (14th optional). **Wisconsin's First C.O.W. Tandem Rally.** Wautoma, WI. Official Rally on Sunday with optional activities on Saturday. For Rally information send SASE to Paul & Flo Walker, Route 3, Box 65, Wautoma, WI 54982

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 22, 1988. **Pioneer-Eagles Tandem Ride (PET).** Belchertown, MA. Tour the Pioneer Valley's rolling countryside and country stores. BYO picnic at Quabben Reservoir. Watch the eagles soar and discover the 4 towns of the lost valley. This is a P.E.T. ride so CATS, LOONS, and COWS are welcome, as are MUTTS. SASE to Frank & Cindy Rosen, 28 Sherwood Drive, Belchertown, MA 01007. (413)-323-7997.

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

May 29, 1988. **"Once in a Blue Moon".** Dallas, TX. May is American Bike Month, and 1988 is very special. The moon will be full twice in one month, on both May 1st and May 31st. Come join us for a "Two by Two" ride to celebrate. Eats and Treats after the ride. Contact Rich Dewell @ Richardson Bike Mart. Ph: (214)-231-3993.

June 11, 1988. **TCTC Tour of Lino Lakes.** Contact Doug & Sara Laird, 5232 Edenmoor St., Edina, MN 55436-2318. ph: (612)-925-5185.

June 17-18, 1988. **Michigan National 24-Hour Challenge** A marathon event with awards for most miles by a tandem team, male/female/mixed. Douglas Walker Park, 1201 84th St SW, Grand Rapids, MI. SASE to Michigan National 24-Hour Challenge, 2212 College SE, Grand Rapids, MI 49507. Ph: (616)-241-1969.

June 26, 1988. **CATS Ride Around Lake Geneva.** Contact Tom & Sherry Masters, 302 E. Willow Road, Barrington, IL 60010. ph: (312)-358-7797

July 2-4, 1988. **BURLEY Duet Cycling Classic.** Eugene, Oregon. A stage race and rally just for tandems. \$700 cash prize list. Meet and race with the United States' Team for the Tour de France Tandem Race. For more information, contact Betsy @ Burley Designs, (503)-687-1644.

July 10, 1988. **TCTC Tour of Medicine Lake.** Contact Doug & Sara Laird, 5232 Edenmoor St., Edina, MN 55436-2318. ph: (612)-925-5185.

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 6-14, 1988. **Minnesota Heartland Tandem Bike Tour.** A seven-day tandem bike tour of North Central Minnesota. The program brings together visually impaired, blind, and sighted people from throughout the United States. Sighted companions needed. SASE to Robert Norbie or Chris Witt, North Country Regional Sports for Health, Outdoor Program Center, Bemidji State University, Bemidji, MN 56601 or call (218)-755-3760.



August 13-14, 1988 **CATS' South Bend (IN) Bounce with Bruce and Beth Bailey.** Contact Tom & Sherry Masters, 302 E. Willow Road, Barrington, IL 60010. ph: (312)-358-7797

August 20, 1988. **TCTC Tour of Edea Prairie.** Contact Doug & Sara Laird, 5232 Edenmoor St., Edina, MN 55436-2318. ph: (612)-925-5185.

August 27, 1988. **TCTC Tour of Duluth.** Contact Doug & Sara Laird, 5232 Edenmoor St., Edina, MN 55436-2318. ph: (612)-925-5185.

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 17, 1988. **TCTC Tour of Mora, MN.** Contact Doug & Sara Laird, 5232 Edenmoor St., Edina, MN 55436-2318. ph: (612)-925-5185.

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.

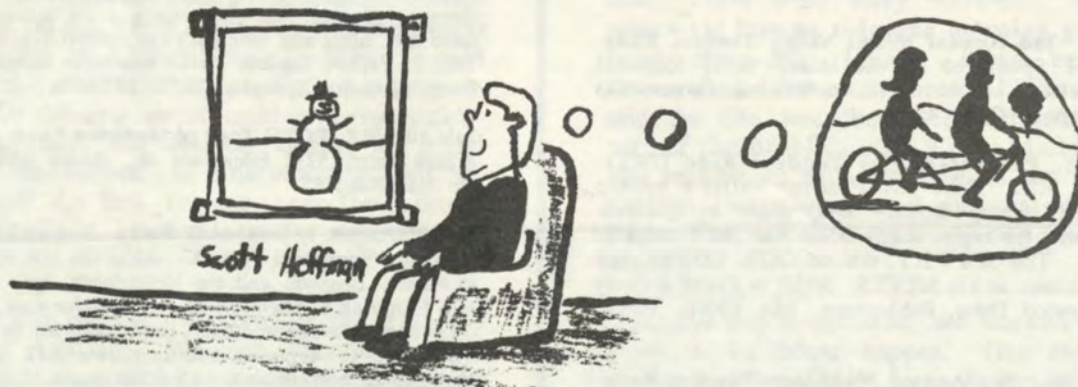
October 1, 1988. **CATS' Tour of Glenwood.** Contact Tom & Sherry Masters, 302 E. Willow Road, Barrington, IL 60010. ph: (312)-358-7797

October 1, 1988. **TCTC's Annual Chili Ride @ Woodbury, MN.** Contact Doug & Sara Laird, 5232 Edenmoor St., Edina, MN 55436-2318. ph: (612)-925-5185.

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

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. 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

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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:** 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. 05/88

**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

**FOR SALE:** 60x48 Men's/Mixte Tandem Frame, Seatposts, and headset. This frame is a copy of a Paramount Tandem Frame and is a good cheap entry level Tandem. 48° Phil Wood hubs, 27" Mod 58 SuperChampion Rims, 108/130mm spacing to fit this frame. 60cm Vitus Frame and Headset. 60cm Ron Stourtt RI Road Frame, Columbus SP, Pickle Fork Seat Stays, Dave Bigelow, 1343 5th Avenue SE, Rochester, MN 55904. ph: (507)-281-1962 before noon or after 10:00 p.m. CST. 07/88

**FOR SALE:** SANTANA Tandem. 24x21, Sky Blue color, Campy Triple Crossover Cranks. Phil Wood 48-hole wheels, cantilever and disc brakes, Blackburn front and rear racks. \$1800.00. Can deliver to TOSRV-Columbus, OH, May 7&8, 1988. Tom McAllister, 61 Wallace Dairy Road, Hickory, NC 28602. Ph: (704)-322-4266 (days) or (704)-294-2765 (evenings). 07/88

**FOR SALE:** 1985 SANTANA Arriva, 22x20 Radiant Red w/Imron Clearcoat. Oversized doublebutted chrome-molly frame. 48-spoke wheels w/Arai Drum Brake. Sealed bottom brackets and hubs. Four bottle cages. Excellent condition. \$1650. Don St. John, 6529 Willow Springs Blvd, Huntsville, AL 35806. Ph: (205)-837-6015 07/88

**FOR SALE:** One super strong rear tandem wheel and hub brake: 48-hole, 27" Super Champion Competition rim, 14-gauge 4X spokes, Maxi-Car hub/hub brake with extra set of brake shoes. Practically new. \$95 including UPS surface shipping. Lynde Kimball, P.O. Box 427, Brattleboro, VT 05301. Ph: (802)-257-7453. 07/88

**WANTED:** Raleigh 3-spd. single bike, men's or lady's. Model DL-1 also known as the Raleigh TOURIST model. Made by Raleigh of England, through 1980. It came in black only, had rod brakes, & 28" tires. Will consider bikes in any condition. Also Peugeot 10-spd. bikes, 1977 or before. Steve DeMilia, 229 Fairview Avenue, Verona, NJ 07044. Ph: (201)-239-1385. 07/88

**WANTED:** Counterpoint OPUS II or OPUS III tandem, frame or complete bike. Christian Bratina, 267 Shuttle Meadow, New Britain, CT 06052. Ph: (203)-225-9562. 07/88

**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, car toons, 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.

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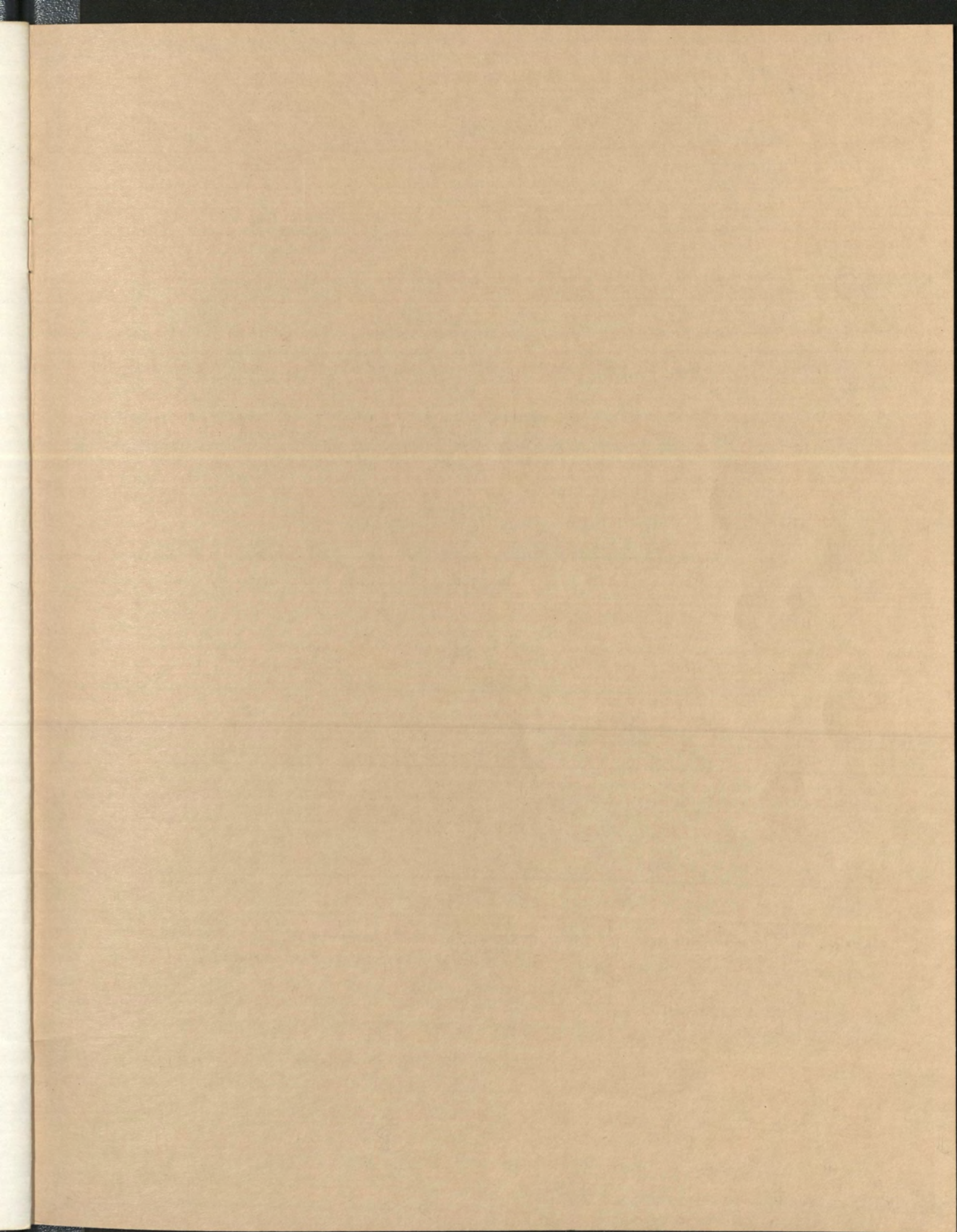


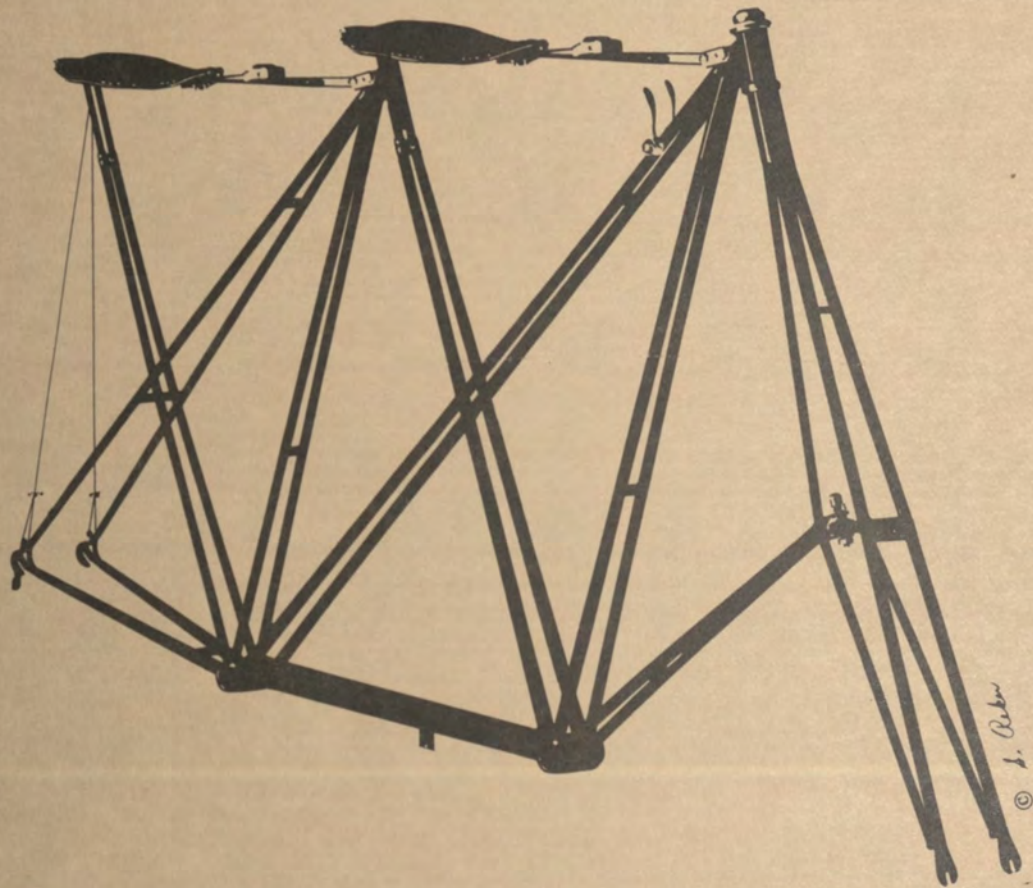
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**TCA Patches** Are back in stock and available through the treasurer. Send checks for \$4.00/patch to Tandem Club of America.

**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.

### 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? \_\_\_\_\_