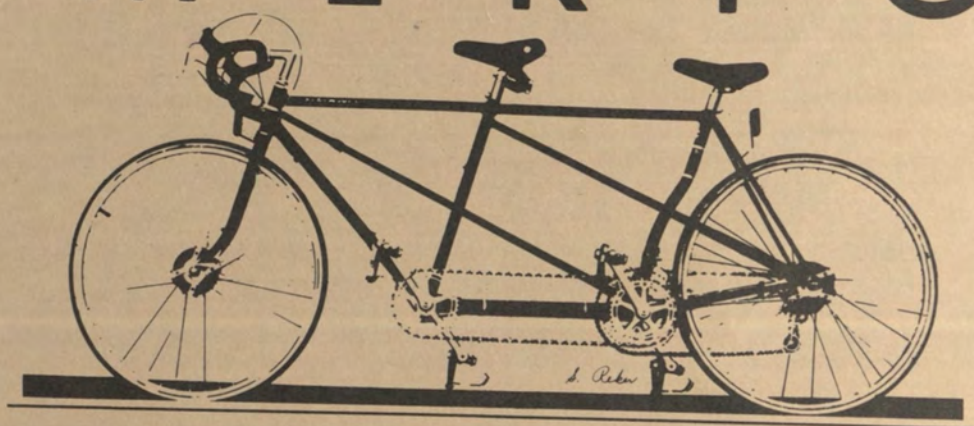


TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

DOUBLETALK



JULY-AUGUST, 1988

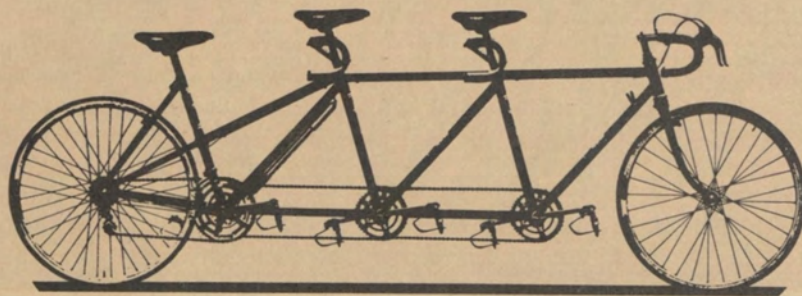
DoubleTalk
the newsletter of the
Tandem Club of America
Jack & Susan Goertz, Editors
Route 19, Box 248
Birmingham, AL 35244

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DOUBLETALK

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DEADLINE FOR THE SEPTEMBER-OCTOBER, 1988 ISSUE IS AUGUST 1, 1988.

FROM THE EDITOR

The year is half-over, and it's been a hot, dry spring and summer in Alabama. With the annual rainfall nearly a foot lower than normal, we've had a lot of hot days to go riding, racking up tandem miles to get us in shape for the fall rallies. We've missed most of the spring rallies, except for the Great Eastern Rally (GEAR Up) in Millersville, PA, but you can look for us at the Eastern Tandem Rally, Durham, NH, the Midwestern Tandem Rally, Springfield, IL, and the Southern Tandem Rally, Thomasville, GA. We're really sorry we can't make all the rallies, as the reports we've received from the rallies held so far make each rally seem like the best ever. Read the Rally Write-ups in this issue and see what's been missed!

Denny Freezer, TCA member from New Orleans, LA, recently sent me a news clipping from the New Orleans Times-Picayune. The US Postal Service is issuing a stamp with a tandem bicycle! It's a 24.1-cent stamp to be issued October 26 (just before the Southern Tandem Rally!) What's a 24.1-cent used for? First Class mail sorted by a nine-digit zip. Check with your local post office about obtaining some of these classic stamps. We'll try to include a photo in a future Doubletalk, if possible.

The judging is finished, and a Tandem Club T-shirt design has been selected by the TCA representatives. Who are the TCA reps? These are the people whose names are listed on page 1 of Doubletalk. What will the design be? Turn to the last page and see. We'll include information about pricing and how to order in the next issue of DoubleTalk. Please don't write for more information yet, as information (and the t-shirt) won't be available before September.

Another tandem-oriented club is being rejuvenated--the COLORADO TANDEM CLUB. Active a few years ago, then strangely silent for

the past two years, this group of tandemists is capitalizing on the enthusiasm generated by last year's highly successful Colorado Fall Foliage Tandem Tour in Aspen, an event to be repeated again this year, and again with the help of the Aspen Resort Association. If you missed the organizational meeting of the CTC, contact Charles Walker and Beverly Barr, 1300 Riverside Avenue, Boulder, CO 80302, for more information. This brings the number of known Tandems-only clubs to seven.

Thanks for all the great articles we've received, and keep them coming! You really make our job a pleasure.

See you on the road!
Jack & Susan Goertz

WHO DOES WHAT

MEMBERS: Write articles, draw cartoons, send letters, host rallies.

AREA REPS: Local tandem information & local recruiters for TCA.

GRAPHICS DESIGNER: Artwork & graphics for DoubleTalk.

TREASURER: DUES and patches.

SECRETARY: Contact point between TCA and the outside world.

EDITOR: Edits your articles for DoubleTalk, Advertising, and membership data (including mid-year address corrections).

When you contact one of these volunteers, seeking information about the TCA and/or tandem activities in the area, please be specific. Many of these individuals are also active in other bicycling organizations, and a SASE with no questions asked may never be returned.



LETTERS TO DOUBLETALK

Dear Doubletalk:

In answer to Michael and Renate Junge's question concerning their Bob Jackson's Tandem with a curved rear seat tube and front derailleur adaptability .

The only front derailleur I have had success with on my Paramount tandem with a "bobtail" seat tube is Huret's Success front derailleur . Although not perfect, it will handle three chainwheels--31-46-52 in my case--with some encouragement

I believe this derailleur is no longer made, but I am sure there are still a few left in some bike shops.

When you find one, buy two and keep one for a spare on long tours.

Steve Reker
St. Charles, MO

A stage race for Tandems
Eugene, Oregon
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Dear Doubletalk:

We were very pleased to see Couples On Wheels (C.O.W.s) listed in the May-June issue; however, we would like to make a correction.

We are not the contact couple for the C.O.W.s, and we want to make sure that the delightful, hard-working couple keeping track of the "herd" and its activities is properly credited.

Greg and Wendy Brock
1661 Covington Dr.
Oshkosh, WI 54904
(414)-231-3920

Thank you for making the correction -- we'll be "moo"ving along now!

John & Peggy O'Dell
1941 Elk Street
Stevens Point, WI 54481

Dear Doubletalk:

A quick note to tell you how much we like the newsletter . The tips are nice and the articles are interesting. Most of them make me wish we were there.

We are new members of TCA, just this year in fact, and we look forward to a long association with it.

We are also tandem riders (owners) for the first time this year. We purchased a Borthwick last spring and have enjoyed it for several hundred miles in '88.

Before I close, I have a question. In the Classifieds you have an ad that states: Wanted: Objective road tests/photos, etcetera of quality frame builders.

Could you explain to me just what it is that you would consider an objective road test? What criteria? type of pictures? other pertinent information?



I'm not sure I qualify as a road tester, but if you would like, I'd be more than happy to evaluate our Borthwick for you. We are certainly pleased with his work, and his popularity is growing nationally.

Well enough, again, keep up the good work, and we do appreciate it.

David C. Huff
Marshalltown, IA

Dear David:

We'd welcome a review of a Borthwick. Reviews should be factual, listing any weak points as well as all the fine points. List the basic specifications: Frame dimensions, including bottom bracket height, etcetera. A sideview of the bike adds a lot to the review, too. What, if you were designing it again, would you ask Gordon to change? Can you compare it with any other tandem that might be known around the country, such as a Santana or a Schwinn Paramount? What's the ride like? What does your stoker think? Does she have enough room? Are there any obvious shortcomings?

In general, step back and look at your tandem as if you weren't buying it, only borrowing it, and you had to give it back in 60 days. Then tell the TCA about it.

--The Editors



Dear Doubletalk:

Toni & I are headed for Australia in the fall to do the Australian Bicentennial Tour. This is a 15-day, 691-mile trip between Melbourne and Sydney. If there are any other readers who may be going, we would like to hear from you. There will be at least one other tandem from the Northwest. We have had our tandem for nine months now, and we had a very enjoyable tour through the wine country of Napa Valley (Northern California). We visited 25 wineries in seven days and didn't fall off once!!

Joel Clark & Toni Okada
7315 130th Avenue NE
Kirkland, WA 98033

Dear Doubletalk:

A letter in the May-June issue speaks of the difficulty of finding a container to ship a tandem to England. We solved that problem by obtaining two boxes from a local bicycle shop and telescoping them. AerLingus accepted the resultant package as a piece of baggage -- at no charge -- when we flew to Shannon, Ireland, last June. On our return from Dublin's airport, they provided us with two very large heavy-duty plastic bags and a roll of tape upon our arrival at the airport. We made the necessary adjustments (lowered the seats, removed the pedals, turned the handlebars sideways), packaged the bike, and sent it on its way. It arrived at Logan Airport, Boston, in good condition. It was obviously handled with care. I neglected to mention that the plastic bags were clear and contents easily visualized; this may be advantageous.

This summer we'll be off on another trip of Ireland, England, and Wales. Those who'll be attending the Eastern Tandem Rally '88 in Durham, NH, will have the opportunity to see our '88 slides.

Marion Gorham & Al Shane
RFD 3 - Two Mile Road
Amherst, MA 01002



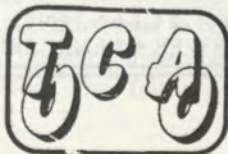
Dear Doubletalk:

I'd like to introduce myself. I have taken over for Kevin McLellan as Tandem Club (of England) club historian, he having resigned the post at the last AGM. Like him I am a librarian, however at the moment I am working as a cycle mechanic at Walton Street Cycles, a shop here in Oxford, somewhat different from working with books! Also, like him, I have a large number of bicycles. Fiona and I, between us, have ten bicycles at the present (we have had more!), including three tandems, a pre-War tandem, called the Green Machine for obvious reasons, a red Roberts, and a Coventry Eagle Triple Ace, complete and in original specifications.

So, having inherited the job from Kevin, I also take on the subscription for the Tandem Club of America, in order to maintain the Club's archives of Doubletalk. Fiona and I are not likely to make it to the States in the near future, so we are unlikely to be able to participate directly in the TCA. However we would be very pleased to see any TCA tandemists here in Oxford, if Oxford falls on their route when in Britain. Also, if TCA members need help and advice when planning a tour of Britain, we will be happy to be able to give what we can! Given that the A.I.T. rally is this year in the UK, I hope we shall see flocks of American Tandems passing through Oxford this summer.

I look forward to receiving the next edition of Doubletalk, and, as I have said, we will be pleased to see anyone who gets to Oxford on their travels.

Yours in Tandemming,
 Stephen Stuart
 Fiona Hedges
 137 Botley Road
 Oxford, UK OX2 0HD



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Dear Doubletalk:

We really enjoy Doubletalk, the newsletter. We are always open to the possibility of learning about new items, gear, and other ideas to help make riding our tandem more enjoyable.

We went to the Third Annual Northwest Tandem Rally in Tacoma. I could not ride because of a recent auto accident, but we just wanted to go and be a part of the Rally. We enjoyed helping the organizers, and the Rally is/was great fun!

The two slide presentations there were very good, and so were the meals. We really enjoyed Pete Penseyres' and Lon Haldeman's slide show, and the question and answer period afterward. It was delightful.

There were some Tandem Club of America brochures being passed out. These did not have your (Susan & Jack's) name or address on them. They only had Mal & Jean Smith's. What is going on? We also have some patches with the Tandem Club of America on the jackets. Were can we get these?

If you have any information, please let us know.

Dave & Sherry Biddison
 Bainbridge Island, WA

Dear Dave & Sherry:

We're glad the Rally was another success. It's been fun watching from afar as NWTR grows. We hope it continues to grow for many more years,



and we'd like to make it to the northwest for a rally someday. As for the TCA brochures, those were the official TCA brochures that were developed some years back, and have been updated to keep up with the times many times over. Mal and Jean Smith are the hard-working treasurers of the TCA. They handle all the dues and the money for the memberships, the patches, and, soon, the T-shirts. Susan and I have the easy job of editing and publishing Doubletalk, TCA's newsletter. We have a great time doing it, and really enjoy reading all the letters and the articles submitted for each issue. We wouldn't change a thing! As for patches, they are \$4.00 each and can be ordered by sending a check, made payable to the TCA, to Mal and Jean Smith. Mal & Jean's address is on page 1 and on the back cover of Doubletalk, and also on the brochure you saw.

--Jack Goertz

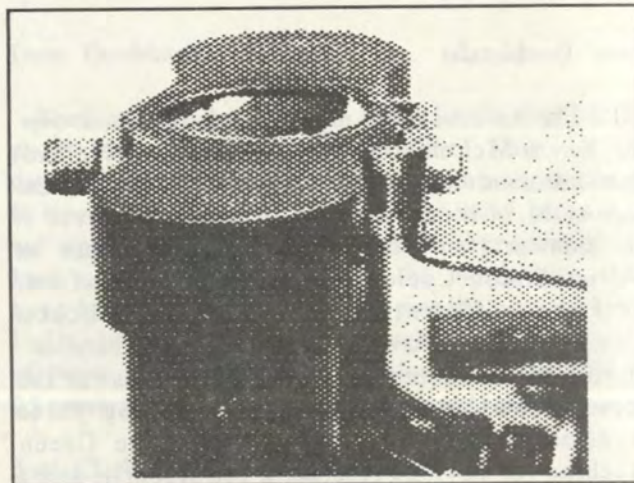
Dear Doubletalk:

Sara and I had an accident with our Paramount as a result of a structural failure of the fork crown. You can see the failure quite clearly in the accompanying photo. (Ed: Also see the related articles on fork failures.)

With some luck, we'll be on our new Osell tandem, which we take delivery of the last of May, sometime in August. Sara should be able to ride her single with a week or two. Our goal is to be back on the bike by MTR in Springfield.

We'll be at Flagstaff, as will Rudy and Kay van Rhenterghem. (Rudy and Kay will be giving a workshop--A Tandem Overview). Plans are for a TCA breakfast one morning. Any TCA member going to Flagstaff should check the bulletin boards for information.

Sara & Doug Laird
Edina, MN



WARNING!! PARAMOUNT FORK BREAKS!!!

On May 21st Sara and I experienced a total failure of the fork/crown on our 1979 Schwinn Paramount Tandem, Model T32. If you have had such a failure with a 1978 or 1979 Schwinn Paramount Tandem, or know of anyone who has, please contact us immediately. Sara and Doug Laird, 5232 Edenmoor Street, Edina, MN 55436. You can also telephone Doug at (612)-348-1800 days or (612)-925- 5185 evenings.

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OUR GITANE TANDEM FORK BROKE!

Barbara and I crashed last night on the way home from work when the fork blades on our Gitane tandem snapped. Fortunately we were not going too fast and neither of us was hurt beyond routine road rash and bruises. We both wear helmets!

The fork blades snapped just underneath the crown. I believe that the failure of the blades can be traced to one (or more) of four things. First, somebody used too high heat in the brazing of the fork, or perhaps the fork blades were too thin or weak to take the normal crystallizing of metal which occurs at any brazed joint.

Second, our Gitane is 16 years old, and has been shipped on airlines, trains, and trucks, hauled in rowboats and fishing boats, and generally ridden a lot, sometimes with loads. Forks on a first class tandem might last for a lifetime even under heavy use, but cheap production line jobs might not.

Third, I had upgraded the cantilever brakes from the original Mafacs with Mafac pads to better pads, and then to the more rigid Shimano Deore brakes. Stopping power was increased by each upgrade, but so was the load on the forks during hard braking. I was braking lightly when we went down.

Finally, I had taken a tip from an experienced tandem builder and had reinforced the steering tube by driving another smaller tube down inside. This took care of the tendency of Gitane forks to break steering tubes, but it also made the steering tube more rigid, which may have increased the load on the fork blades. This was probably the least important of the four possible causes, as without the reinforcement we could well have broken the steering tube.

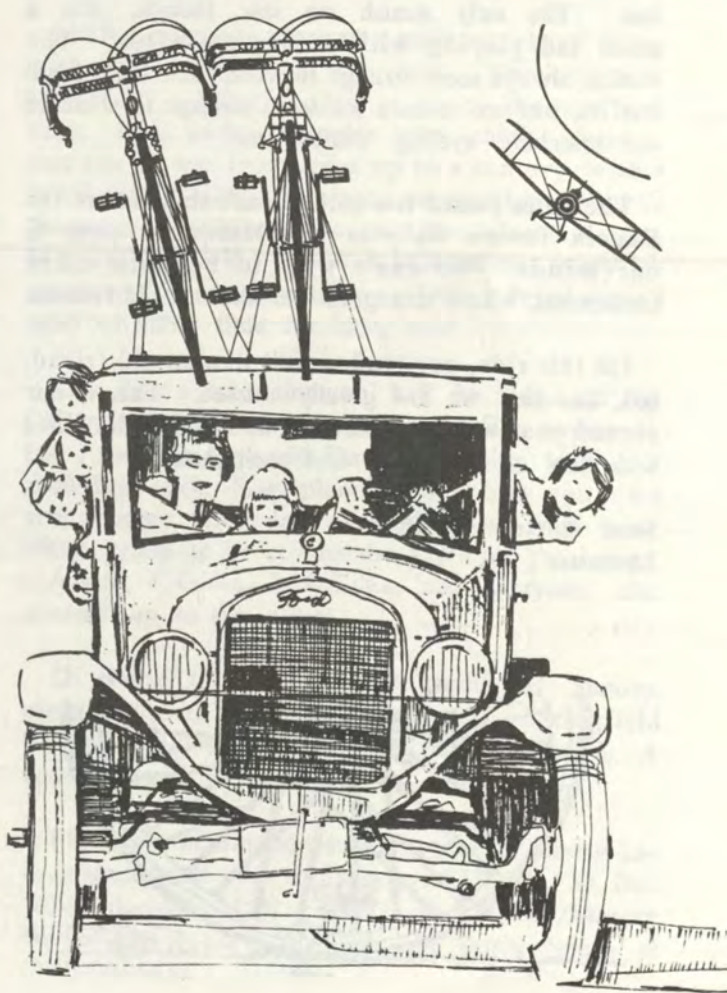
I found that a section of the break line on each fork had rusted on the edge, indicating that the crack had started some days or even weeks ago, and if I had inspected the fork regularly we might have prevented the fall. I recommend that you

check your own tandem regularly. We crashed during a wild ride in a hailstorm, and in better weather one could hope to notice some clue that the fork blades were going before they broke.

No doubt we can all think of places where we would not like to be when our fork blades break. Even if you have some other tandem, other than a Gitane, it is probably worth checking your fork occasionally for cracking.

We would like to see other articles in Doubletalk about any equipment failures which caused crashes. We would like to avoid another one!

Randy and Barbara Swart
Arlington, VA





THE SEASON OPENER

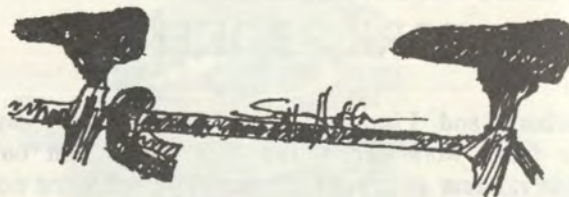
Spring had finally come to the famous Pennsylvania Amish country, and we, being residents, wanted to bring out our tandem for our first tandem ride of the new season. With our matching cycling outfits on, we mounted our trusted machine. We chuckled at first -we had almost forgotten how to get on a tandem. We finally rolled away, and all the wonderful memories of past rides came back; the joy of riding together, the wind blowing through our hair, and the sense of teamwork felt on a tandem.

Down the first hill we went. In a 110-inch gear, our speed rose to 35 mph. We were both thinking of how much we missed the tandem. Finally we reached some of the backroads where the Amish live. The only Amish we saw, though, was a small lad playing with a homemade toy. The Amish always seem strange to us in their traditional outfits, but we're sure we seem strange to them in our matching cycling outfits, too.

The miles passed too quickly, and thoughts of the Eastern Tandem Rally in New Hampshire came to our minds. We can't wait to be with other tandemists, where strangers feel like our old friends.

On this ride, our tandem felt like an old friend, too, one that we had greatly missed. This is our second year with our tandem, and it is to be filled with lots of adventure and excitement.

Scott & Amy Hoffman
Lancaster, PA



I really enjoyed the results of the tandem survey published in the March/April issue of Doubletalk. The three items that caught my eye were questions 13, 14, and 15: the most difficult thing about being a captain, what irritates you most about your stoker, and what do you like most about riding captain. Why did these particular items catch my eye? I had better start from the beginning...

THE MAIDEN VOYAGE

My father and I spent the winter converting an old Schwinn single-speed tandem (late 50's) into a 10-speed "luxury liner". With the reconstruction, painting, and fitting all complete, it was time to road test our creation. Since I am the more experienced captain (my wife and I have a Borthwick custom), Dad wanted me to take the first turn, but I insisted he captain for the bike's maiden voyage.

The destination was our local bike shop to pick up a few bolts and spare cables. This should be no problem, just a short ride there and back. But problems there were! Our riding styles were different and we almost collided with the garage door as we departed. The first few blocks were shaky, but once underway we picked up on each others idiosyncrasies and were doing well until the first stop light. We tried the "slow down and hope it will change" approach, but to no avail. We had to stop! Early spring in Iowa leaves streets with many pit falls--cracks, branches, chuck holes, and, in my opinion, the worst hazard of all, sand. We were stopping in a large patch of it.

As we came to a stop, my worst fears started to come true. We wavered side to side and started to slip in the loose sand. I could sit tight no longer.



I freed one foot, swung my leg around, and dismounted over the back wheel. To my amazement my dad not only stayed upright, but continued through the now-green light.

I trotted through the crosswalk in anticipation of jumping right back on. Not to be! My first inclination that something was wrong was when I saw Dad turn his head and say something along the lines of "That stop wasn't bad, real smooth." I started to laugh thinking "Sure it was smooth! I wasn't on the bike." I suddenly realized Dad was continuing on, without stopping, without looking, without ME!

I yelled at him, but got no response. His head turned again as he talked to his "stoker," probably something about the smooth ride again. I yelled a second time, a third time.

It was about this time that he began to sense something was wrong. He looked around to see who was yelling at him. He thought it was his younger son driving by. Finally, with almost a block between us, he turned around to see an empty seat and a crazed person jumping up and down in the distance. I wish I had a picture of the look on his face to send with this story, as he asked the inevitable question, "What are you doing?" We both laughed for quite some time, and I'm sure we were quite a scene for other traffic!

By the way, we did make it to the bike shop and back home without further incident. Except for the laughter, we had a smooth ride, with a change in positions!

David & Dick Huff
Marshalltown, IA



Midwest Tandem Rally, 1988 September 2-5, 1988 Springfield, IL

Is it true that Abe & Mary Lincoln were the first tandem riders in Springfield? The only way to get the real answer to that \$64,000 question is to attend MTR'88!

Headquarters for MTR is the Sky Harbour Inn, a Best Western hotel, conveniently located on the north side of Springfield. Sky Harbour Inn is easy to reach by car, train, plane, or tandem, but it's also close to the country where the great riding is. We have reserved a block of rooms in this modern 2-story, tandem-accessible hotel. The rooms are only \$44.00/night, for up to 4 adults per room!

MTR hosts have planned a wide variety of rides, with the right length for you. You can tour Springfield's historic sites or go to the zoo and back, all in under 25 miles total length. Sunday you can choose from rides up to a century, with a box lunch available (advance reservations only) in the restored 1830's village of New Salem. Hostess Marcey Werthwein has even scouted out every ice cream and candy store along all the rides, so you'll need to allow time for that, too!

Last year's entertainment will be tough to top (Where do those Loons get those outfits, anyway?), but John, Marcey, and David are going to give it their best shot. Start planning now how you want your bugger decorated, and how you want your entire group to be costumed. Let's see the Loons, C.A.T.S., C.O.W.s, M.U.T.T.s, and everyone else dressed up to the nines!

Of course there will be the traditional Sunday night banquet, this year off-site at the Springfield Banquet Hall, a short distance from the hotel. A cash bar will be available.

For more information and a brochure, send a 25-cent stamp and your address to MTR'88, P.O. Box 20263, Springfield, IL 62703, or call John/Marcey Werthwein at (217)-525-1230 or David Stjern at (217)-546-6474.



MOOTS CUSTOM

Annie and I had been considering buying a tandem for several years. We finally ordered a Moots tandem a month after seeing the Moots people at the 1986 World Championships in Colorado Springs. We received the bike in June 1987, several months late. Since then we've ridden about 1000 miles in 35 rides on the tandem. We missed summer of 87 due to a 2 month trip out west. We've just started riding again after the winter layoff. This year we'll be riding a lot more including some short overnight tours.

The Moots tandem is available in three basic configurations: Road Racing, Mountaineer (mountain bike) and Multi-Use (midway between the other two). Moots offers a suggested component selection, but you are free to choose any components that you want.

These are the specs of our Moots tandem:

~ Price: \$3420 including custom-built wheels and complete set up; excluding shipping. The price is determined by the options chosen, paint, components, etc.

~ Frame: Multi-Use Tandem Frame. Geometry: (see picture). Direct lateral. Rear seat tube ahead of rear

BB. This shortens chain stays by nearly 3 inches. Rear seat tube is laid back for 'suspended' ride. Torso length increases as rear seat is raised. Oval top, diagonal and bottom tubes. Custom stems made of oval frame tubing. Faired head tube. Fork and chainstays are wide enough for 26 x 1.75 mountain bike wheels and tires.

~ Wheels: Phil hubs. 48 spoke rear, 40 spoke front, black oval spokes, Mistral hard anodized rims. Tires: Specialized Touring II, 700c x 32c.

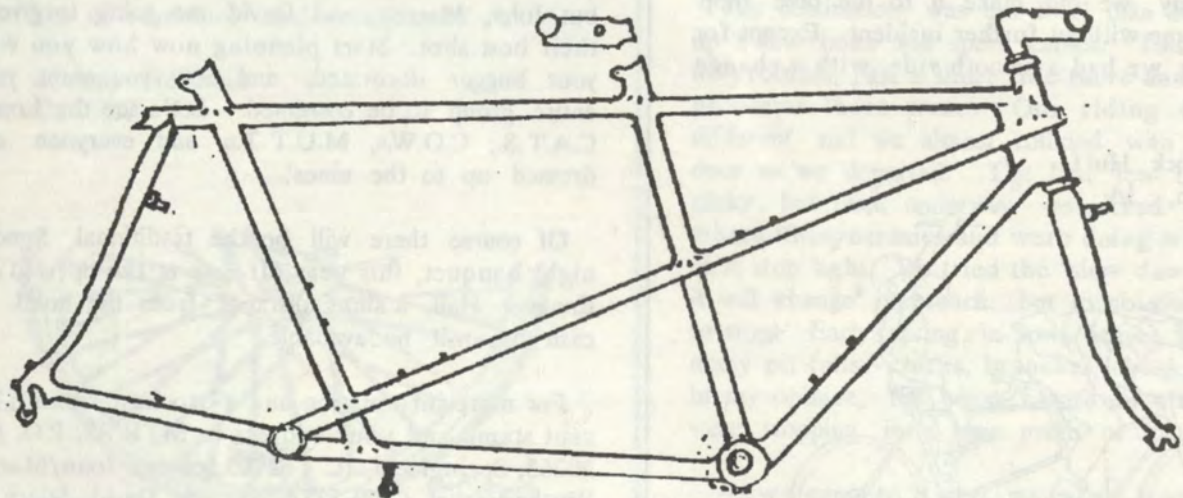
~ Cranks: Specialized, 170mm. Phil Wood bottom brackets. The chainrings are on the front BB to minimize chain angle. This necessitates an idler wheel (Moots own design) to prevent the lower chain from slapping around.

~ Gearing: Chainrings: 55-46-32. Freewheel: Suntour Ultra-7 freewheel, 12-14-16-18-21-24-30. Gear range 29" to 124".

~ Derailleurs: Front: Shimano Deore XT. Rear: Huret Duopar. Suntour bar end shifters.

~ Seats: Specialized. Seatposts: Strong (Japan).

~ Bars: Specialized. Moots dummy levers on rear bars.





~ Brakes: Phil disk. Front brake: Suntour roller cam. Rear brake: Shimano Deore XT U-brake mounted under the chain stays. Modolo tandem brake levers. Right lever controlling disk and rear U brake, left lever controlling front brake. The front brake cable is routed through the handlebar binder bolt and out through the bottom of the stem.

~ Pedals: Shimano type L. These have removable plastic inserts that allow conversion from platform to cleats. Toe clips and straps.

~ Braze-ons: 4 water bottles, front and back racks, front and back fenders, pump hanger, cable runs, chain idler.

~ Paint: single color Imron - custom color (greenish blue).

~ Weight: approximately 45 lbs.

The Good

~ First of all, it's great having a tandem. After a few hesitant days it has become our first choice for riding together. I can ride as hard as I want (I'm a Cat III racer) and Annie's knee and hip injuries don't bother her. We can ride with our racer friends - we suffer on the uphill, they complain on the flats and downhill. It's just a fun way to ride.

~ Moots convinced us to get the 12 tooth freewheel. We've used it a lot. The low gear is fine - we have some long steep hills around here - but we haven't ridden fully loaded. The bar end shifters and the Duopar rear derailleur work very well. We occasionally shift off the small chain ring, but I think that is due to trying to shift under load.

~ The bike is very stiff and stable. It's a little harsh in back according to Annie, and I get a bit of a suspended feeling. Cornering is like 'on rails'.

~ The wheels are strong. We crashed on a steep downhill when a brake cable pulled out of the lever (the ball on the end apparently wasn't seated properly). We went off the road and hit a boulder at low speed with no damage to the wheel (or to us).

The Bad

~ The idler wheel is very noisy. It is a modified cantilever brake arm with a derailleur pulley attached. It has no left-right play.

~ The front brake cable running through the handlebar binder bolt and out through the bottom of the stem looks neat but is a real pain when you want to adjust or remove the handlebars. The cable must be removed to loosen the bolt, and then the cable is very hard to thread back through.

~ Because of the unique geometry, we thought we could have a little more room for the stoker without sacrificing stiffness. We didn't get it. Annie has three inches less room than on her single bike. Up front I have one inch less. That's OK for me, but Annie has had trouble getting truly comfortable. There is also minimal clearance for my thighs despite having 44 cm bars in back.

The Ugly

~ The biggest disappointment when we unpacked the bike was to find two major damages to the paint, down to the bare metal. One was on the fork and the other on the top of the bottom tube. After paying so much for a custom bike we expected a perfect paint job. Moots provided no satisfaction other than providing bottles of touch up paint. The shipping boxes were not damaged and there were no loose parts in the boxes, so we don't understand how it could have happened.



Messing Around

~ I tried to modify a rear derailleur to function as an idler wheel. It had left-right play but wouldn't move sideways unless nudged with the foot. Any ideas?

~ I've added a third brake lever for the disk. I used a SunTour mountain bike shift lever. It is mounted on the left side below the brake lever. The lever points directly forward in the released position and straight down when engaged. When it is engaged it is a little awkward using the brake lever from the drops. I also tried a shift lever mounted on top of the bars, but I didn't like having to let go of the bars to engage the disk. What's the best solution?

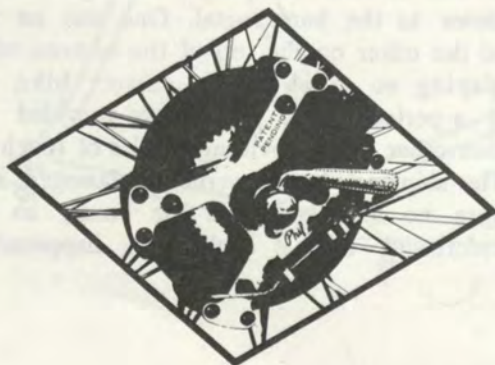
Into the Sunset

In summary, we've gotten over the disappointment in the damaged paint job. We're still looking for a better solution to the idler wheel and brake arrangements. Is the price worth it? We feel we paid a little too much, but we don't regret it.

We'll be riding a tandem for the rest of our lives. Too bad we waited so long to get our first.

Moots Cycles, Inc.
P.O. Box 772480
Steamboat Springs, CO 80477
(303)-879-1675

Ivan & Annie Rezucha
Gardiner, NY



1st C.O.W. RALLY A SUCCESS

As planned at last year's Midwest Tandem Rally, the C.O.W.s (Couples On Wheels) gathered in Wautoma, WI, on May 14-15 for the 1st Annual Rally of "Wisconsin's Dairy Best."

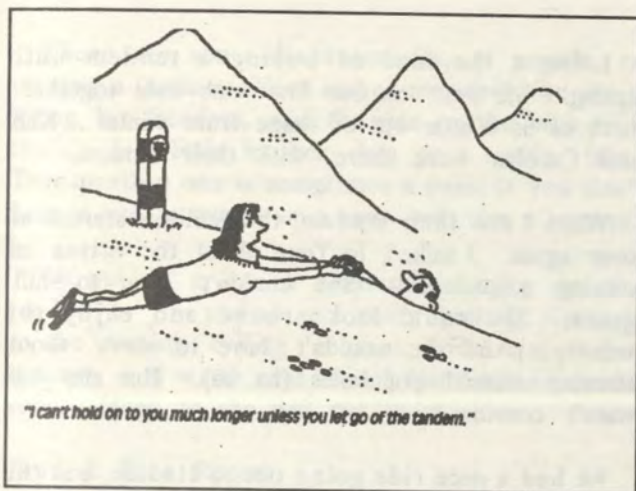
C.O.W.s arriving on Saturday morning were met at the Waushara County Court House by Paul and Flo Walker and family, the organizers and hosts of this event. The weather cooperated, too, with bright sunshine and mild temperatures. Those early arrivals had the opportunity to sample Racine's famous Kringle.

Saturday's scenic country ride wound past lakes and wooded hillsides, alternating with acres of Christmas trees-- Waushara County claims to be the Christmas tree capitol of the world. Quiet roads were shared by tandems and Amish buggies.

Brief afternoon showers (SURPRISE!), with some reported hail, forced all but the (fool)-hardiest of the C.O.W.s to "head for the barn." Locals provided towels and hot coffee to several couples. Our group of riders stopped to wait out the rain at the home of friends of Paul and Flo, only to find no one home! Did that stop us from making ourselves welcome? No-o-o-o! In fact we wiled away the time at "The Rummage Sale." Having left our rain gear behind on such a beautiful day, and with the temperatures falling, we were in need of warmer clothes. A hilarious makeshift "cycling fashion show" ensued.

Sunday's events began at the Court House with a fine breakfast which included a good variety of fresh fruit, whole-grain muffins, banana bread, and of course, milk and cheese and coffee. A dessert of "mini-eclairs" was followed by an informative meeting, with next year's C.O.W. Rally tentatively planned for Madison.

Then it was out to the country again. After a mass start, we rode much of Sunday's ride on almost-deserted backroads that rolled past streams, fields, farms, and deer! What a thrill to ride for



miles with little or no traffic! And on a well-marked route!

Afterwards, the C.O.W.s "herded" at the Radio Station Bakery and Restaurant, celebrating birthdays, exchanging stories, and grazing on "refined" carbohydrates.

Seventeen tandem teams and a few singles--are they S.O.W.s?-- rallied one or both days, with excellent sag service provided by Paul & Flo's daughters, Heather and Jessie.

A special THANK YOU to Paul and Flo Walker and Family from all the C.O.W.s!

James & Karen Adams
Racine, WI



IMPRESSIONS OF GEAR UP

'88

The 23rd Annual Great Eastern Bicycle Rally (GEAR Up) was held in Millersville, PA, in the heart of the PA Dutch Country. The four day event started on Friday, June 3, with various rides in the afternoon and an ice cream social in the evening. The staff at Millersville University were a little overwhelmed when 2100+ hungry bicyclists swarmed their campus! Huge carts were rolled out with various kinds of ice cream, and were quickly devoured by the friendly mob. Who says bicyclists don't ride to eat?

The rides started early on Saturday morning. It was an uncommonly cool day for the riders. It was difficult to choose which ride to go on as there were 39 rides to go on just on Saturday! The length ranged from 10 to 100 miles and several rides were specifically for tandems. We chose to ride one of the tandem rides, of course. The rides were quite hilly, especially our choice of "Chocolatetown USA," the ride to Hershey. Said one cyclist, "If these hills don't get you in shape, nothing will!" The scenery was outstanding and the peace and beauty of the Amish Country had to be seen to be appreciated.

The evening meals consisted of Pennsylvania Dutch delights such as shoo fly pie, chicken corn soup, etcetera. If the meals weren't enough, there were many workshops on Saturday and Sunday on everything from "Effective Cycling" to "Advanced Tandemming."

Saturday evening was quite special and included the Terry Award to the outstanding woman cyclist. The nominees' list read like the Who's Who of women's bicycling, but Susan Notorangelo-Haldeman was named the winner from a list of excellent nominees. She wasn't there to accept her award in person, as she, Lon, and Rebecca were attending the Northwest Tandem Rally in Tacoma. Afterward, the Chapel Street Players performed two acts from Neil Simon's "California Suite." The acting was great. It was too bad they didn't do all four acts.



Monday was the last day of the rides, and we were sad to see the rally come to an end. Bicyclists had come from all over, from as far away as California and Canada to join in this unity of friendship and the joy of bicycling. GEAR Up next year will be held in Saratoga Springs, NY. We look forward with great anticipation to attending and meeting our friends again, and making new friends, on one of the finest non-tandem specific bicycle rallies on the east coast.

Scott and Amy Hoffman
Lancaster, PA



ON OWNING A TANDEM

There is something special about owning a tandem. Little kids just love them, while you're riding it seems like everyone you see has a smile or a wave for you.

My first experience riding with a tandem was on January 1, 1987. I rode the Wanders' First Dozen ride that New Year's Day. Ken and Carolyn Wilcox were there with their tandem. I had never ridden with a tandem before, and was amazed at how a little teamwork could move you along at such a fast pace.

My only other look at a tandem on the road, prior to this, was from behind. They went by me like a rocket, with their customary wheelsucker in tow.

I must admit, after these two brief experiences, I was hooked. It only made sense that two people working together can go faster than one working his or her butt off.

I tried to talk Tona (my wife) into a tandem, but at the time, the cost didn't outweigh the pleasure. She had never ridden on a tandem and had no idea of how awesome they could be on the road.

I forgot the idea of buying a tandem until spring. We went on our first club ride together, both of us a little out of shape from winter. Ken and Carolyn were there, with their tandem.

When I saw their tandem, the feelings started all over again. I talked to Tona about the virtues of owning a tandem -- She wouldn't have to shift gears. She could look around and enjoy the scenery. And she wouldn't have to worry about steering around pot holes (ha ha). But she still wasn't convinced.

We had a nice ride going out to Hadley, but the return trip was terrible. The wind was out of the southwest and we had about 12 miles to go, all of it into the wind. Tona's speed was down to about 8 mph, and because of the hills she was struggling with the shifters about every 3 or 4 minutes.

Ken was the ride leader, and he was very patient with our slow progress. We finally limped home, beat to a pulp. We began to talk about the advantages of a tandem: one less profile riding into the wind, being able to talk to each other while we rode, not having to worry about keeping up, or if both were in the proper gear for the terrain and wind conditions.

We finally made the decision to go look at tandems. After checking around, I found a couple of shops that carried Santana tandems. There was one in Lansing, one in Mt. Clemens, and one in Clarkston. Clarkston, being the closest, was our first destination.

Jeff, the owner of Kinetic Systems, was very helpful. He just happened to have a red Arriva in our size. We looked at it, we looked at the price tag, we sat on it, we looked at the price tag, we talked about it, we looked at the price tag. NO SALE.

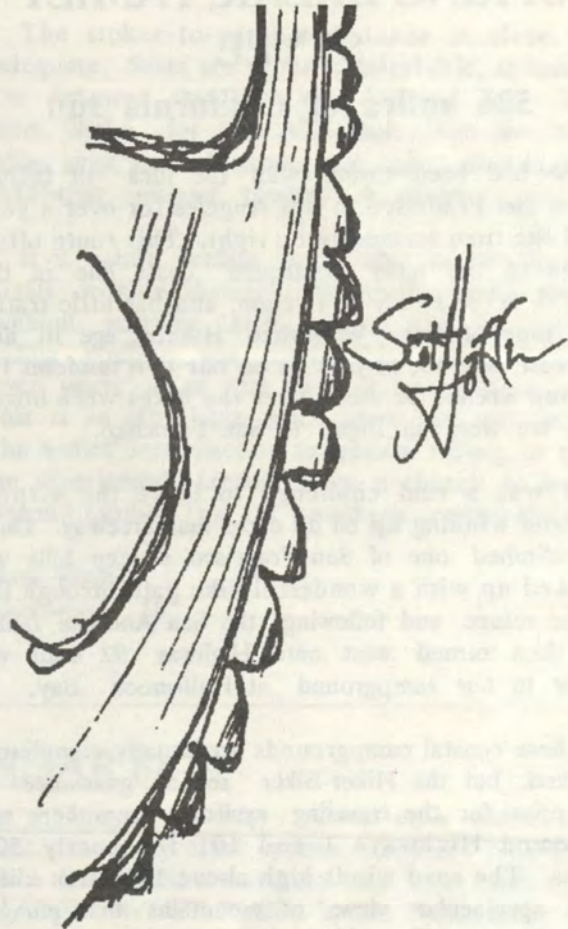
When we got home, we talked about the advantages of tandem riding, and decided that maybe the pleasures would/could outweigh the dollar cost. We went back. We haven't been sorry. Since buying the tandem we've spent more time riding together than ever before.



There are some disadvantages, of course, to owning a tandem. Your stoker may feel like she is losing her freedom, and the ride on the back of a tandem is a little harsher than on a regular bike. Transporting one is sometimes a pain, if you don't have a van, a truck, or a rack built for a tandem.

We put in a lot of pleasurable miles on our tandem in '87, and we are really looking forward to the coming cycling seasons. Hot sun, warm breezes, cool water, and lots of fast tandems on the road. Hope to see you out there.

Brad & Tona Rogers
Grand Blanc, MI



(Ed.: Sam & Marge recently dropped us a note and we found the following poem on the back of one of the pages. We enjoyed it and thought you might, too! We aren't sure Sam & Marge meant to invite the entire TCA to come visit them, but we use nearly everything that is sent to us as Editors).

OUTHOUSE BY THE BAY

We bought an old restroom, perched on a bay
in a small village, down Mexico way.
The village is small, in fact it's quite tiny,
with weather that's perfect, warm and sunshiny.
The building is large, sturdy and sound,
on an acre of land, where palm trees abound.

We washed it and cleaned it and made it look spiffy,
who else do you know that would live in a privy?
The place we divided, as best we could,
to have all the rooms that a beach house should,
We ripped out the showers and tore up the stalls,
this was, of course, a complete overhaul.
A house we have now, six rooms and a view,
even a guest room for friends who pass through.
Needing a patio we built one quite spacious,
so life in a privy might seem more gracious.
Now it's a home, very cozy and quaint,
though the TAJ MAHAL it certainly ain't.
If you come to Mexico, and don't think us too odd,
plan to visit the Coxes in their outhouse quite mod.

Sam & Marge Cox
Tubac, AZ



SPRING BREAK, FAMILY STYLE

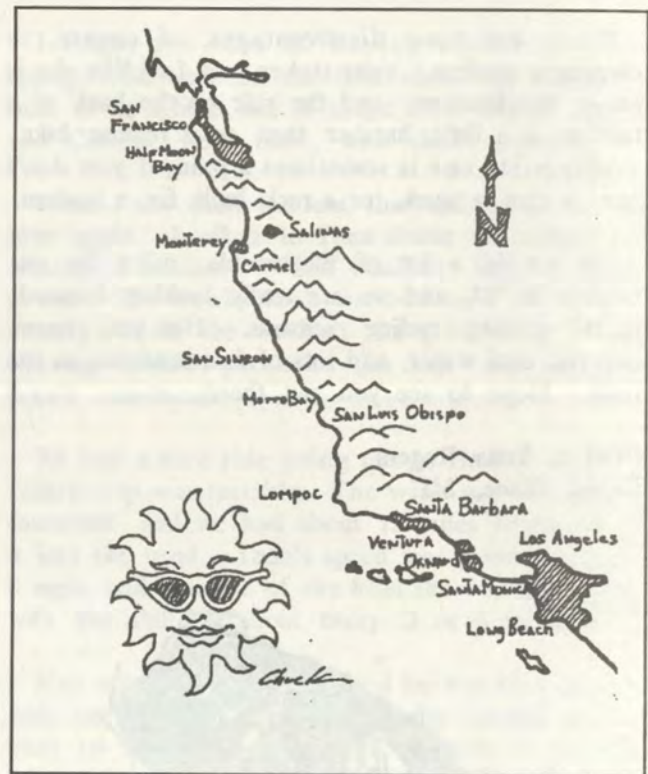
526 miles of California sun

We had been toying with the idea of biking from San Francisco to Los Angeles for over a year, and the time seemed to be right. This route offers some of the most spectacular coast line in the world, second only to Oregon, and has little traffic this time of year. We invited Hunter, age 10, and Forrest, age 13, to join us on our two tandems for Spring Break. A week later the bikes were boxed and we were in flight to San Francisco.

It was a real challenge to leave the airport without winding up on an eight-lane freeway. Once we climbed one of San Francisco's steep hills we hooked up with a wonderful bike path through the game refuge and following the San Andreas fault. We then turned west onto Highway 92 until we came to our campground at Half-moon Bay.

These coastal campgrounds are usually completely booked, but the Hiker-Biker section guarantees a campsite for the traveling cyclist. From here we followed Highways 1 and 101 for nearly 500 miles. The road winds high above 1000 foot cliffs with spectacular views of mountains that plunge into the sea. Everything seemed to be in bloom. The signs of spring were everywhere. We experienced a record heat wave with temperatures soaring to 95 degrees and days with 30 miles per hour tailwinds. We enjoyed frequent walks on the beach, dips in the Pacific, and fresh fruit at roadside stands. The Monterey Aquarium was a highlight of the trip along with a motel featuring a swimming pool and hot tub.

As we neared Los Angeles, it soon became a different sort of ride. It was more like cruising beach towns than bicycle touring. We followed coastal bike paths that wound across crowded beaches. The riding here was quite challenging to maneuver fully loaded tandems in and out between joggers, skaters, and darting cyclists. Everyone asked, "Where are you going?" and "Where did you come from?" Their faces filled with amazement at our reply.



There is a beach here for everybody and everything whether it be wind surfing, weight lifting, or watching a man eat fire. We can't remember ever riding a one-week tour that offered this much variety, from the serene to the absurd.

Forrest and Hunter did a wonderful job. This was their longest bike tour and they were proud of their new muscles and dark tans.

Sunday was a good day to bike the highways and boulevards inland from the coast. We found the Long Beach Airport to be a calm relief. Alaska Airlines allowed us to fly our bikes back unboxed, and they arrived just fine!

Traveling as a family by tandem is wonderful! People wave and offer encouragement. We have time to be together and, of course, we can really share the experience!

Chuck, Nancy, Forrest, and Hunter Meitle
Corvallis, OR



A POOR MAN'S TANDEM

or what you can recommend to friend who wants to try a tandem without a big investment.

The Roland Tandem, also sold as the Fiore, is an excellent value in the \$400-\$500 price range. The bike is a Made-in-Taiwan copy of the Schwinn Twinn Sport, with a men's front/lady's back design. The frame is tig-welded with an internal lateral support. The fork is ATB type, nice and strong, with cantilever braze-ons both front and rear for the more than adequate cantilever brakes. The bike is an "ATT (All Terrain Tandem)" design, with ATB handlebars front and rear, and ATB-style hand brake grips. The gearing is all Shimano, a 6-speed "Light Action" derailleur for easy shifting. High gear is an adequate 96.4, with a low of 48.2. The drive train is all on the right side, with a tension idler

midway between the front and rear cranks.

The stoker-to-captain distance is close, but adequate. Seats are super-comfortable, at least on the distances this bike was designed for. Tires were 26x1.5, for that ATT feel. The 36-spoke alloy rims seemed strong and light. Pedals were ATB-style without toeclips or straps.

It is a nice feeling to be able to hit the dirt trails or ride through the glass-strewn streets without worrying about flats. And the upright riding position was comfortable, too. I didn't even worry about that curb or bump, either. All this at an affordable price gives one an "easy in the wallet" introduction to tandem riding, or gives an experienced tandem team a chance to own a second tandem just for knocking around the dirt.

Sam Wexler
Glenwood, IL

TANDEM CALENDAR 88

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 16, 1988. **TANDEM CRITERIUM RACES.** Boulder, CO. An official event of the 1988 Red Zinger Classic. Co-sponsored by Moots Cycles of Steamboat Springs, CO. Extensive prize list. Classes for Male/Male, Female/Female, and Male/Female (or Female/Male) teams. For more information call Charles & Beverly Walker. ph: (303)-442-1442.

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 Eden 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 is now available. \$175 includes lodging, some meals, and more! 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!

TCA DEALER MEMBERS

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

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

CYCLO-PEDIA, Inc.. Stronglight & TA Tandem Cranksets and parts. 48-hole rims. Phil Wood Bottom Brackets and Hubs. SASE for free pricelist. P.O. Box 884, Adrian, MI 49221. Ph: (517)-263-5803 11/88

RICHARDSON BIKE MART. 25 Years of Quality Service for the north Texas cyclist. The largest selection of cycling goods in the Southwest. When in Dallas please stop in. 84 Dal-Rich Village, Richardson, TX 75080. Ph: (214)-231-3993 03/89

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: 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 Stour 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. 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

FOR SALE: 1987 Yakima car rack. Super shape, used very little. With locks and tandem set-up. \$225 or best offer. Scott or Amy Hoffman. (717)-623-3183 after 6:00 p.m. E.S.T. 09/88

FOR SALE: Santana Classic. Small Frame, 20.5x19.5. Bugundy color. Phil Wood hubs and bottom brackets. Blackburn racks and water bottle cages. Kirtland front and rear bags. \$2000. Ray Fischer, 1927 South 69th Street, West Allis, WI 53219. (414)-327-3943. Sale is contingent upon arrival of new tandem. 09/88

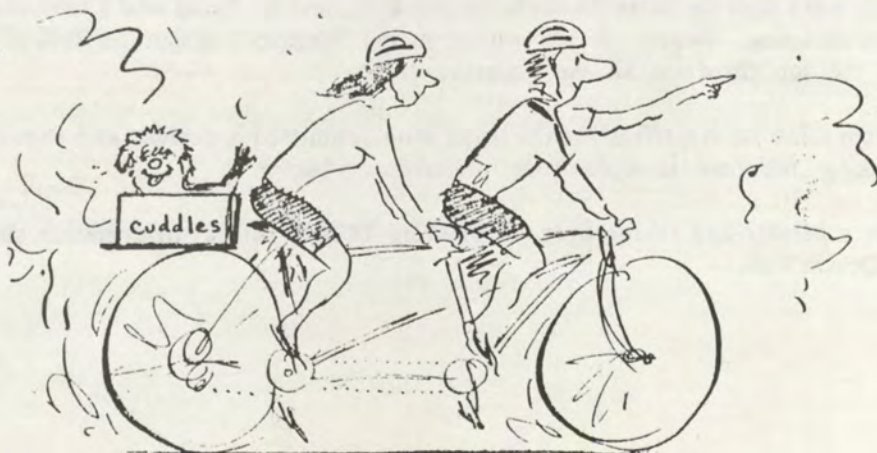
FOR SALE: Shoes. Is your right foot almost a size larger than your left? Do you wear size 41-42 bike shoes? I have a brand new pair of Diadoras for sale. Right foot is a size 42, the left a size 41. Neil Andrews, 1 Paxton Road, Spencer, MA 01562. Or call (617)-885-2305 early evenings. 09/88

FOR SALE: Gitane Tandem 23x21. Handlebar end shifters. 36/52 chainwheels. Rear freewheel is 14-34. Caliper brakera plus rear hub brakes. \$1100. Russ Payne, Indian Landing C-14, Millsboro, DE 19966. (302)-945-2112 09/88

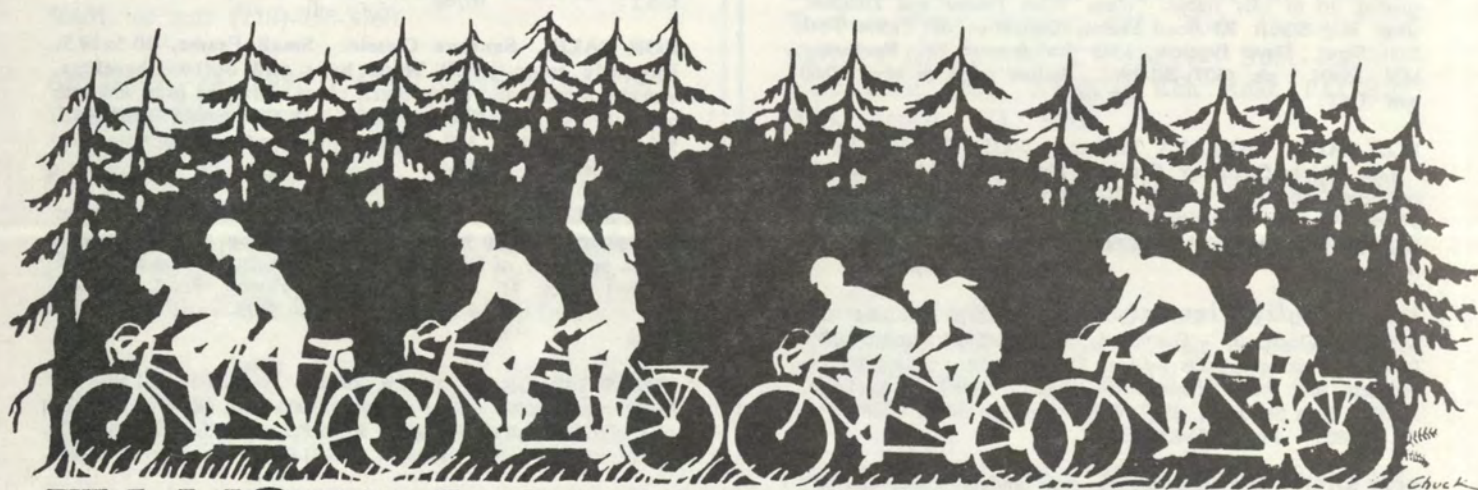
WANTED: Objective roadtests, with photos, of tandems by Terry Osell, Bill Boston, and other quality frame-builders. Send articles, photos (prints only), etc. to Jack & Susan Goertz, Editors of *DoubleTalk*.

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

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



The Last Page



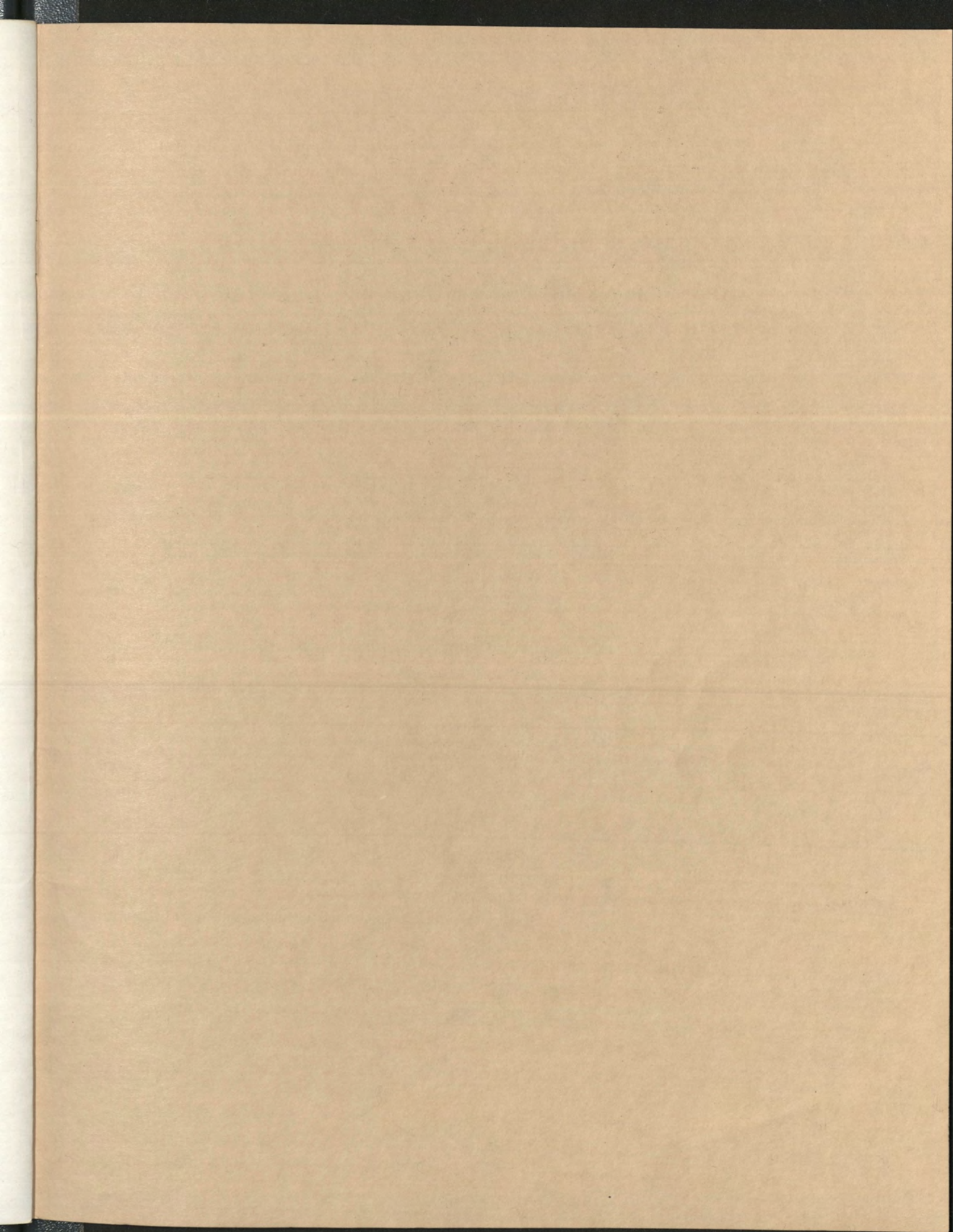
TANDEM CLUB OF AMERICA

AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS

This is the design selected for a new Tandem Club of America T-Shirt. Nine designs were submitted to us. All were excellent. We made copies of all the designs and mailed them to the Area Representatives and the volunteer officers. Votes were cast for three designs, ranked 1, 2, and 3. Susan and I tabulated the votes, and this design was the overwhelming choice! It was named as the number 1 design on 70% of the ballots, and was named as one of the top three on all the ballots.

On behalf of the Tandem Club of America, thanks to all who submitted a design, and thanks to all the Area Representatives for taking the time to make your preferences known.

We are now looking for a printer and taking bids for printing TCA T-shirts. Information should be available in the next issue of DoubleTalk.





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? _____