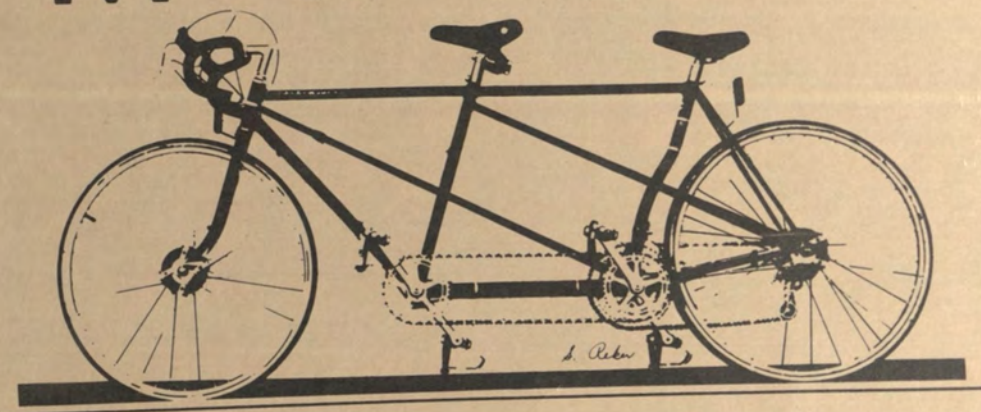


# TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

## DOUBLETALK



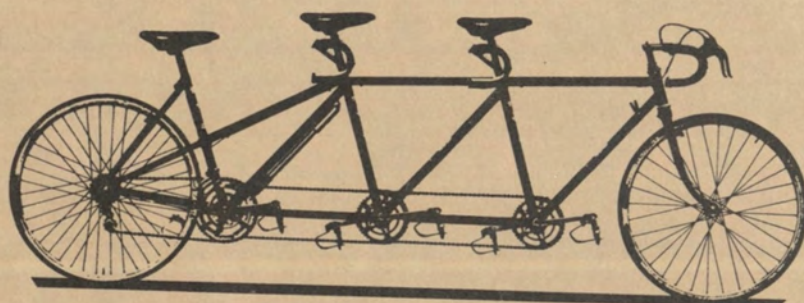
SEPTEMBER-OCTOBER, 1988

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

BULK RATE  
U S POSTAGE  
PAID  
Birmingham, AL  
Permit No. 387

THIRD CLASS MAIL

5 ISSUES REMAINING  
Tandems Limited  
c/o Jack & Susan Goertz  
Route 19, Box 248  
Birmingham, AL 35244 *current resident*



This is  
YOUR  
Newsletter.

It is  
as good  
as YOU  
make  
it!

---

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

# DOUBLE TALK

Copyright © 1988 TANDEM CLUB OF AMERICA

*Editor* Jack & Susan Goertz, Rte. 19, Box 248, Birmingham, AL 35244 (205)-991-5519  
*Secretary* Laura Mappin, 844 Addison, Palo Alto, CA 94301 (415)-326-1569  
*Treasurer* Malcolm & Jean Smith, 11010 Jamison Road, East Aurora, NY 14052 (716)-652-4765  
*Graphic Designer* Steve Reker, 1636 Christy Court, St. Charles, MO 63303 (314)-928-7109..

## AREA REPRESENTATIVES

- California, Hawaii, Arizona, New Mexico, Nevada, Utah, Colorado  
Bob Philpott & Robin Smith, 870 Collier Drive, San Leandro, CA 94577 (415)-357-6339
- Washington, Oregon, Alaska, Idaho, Montana, Wyoming  
Chuck & Nancy Meitle, 1505 NW Grant, Corvallis, OR 97330 (503)-753-0304
- Iowa, Nebraska, South Dakota, North Dakota, Minnesota  
Bruce & Becky Perry, 2652 W. 34th St., Davenport, IA 52806
- Missouri, Kansas, Oklahoma, Texas, Louisiana, Arkansas  
Steve & Karolyn Reker, 1636 Christy Court, St. Charles, MO 63303 (314)-928-7109
- Michigan, Wisconsin  
Robert & Toni Dickieson, 33843 Sleepy Hollow, Livonia, MI 48150 (313)-427-5876
- Kentucky, Ohio, Indiana, Illinois  
Jay & Linda Hardcastle, 6645 Echo Lane, Indianapolis, IN 46278 (317)-290-0104
- Florida, Georgia, South Carolina, North Carolina, Tennessee, Alabama, Mississippi  
Dick Bograd, 35229 C.R. 54 West, Zephyrhills, FL 34248 (813)-783-6699
- Virginia, Maryland, West Virginia, District of Columbia, Delaware  
Willa & Bob Friedman, 5514 Callander Drive, Springfield, VA 22151 (703)-978-7937
- New Jersey, New York, Pennsylvania  
John & Pam Ruggini, 4 Victoria Street, Raritan, NJ 08869 (201)-526-7631
- Massachusetts, Connecticut, Rhode Island  
Peter & Tracy Carne, 668 Barry Street, Feeding Hills, MA 01030 (413)-789-1169
- New Hampshire, Vermont, Maine  
Bob & Linda Harvey, 16 Clinton Street, Salem, NH 03079 (603)-898-5285
- British Columbia, Alberta, Saskatchewan, Manitoba, Yukon, Northwest Territories  
Paul & Margie Schoepp, 48 Edgell Drive NW, Calgary, AB T3A 2S1 (403)-239-4153
- Ontario, Quebec, New Brunswick, Nova Scotia, Newfoundland, Prince Edward Island  
Doug & Debbie Crosby, 554 Forestwood Cresc., Burlington, ONT L7L 4K3 (416)-639-0910



## DEADLINE FOR THE NOVEMBER - DECEMBER, 1988, DOUBLETALK IS OCTOBER 1, 1988

### From the Editor

The Tandem Club of America (TCA) just keeps rocking along, growing steadily. Do you know that we now have over 700 memberships? Since each membership usually represents at least two people, this means that the TCA now has over 1400 members. Figuring it that way, this means the TCA is now one of the larger bicycle clubs in the United States. As the editor of Doubletalk, I think we are certainly one of the more unique clubs, in that almost every member contributes to making the TCA grow. Hardly a day goes by when we do not receive a letter, an article, or a telephone call from a TCA member. These volunteer contributions make us very proud to be associated with this organization. Please, folks, don't stop now. Keep those letters and articles coming. Afraid it's not good enough? Or that your English may not be correct? Send it in anyway. If the subject matter is appropriate for publication (and almost everything we've ever received has been), we'll correct the English and edit your letter/article before it's published. Susan and I know that the TCA is the best club going, and so do you!

Susan and I attended the Eastern Tandem Rally, held at the University of New Hampshire this past August. We had a great time, meeting old friends, making new friends, and meeting many of the people with whom we've corresponded over the years. We hope to be able to print a Rally Report for ETR in the next issue. If you were there, why not write us with your impressions of the rally? We'd like to hear what you thought. And for those of you who've never bicycled down south because it's too hot down here, let me assure you that this year it's been cooler in the Deep South than it was in New Hampshire and Maine while we were up there. We hope this was not a typical summer, because those people up in New England don't know about air conditioners!

While we were up at ETR, Susan and I met

with Mal and Jean Smith, our TCA treasurers, and we discussed the TCA T-shirts. We still, at press time, do not have a firm price, but we are very, very close to having all the details worked out. Mal and Jean discovered a few legal points that had to be covered before the TCA could offer merchandise for sale. Nothing major, but it is taking a little longer to get all the paperwork together. Quotes for the T-shirts and for the printing are quite reasonable, and we believe that we will be offering the T-shirts for \$7-\$10 each. Please be patient with us for awhile longer, and we'll get the information to you -- and an order blank -- in the November-December issue of Doubletalk, just in time for Christmas.

There are still several more rallies on the Calendar for this year, and plans are in the works already for '89. Check out the Calendar and see which ones you can attend. Tandem Rallies are a lot of fun. And there is nothing quite like seeing 80-100 or more long bikes in one place at one time!

We're running out of room for this issue, so must close. Susan and I hope to be in Springfield, IL at the Midwest Tandem Rally and also at Thomasville, GA for the Southern Tandem Rally. If you're there, please stop us and say hello. We love to talk with you.

See you on the road!  
Jack & Susan Goertz



We'd like to hear from you

## LETTERS TO DOUBLETALK

Dear Doubletalk,

We have been very interested to get Doubletalk for the past few issues and to read about the wide variety of tandem events in the USA. We are now writing to tell you of our new address as we have recently moved from London to a small town on the south coast of England.

Our Tandem Club (of England) has recently introduced a "touring service" for members traveling overseas. The aim is to pool information relevant to tandem touring both in Europe and world-wide and to put members in touch with others who have the experience in touring in specific countries. Any members of the Tandem Club of America who would like to make use of this service are welcome to write to us. We would also be happy to offer advice or assistance to any of your members thinking of touring in the UK. As you will know, the Tandem Club (of England) holds an annual weekend rally in early September. Last year's event at Chippenham attracted about 300 tandems. In 1988 the event will be in North Yorkshire at Ripley Castle and in 1989 it will be in Norfolk. We also hold many other weekend events which your members might like to include in a visit to the UK.

Also in May/June 1989 we are joining forces with tandem enthusiasts in France to promote an international event in the Burgundy area of eastern France. It is hoped to attract tandems from many countries in Europe and further afield. We would be delighted if any of your members from the USA are able to include this week long event in a trip to Europe.

The Tandem Club in the UK currently has 4000 members. It has a growing range of activities. In the early days the main emphasis was on the restoration of veteran tandems. The club still operates a spares and technical advice service, but also promotes tandem racing, hill climbs, and an annual tandem triathlon held in July at Bishops Castle in Shropshire. On the touring side we have an increasing number of active local groups who organize Sunday and weekend rides.

Please carry on sending us Doubletalk, and hopefully it will not be long before we will be making a trip to the USA with our tandem.

Good cycling,  
Chris and Jenny Davison  
Tandem Club (of England) Touring Secretary  
124 Kings Road West  
Swanage, Dorset, UK BH19 1HS

Dear Chris and Jenny,

Thanks for taking the time to write. On behalf of the TCA, we make a reciprocal offer to any TCE members who would be touring in North America. We hope to meet someday.

-----  
Dear Doubletalk,

My wife and I are interested in purchasing a touring tandem. I saw the TCA's address in Bicycling magazine, and I thought this organization might be a good source of information. We are finding information on selecting, purchasing, what's available, etcetera, very difficult to come by. Does the TCA have a newsletter for it's members? Access via Classifieds to used tandems? I've



enclosed money to apply towards a membership in the TCA, or for product information about tandems.

Thanks,

Eric Schmidt  
P.O. Box 1622  
Palm Desert, CA 92261

Dear Eric,

I've forwarded your money to our Treasurer for a year's membership. Obviously we have a bimonthly newsletter (or you wouldn't be reading this letter). Check out the Classifieds and the Dealer Member ads for more information on what's available in the used and new marketplace. Also the Letters to Doubletalk section is a great place to write for specific information. Members of the Tandem Club of America are some of the most knowledgeable tandemists in the world.

-----

Dear Doubletalk,

We've enclosed a brief article on tandems at the League of American Wheelmen (L.A.W.) National Rally in Flagstaff. Edit it to your heart's content.

We're now in our "warm" season in Tucson, with the daytime highs in the 100's. We set a new all-time record the other day, 114 degrees! One consolation, we don't have to shovel sunshine! The rally was a nice change for us, both in the temperatures and in the vegetation. Later this summer we'll be making the climate change again, as we'll be cycling in Arizona's White Mountains, up to the 9200 ft. elevation mark for some more "cool" climbing.

Pedal On!

Your friends,  
Rudy and Kay Van Rhentergem  
Tucson, Arizona

Dear Rudy and Kay,

Thanks for the article. We always welcome them. I'll be combining yours with the report from Doug and Sara Laird, and Al and Ruth Schaffer to make one article. Watch for it! And keep those good articles coming. All TCA members like to hear what's happening in other parts of the country.

-----

Dear Doubletalk,

We just returned from Flagstaff, Arizona, where we attended the L.A.W. National Rally '88. We didn't want much time to pass before we informed the TCA of the plans that L.A.W. has for tandemists at the 1989 rally, scheduled to be held from June 30 through July 4, 1989, at Salisbury State University in Salisbury, MD.

Ruth and I were asked to to be the tandem coordinators of the '89 event. We were given wide latitude to expand the rally's appeal to tandemists. In effect, we hope to have a tandem national rally within the L.A.W. national rally.

In Arizona we enjoyed meeting tandemists from all over the country, especially those from the west coast. We hope that with advance information and special tandem events planned, the '89 L.A.W. Rally will see many tandemists traveling east from all parts west; additionally, we hope that those more local will join us, too. How exciting to think about - a chance for all tandemists to meet at a national event!

By intermingling tandemists at a national rally, we hope to enhance regional tandem events. The more contact we have with other tandemists, the more likely we are to travel further distances to ride with each other. This increase in communication among TCA members is healthy, necessary, and (most importantly) fun. We hope the '89 L.A.W. Rally will be on your calendar in addition to your regularly scheduled regional events.



Salisbury, MD, is an ideal area for bicycling in general, and tandeming in particular. The terrain is flat, with many water views and very light traffic. Ferry crossings and sailing on the Chesapeake Bay may be combined with cycling. Historic Assateague Island and the popular MD resort in Ocean City are nearby.

Ruth and I have experience in coordinating both tandem and bicycle rallies. In organizing these events, we have dealt with many colleges -- so we are happy to say that our initial contact with Salisbury State representatives has us favorably impressed. Five hundred available dorm rooms are air-conditioned, and one hundred of these with ground floor access will be set aside for tandemists. In addition, plans are being made for those tandemists unable to get first floor accommodations to be able to store their bikes in a locked room. Nearby motels will be reserved for those who prefer more private accommodations.

The L.A.W. coordinator for workshops is requesting TCA input on workshops of interest to tandemists. We would appreciate any and all ideas you may have to add to our list, which includes the idea of a TCA Town Meeting attended by representatives from around the country. We are also considering a TCA booth to sell merchandise and memberships. Other ideas include tandem time trials, a TCA hospitality room, and a TCA picnic. Several tandem rides will be scheduled daily, and a tandems-only pretour is a possibility if the interest is there. Who in your area puts on good tandem workshops? How about slide show(s) from regional rallies? What else can you think of to make this rally of interest to you? Send us your ideas!

The ground has been broken, but plans are in the early stages. We are anxious to hear your ideas and suggestions for making this a memorable tandem event. We look forward to hearing from many of you, and to sharing our excitement with you as plans are made. Please contact us.

Ruth and Al Schaffer  
3212 Midfield Road  
Baltimore, MD 21208  
(301)-484-0306

NOTE: Please send any specific ideas directly to Al and Ruth. Any letters with generic comments about the idea of a national TCA rally within the framework of the L.A.W. National Rally should be sent to Doubletalk for publication in a future issue. Let's have some good discussion!

-----  
Dear Doubletalk,

Over the Memorial Day weekend, Ann and I attended the Kent County Spring Fling, 4 hours from New York City on the Chester River. This affair should be included on the "MUST ATTEND" list for all tandemists.

This year a special effort was made to accommodate the tandemists, and 20 couples attended. The total number of people was just over 300, so we tandemists didn't get lost as at a larger affair.

The tandems were all housed together on the first floor of the air conditioned dorms. There were two rides each day, designated specifically for tandems, one being 40 miles, the other 80. There was an immediate camaraderie among the riders. The terrain was flat, the shoulders were wide (a full lane), and traffic was light. The food was outstanding -- Saturday supper was served on white linen, comparable to any good restaurant.

The best thing was the warmth, camaraderie, and friendliness of the people. We were sad to leave, but we guarantee that we'll be there next year. We had a relaxing, laid-back, totally delightful weekend. We hope to see many more tandemists in '89.

Bob & Ann Friedman  
848 Sherwood Road  
Bridgewater, NJ 08807



## BACK ISSUES AVAILABLE

We have a limited number of back issues of Doubletalk available to complete your collection. For each issue desired, send a check for \$2.50 for each issue desired, payable to Tandem Club of America, to Jack & Susan Goertz, Route 19, Box 248, Birmingham, AL 35244. The issues you order will be sent to you either via first class postage (1-4 issues ordered) or via UPS (more than 4 issues ordered).

### Issues still available

July - August, 1988

May - June, 1988

March - April, 1988

January - February, 1988

September - October, 1987

July - August, 1987

March - April, 1987

January - February, 1987

November - December, 1986

September - October, 1986

July - August, 1986

May - June, 1986

March - April, 1986

January - February, 1986

November - December, 1985

September - October, 1985



## THE TANDEM TOUR de FRANCE

It could have been a mid-summer's nightmare - flying from Eugene, OR, across the USA and the Atlantic Ocean, arriving in Paris with nine hours' jet lag, and anxiously awaiting my life-long dream come true. It was, at the least, a night in Paris without much sleep.

Like any other All-American bike racer, I dreamed of a chance to race in Europe, and with six months of training after a six-year retirement, I entered the longest, hardest tandem race in the world. The Grand Prix Ile de France Handisport, better known as Tandems Tour de France, covers 470 km with seven stages in six days of racing, finishing in conjunction with the professional single racers on July 24th.

Earlier in the year, while working for the Burley Design Cooperative, I was in Long Beach, CA, at the January, 1988, bicycle trade show. While there, I was fortunate in that I met Ray Patterson, one of the very few Americans to ever participate in the Tandems Tour de France in past years. The main requirement of this race is that the rear rider -- the stoker -- be blind. Ray, who has been completely blind since he was three, is an avid bicycle racer, but because of his handicap, he is limited to the stoker position of a tandem.

Ray may be blind, but he is a remarkable person in overcoming his handicap, and has been to more places in the world than some of us will even recognize the names of. After some discussion at Long Beach, we formed the sole entry in the Tandems Tour de France from the USA. Our team consisted of two veteran cyclists, aged 36 and 40, one a former USCF Category I racer and the other a 20th century Marco Polo.

So, was there anything to be nervous about? YES!!! Ray and I had survived the inaugural U.S. tandem stage race, the Burley Duet Classic, held July 2-4, 1988 in Eugene. In this race, we discovered we had a number of short-comings, the worst of which was our method of climbing hills. We'd overcome this somehow. Also, our Burley





Duet tandem was going to have to survive the tough French cobblestones, and it had already taken a beating on the airlines. Then, too, we were in a country where people spoke even less than the little English I had expected to hear. Many countries fielded much larger teams. For instance, Germany, Denmark, Switzerland, France, Norway, Italy, Holland, and Belgium all fielded teams with support vehicles. And quite frankly, despite having 18 years of single-bike racing experience, I didn't know much about tandem racing.

The eve of the race was a sleepless night. Our room had been broken into while we were out, and our borrowed camera had been stolen. And both Ray and I had the worst cases of pre-race nerves that you could possibly ever imagine.

I began the day of the first stage by falling down a flight of steps carrying the tandem, and I twisted my ankle in the process. It was a "damn the torpedoes" kind of day, so we iced and wrapped my foot in order to get to the starting line and the start of the race.

The racing itself was so different from that in the U.S. that my hat is off in respect to Europe's tandem racers. Everything that one hears or reads about European single bike racing would also apply to tandem racing: attacks from the start, everyone jammed together, liberal use of the whole road, and a platoon of motorcycle police. Narrow roads, countless small villages, the blaring of horns, and steep hills, many of them, would divide and subdivide the pack of racers.

At times it struck me we were riding 50 km time trials everyday. We were too slow to stay with the "climbers," and we were too fast for the weaker riders. We knew that some hard work remained after we finished 28th in Stage IV, over 7 minutes behind the leaders, and we had no flat stages left! The strength of our team lay in our good speed on the flats and in our bomb-proof equipment that never let us down the entire race.

Ray had often complained of racing in the rain -- I had thought that he simply didn't like getting wet. What he didn't like was crashing, something which 49 of the teams, including Ray and me, got a taste of the fifth stage of the race. We fell in the pouring rain as we were setting up for a turn. Our Burley Duet fared well, but I was so exhausted that I just wanted to lie on the ground for a while. By this time, I had even developed calluses on my hands from the braking on the steep descents, and I was pitying the teams without index shifting.

The Grand Prix finale was a criterium in south Paris, complete with 1 km of rough cobblestones per 2.5 km lap. The Burley Duet bounced well on the cobblestones, and we scored our highest placing of the race, 12th, despite our very poor start. The staging, like all of the race, would have American promoters green with envy, as the race just seemed to close roads like magic.

With our 13th overall finish (out of 62 teams), we did much better than we might have, considering all of our pre-race problems and our



**The Burley**  
*duet*

Who says a quality tandem bicycle built in the USA has to be expensive? Our lightweight, rigid, chrome-moly tandem features 48-spoke wheels, index shifting and all alloy parts. Whether you're out to ride a 4-hour century or you're out for an afternoon of fun in the park, expect to be pleasantly surprised on the **Burley Duet**. Call or write for a free color brochure and nearby dealer.

  
Burley Design Cooperative  
4080 Stewart Road  
Eugene, Oregon 97402  
(503) 687-1644



anxiety. It was our persistence which put us at 22nd place on the first stage and which helped us to steadily move up in the rankings as the week progressed.

Part of the fun and challenge was learning that racing is not the only thing different in France. Try finding breakfast other than simple coffee and toast, or going on a warm-up ride without getting lost (no two streets logically connect by our standards), or discovering first-hand that public toilets are "unisex." Dinner in France can last all evening. Eating before 7:30 p.m. is out. Service can, and usually does, take hours. One would generally start out starving, but would end up stuffed with rich food by 11:00 p.m. And everything from post offices to banks were very slow. Is this perhaps a national joke, just to drive Americans crazy?

What will become of our valiant effort? Burley Design is going to sponsor its stage race and rally again in 1989, again over the Fourth of July weekend, and again in Eugene, OR. Ray and I are not getting any younger, nor are we moving any closer together, so 13th place is likely to be our best effort. I imagine there are many people who may be eager to try this race, and Ray and I would be glad to give some pointers. It would be wonderful to think the U.S. would continue to be represented in the Tandems Tour de France "Handisport" race, and that such a terrific, unique opportunity exists for sighted and unsighted bicycle racers.

If you have any thoughts or questions, contact Russell Morton at the Burley Design Cooperative, 4080 Stewart Road, Eugene, OR 97402, ph: (503)-687-1644, or Ray Patterson, 1427 Gamble Lane, Escondido, CA 92025, ph: (619)-746-1270.

## NORTHWEST TANDEM RALLY '88

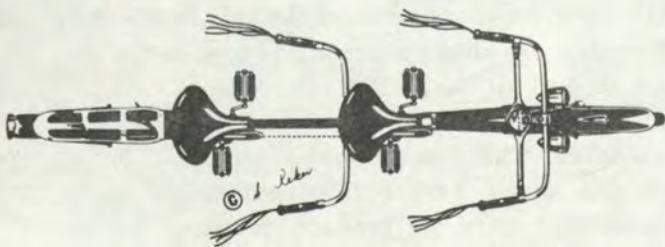
To be honest, the weather looked bleak for the start of the third annual Northwest Tandem Rally in Tacoma, WA, this past Memorial Day weekend. And the forecast wasn't optimistic, either. We drove through several hours of heavy rain from Portland early on Saturday morning and then found dry roads just before the Tacoma exit.

At the registration table we learned that 105 tandems had arrived for the weekend. The first day's ride was a ride around Vashon Island in the Puget Sound, just north of town. It is reached by a short ferry ride, and the ferry is fairly small by Washington standards. This meant a "staggered" start, with riders leaving in small groups every hour. We managed to get in on the second wave of the day, and we joined about 25 couples for the five mile pedal to the ferry terminal.

Everyone was decked out in raingear as the sky was still very dark, but after a few hills on the island many paused to peel off a few layers. Part way around the loop a rest stop greeted us with several tables of food. In addition to the usual fresh fruit and beverages, there were baskets of pastries, the best I've ever seen on a bike ride. Hey, this is going to be all right!

Another ferry ride back to the mainland and then we headed through a maze of roads around a huge park that includes the city zoo. Most everyone seemed to get lost, but there was no real problem finding our way back to the University of Puget Sound Campus that was the headquarters for the weekend.

Back at the campus, a chicken dinner was underway, followed by the evening's entertainment. Pete and Joanne Penseyres and Lon and Sue Haldeman gave a talk and showed several videos. The first outlined the transcontinental tandem record ride of Lon and Sue's several years ago, and the second showed highlights of Pete and Lon's record setting tandem ride last year. As usual, they were great entertainers and genuinely nice people to talk with. After the show, most





returned to their dorm rooms while we, being cheap, crawled into our van for a good night's sleep.

Sundays are always the tandem rally's longest ride day. Our chosen course was a 65-mile loop through the country south and east of the city with a 33-mile shortcut option. 100+ tandems gathered in front of the main campus building for a group photo before taking off under promising skies. The traffic lights spread the group out and we were lucky to be in the lead pack. This gave us a chance to see the faster riders go by and to meet the slower ones at the rest stops. Two checkpoints, stocked with that great biking food, were positioned at 15 and 35 miles. By the second stop, the sun had come out, and it stayed with us throughout the day. Our route followed quiet roads off the beaten path, passing tranquil country farms. The only problem with bike rides out of Tacoma is that the worst hills come at the end of the day!

The Sunday night pasta banquet commenced at 6:30, followed by the annual gutter gift contest and slide show of the '87 rally. The gutter gift is presented to the person or team who weaves the best tale around an object found by the side of the road on the day's ride. This year's winner, a physician from Bend, went to the podium with a simple piece of rebar and proved it is not the object that wins the prize, but the story teller!

Monday's activities started with a group picture of the CounterPoint Clan. 12 Opus owners gathered for this year's record. Afterward, the masses got ready for some serious eating. As has become an NWTR tradition now, the weekend ended with a brunch. This one was set up a little differently as it was a short ride to the restaurant and then the remainder of a 40-mile loop followed. I don't know about you, but after a \$10 "All You Can Eat" brunch, I'm lucky if I can even walk back to my bike, let alone ride 40 miles. So, we skipped the ride and just pedaled back to the campus (we weren't alone). Maybe next year they can plan the food stop a little farther towards the end of the ride.

By noon, it was all over for another year. Our thanks to the Tacoma Wheelmen for putting on a

## Tandem Bicycles

# Lippy

HIGH PERFORMANCE TANDEMS

"EXPERIENCE THE ECSTASY"

COLOR BROCHURE \$200

LIPPY CYCLES, INC.

60265 FAUGARWEE • BEND, OR 97702

great weekend. A group from Bend, OR, announced they would hold the '89 Rally, also over Memorial Day, in their town. An idea born in Corvallis as an experiment three years ago will live for another year. Bend should be an interesting rally location, quite unlike the lowland cities used so far. It lies at nearly 4000 feet on the eastern slope of the Cascade Mountains. Bend is known as a favorite recreation site for many other sports, like skiing, fishing, and hunting. I'm not sure where they plan to ride, but I guarantee the scenery will knock your eyes out! Watch for the listing in Doubletalk, and we'll see you there!

Rick Pope and Becky Taylor  
6305 S.W. Roundtree Court  
Portland, OR 97219



YEP, MUST BE MOSQUITO SEASON AGAIN.



## IRELAND, SCOTLAND, ENGLAND, & WALES

### One Bike, Two People, Five Weeks

Have you ever been across the sea to Ireland? Well, we have-- and Scotland, England, and Wales, too. We weren't Irish when we went over, but we were Irish when we returned. And we plan to go back. We enjoyed all four countries, but we fell in love with Ireland.

We left Boston June 12 at 10:00 p.m. and in 5 1/2 hours we were at Shannon Airport. According to our time, it was 3:30 a.m., but according to their time it was 8:30 a.m. However, despite possibly two hours sleep we uncrated our tandem bicycle, put it back together again and started cycling. Cliffs of Mohr, here we come! 48 miles later, suffering from sensory overload (cliffs and castles and cottages and countryside) at about 7:30 p.m., we arrived in Doolin, found a Bed and Breakfast (B & B), took a shower, went out to eat and then to a local pub for some Irish stout and some traditional Irish music. At 10:30 p.m. we'd had it and although it was still daylight we went to bed.

The next morning we headed up the west coast and through the beautiful Burren for Salt Hill in county Galway (Doolin is in Clare). On the way we suffered our one and only flat tire of our five week jaunt (in the rain, of course). We arrived at our B & B wet and cold -- without reservations -- and our hostess said, "What you need is a hot toddy," and whipped one up for each of us. It's amazing what a hot toddy and dry clothes will do for you! Together with friend Dan from the States, who met us there, we were off to supper.

Our route, planned by Al, who had read every book on Ireland, Scotland, England, and Wales he could find in the Amherst Library, took us through the Connemara region with its beautiful bogs and mountains and beaches. We stayed overnight at the Inagh Valley Inn in Recess and a B & B over the Post Office in Letterfrack. Then on to Castlebar in County Mayo, and Sligo in County Sligo. We stayed two nights in Sligo (Yeats country) and caught up on our sleep; I was still suffering jet lag. County Donegal with its rugged coastline was next and we spent one

night in Donegal Town, two in Glencolumbkille -- where we took a day off to go hiking -- and one in Stranorlar, before crossing into North Ireland at Strabane.

Although the military presence was observable in the border towns -- we had also crossed the border for Donegal Town into Beleek and back as a side trip--we found North Ireland very peaceful and beautiful. We bicycled through the Sperrin Mountains and the lovely Glenelly Valley, where we stayed with some wonderful people in a delightful B & B. We spent an enjoyable evening 'round the peat fire with our host and hostess and their children and a neighbor, partaking of a tea such as we had never seen before, or since. Earlier that evening they had taken us for an auto ride to show us more of their valley.

We pushed our bicycle up a half-mile of mountain the next day and headed for the Antrim coast with its chalk white cliffs and weird formations, but not before bicycling through mountains, forest, and farmland. We stayed in Portballintrae that night and visited the Bushmill Distillery the next day and sampled their wares (What a sample!), then on to the Giant's Causeway -- very impressive! -- where we took a five mile cliff walk before cycling on to Ballycastle for the night; then Glenarm the next day. Our B & B in Glenarm was over a General Store and was quite nice.

The next day we caught the ferry at Larne to Scotland. In Stranraer we caught a train to Ardrossan, arriving in the rain. A day later we were on another ferry across the Firth of Clyde to the Isle of Arran, which is supposed to be a microcosm of all of Scotland, and I think we hit it all, ocean, and mountains. It was lovely! Then a short ferry ride back to Kintyre peninsula on the mainland, and a B & B in the picture book town of Tarbert on Loch Fyne; then Oban the next night and finally Glencoe, where we spent two nights, taking a day off to go hiking in the rain. Glencoe Pass was spectacular. We bicycled through it the next day to Crianlarich, a haven



for hikers of the Highland Way. We stayed overnight and caught a train the next day for Edinburgh, a beautiful city, where we spent three nights. I think we walked the length and breadth of the city. We also rode the double decker buses. We have many fond memories of Edinburgh.

We hopped a train to Carlisle, England, and bicycled to Keswick, in the Lake District, where we spent two nights, and Ambleside, where we spent one. We both biked and hiked in the Lake District. Between Grange Bridge and Buttermere we not only walked up a 25% grade but part way down the other side. A sign warned cyclists to dismount; we didn't need the warning. It was the third time on our trip we had found grades too dangerous to cycle down. Hilly country, this! We did a fells walk in the Grasmere area using a map we had picked up somewhere, a circular route starting out at Wordsworth's Dove Cottage up over the fells, down at the Swan Hotel, where we had stopped for coffee midmorning, then in to the village and back to the cottage.

From Oxenholm we took a train to the walled city of Chester where we spent the night and walked around the city on the wall. From there we bicycled in Wales and spent our first night there in an interesting farmhouse in Cynwyd. We bicycled through beautiful Snowdonia National Park and were in Bala at the time of the National

Canoe Races. We spent a night in Garreg, another in Brynsiencyn and headed for Holyhead and a ferry back to Ireland. We liked Wales.

Back in Ireland we spent two nights in Dun Laoghaire (pronounced Dun Leary) and went for a hilly bike ride in County Wicklow. It may have been the hilliest ride of the whole trip but we like the hills and don't mind walking them if they are too steep. At Wicklow we caught the train back to Dun Laoghaire, and the next day we took the train to Dublin, where we spent two nights. For some reason Dublin didn't impress us. It seemed like

just another city. Perhaps it was because we like the country so much, or maybe we were just ready to go home. It was a great trip! Best of all we liked the people. B & B's are the way to go. We did not find reservations necessary; we always found a place to stay. We plan to go back next year and bicycle the south of Ireland, Wales, and England. We've got the bug!

Al Shane & Marion Gorham  
Amherst, MA





## TANDEMS & MARRIAGE

They say that tandems make or break marriages. Could well be. Our ideas of what is pleasurable when it comes to riding sometimes are very different, to say the least. I put in over 12,000 miles in a year, on my various bikes, while my wife, Dawn, covers considerably less miles. 1988 was to be the year that we either got our collective act together on the bike or get rid of the bike. The alternative was to get rid of our marriage. And that wasn't really in the plans, either.

We started off with some easy weekend rides, getting ready for the spring century season. In the back of our minds was the idea of touring on the tandem this summer. We've toured the last three years, but never on our tandem. We knew a certain level of insanity was required to hit the road on our tandem. We knew we were close to that level when we signed up to ride a century with over 10,000 feet of climbing. While grinding up the last hill, a rider with the host club caught up with us and began talking with us about tandem. She offered that she and her husband owned a tandem. When asked why they weren't doing the ride on their tandem, she responded, "We decided that it was too stupid do to THIS ride on our tandem." We were there.

We don't tend to put a great deal of time into planning our trips. Our motto is "don't plan and plan to change your plans." We tend to pick our starting point and go from there until time runs out.

So with no real destination in mind, we started in Cloverdale, CA, and headed for the coast. We found the riding easier than anticipated and easily made 75 miles the first day, clearing the coastal range and making it to Mendocino on the coast. Dawn thoroughly enjoyed the day. Benefits of being the stoker. Being the captain, I spent a good portion of the day sweating bullets as logging trucks blew past us. She was ready for dinner. I was ready for a bottle of wine. Heading north the next morning we quickly learned why people head south, down the coast, and not north. The headwinds were brutal. Turning south, we ended up in Monterey a few days later and began contemplating what was next.

I had always wanted to ride the central California coast, so off we went. We made it to Los Angeles in four days without much effort. And just when we were getting impressed with ourselves, we met another couple (on singles) at Pismo Beach. We shared the hiker- biker site with them that evening and spent several hours around the campfire talking with them. Towards the end of the evening, we learned that they had carried, on their bikes, three hours' worth of firewood, having picked it up along the road. There is always someone out there who is a little crazier than thou. We ended up averaging around 75-80 miles a day, and we were quite surprised at how easy it was to ride that far fully loaded. However, the one thing that we did learn and repeatedly practice, was a skill that will benefit us for years to come. We found the common denominator of a true bicyclist -- the innate ability to locate a bakery in any town in the country. At this we became quite skilled. Eat to bike and bike to eat, isn't it?

For us it was a trip of firsts. It was the first time we spent all of the time riding together, rather than waiting for each other. It was the first time I didn't climb any passes twice (it was not uncommon, while on singles, for me to descend a pass I had just climbed, looking for Dawn, when it was taking her longer to climb the grade than I anticipated.) It was the first time we never argued about how far we were going to go on any given day. It was the first time we never had a single problem with the bike, not even a flat tire. And it was the first time we ever enjoyed ourselves that much while touring. The people along the



BUT I WANT TO GO THIS WAY!



way, and even the motorists, seemed much more friendly than those we meet on singles. People seemed intrigued by a couple wearing Hawaiian floral jerseys and pink polka-dot tights, riding a tandem.

If you're intimidated by the prospect of touring on a tandem, don't be. Spend some time training (we have a 4,000 foot climb by us that we train on), and just go out and enjoy. To some you'll be a spectacle, to others a marvel, but you will have fun.

Next for us is Hawaii. We understand that there are some rather high volcanoes that need to be climbed, and why not?

Brent and Dawn Davis  
2883 Fyne Drive  
Walnut Creek, CA 94598

Hacksaws and irate  
stokers don't mix.



BOB LIPSCOMB © 1986  
Freewheelin'

Southern Bicycle League

## JACK TAYLOR



- Cycles
- Tandems
- Touring Equipment

*makes a  
Good Show*

Write for NEW Catalogue to

## JACK TAYLOR CYCLES,

105 Church Road, Stockton-on Tees,  
TS18 2LY, Cleveland County, England.

Telephone: 0642-607615

## COLORADO TANDEM CHALLENGE II

The second Colorado Tandem Challenge II Weekend was a big success, and raised everyone's spirits about the Colorado Tandem Club (CTC). The race was co-sponsored by the CTC and Moots Cycles of Steamboat Springs. The action was fast and furious. Seven tandems really scorched the pavement for 30 minutes and provided the spectators of the Red Zinger Mini Classic with lots of excitement. Plans are to do the event again next year.

On the next day after the race, 12 tandems leisurely left Boulder, CO, and climbed up to Jamestown for lunch. The weather was cooperative, for the most part, and new friendships were formed. Tandem teams were from Colorado Springs, Ft. Collins, Arvada, Boulder, and even one out-of-stater team who had ridden to Boulder from San Francisco. And these people did it just to take part in the Colorado Tandem Challenge Weekend!

While in Jamestown, these tandemists planned several events for the rest of the year, and pledged to continue supporting the Aspen Fall Tandem Rally (see the TCA Calendar for more information). When the rain stopped, it was back to the Springs and the weekend was over. But not the club! There are CTC rides planned for the rest of the summer! If you're planning a Colorado vacation this year, join in area. Call Charles and Beverly Walker for more information, ph: 303-442-1442.



## JUNIOR PEDALING

One of the advantages of a tandem is that a child who may be too young to ride a solo can "stoke" safely behind an adult, and s/he can keep up with the group for quite considerable distances.

Of course you need a frame of the correct size for a youngster. The ideal answer is a "junior-back" tandem, where the rear seat tube measurement can be as little as 12 inches. A new frame can be had for as little as \$410, and second-hand they may be even cheaper.

If you do not wish to relegate your spouse or regular partner to their solo, there is the cycle trailer known by its various brand names of "Rann," "Hann," and "Swann." The cycle trailer looks similar to a solo frame without a fork, and it mounts via a headset to a special carrier which fits in place of a standard pannier rack. This gives you an articulated, three-wheels-in a line cycle. Frames cost from around \$205 upwards, and they take standard solo parts.

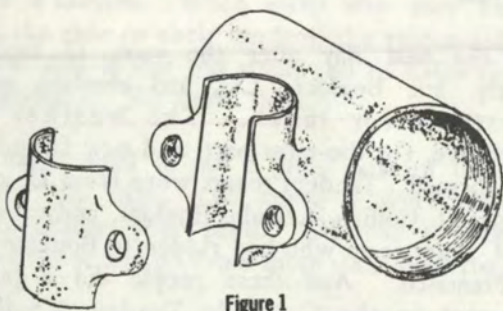


Figure 1

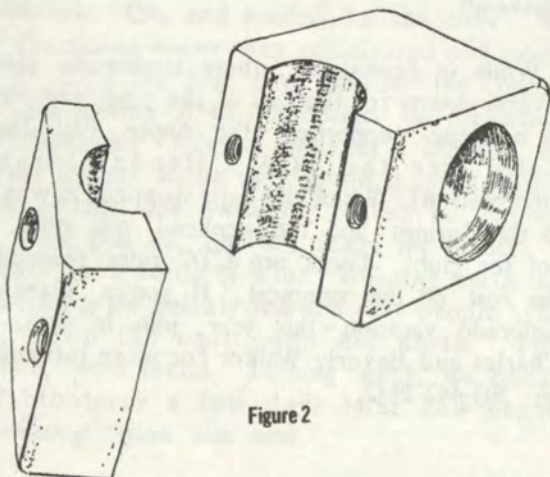


Figure 2

Another alternative to a child-back tandem, if you do not want to spend that sort of money, is to move the rear pedals up to meet the youngster's feet, using a "junior-pedaling attachment," commonly called a kiddycrank unit. This consists of a bottom-bracket sleeve with a clamp which fits around the rear seat-tube at the required height. There are basically two versions: steel and alloy (figs. 1 and 2). It is possible to have a separate freewheel by utilizing a boss which attaches in place of the left-hand crank, and is threaded to accept a standard single freewheel.

### FITTING

Fitting a kiddycrank unit (fig. 3) can require some ingenuity.

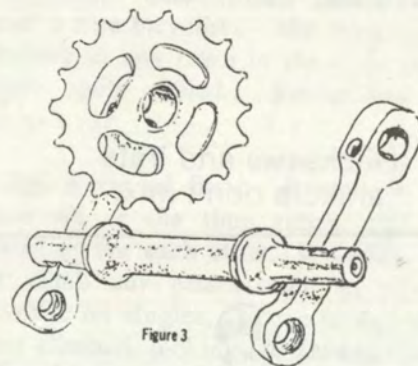


Figure 3

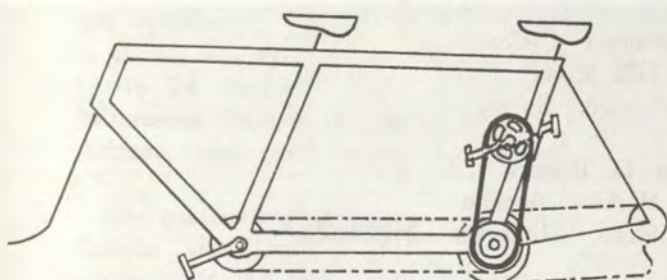
The ideal tandem to use is one which has a rear seat-tube unencumbered by lateral tubes of any description. A marathon, twin-lateral, or similar frame has restrictions on the positioning of the unit. A long seat pin (they are available in lengths up to 300mm) can be used to overcome this problem, but a longer crank-axle may be necessary to clear twin-lateral stays.

Reynolds 531 or similar thin-wall high-quality tubing may be crimped by the unit if it is not accurately made. Steel versions may twist around the seat tube if the clamp is not long enough.





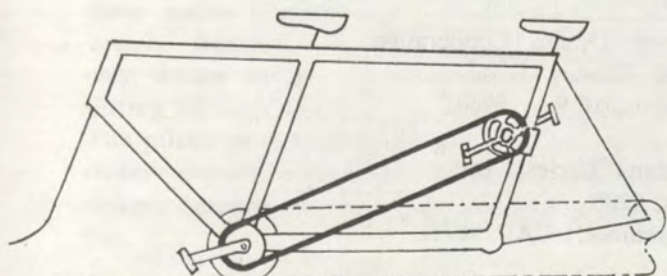
Once the unit is positioned, the drive can be connected. The traditional way is to mount the freewheel boss in place of the left-hand rear crank, using an additional chain to make the drive (fig. 4). This necessitates an "offset" drive, and effectively only allows a double chainring. The right-hand crank is often cut off, though this is not necessary if the cranks are in phase. Most bosses fit only cotted axles, but it is possible to obtain a square-tapered axle, but this has the disadvantage of not allowing any alignment adjustments on the axle.



OFFSET DRIVE + FREEWHEEL TO KIDDYCRANK UNIT - REAR CRANK ARMS REMOVED

Figure 4

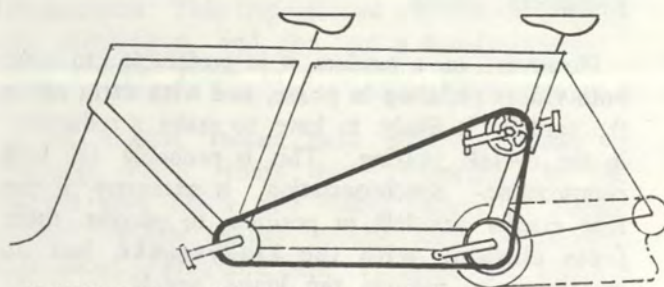
A second way is to ignore the freewheel boss and remove the entire rear bottom bracket assembly. The drive from the kiddycrank unit goes straight to the front left-hand chainring, and a "straight-through" drive is employed to the back wheel (fig. 5).



STRAIGHT THROUGH DRIVE - REAR CRANKS & BOTTOM BRACKET ASSEMBLY REMOVED

Figure 5

A third alternative might be to fit one long chain round both left-hand rings and the kiddycrank unit, to make a sort of "cross-over" system with minimal disturbance to a standard crossover (fig. 6).



X-OVER DRIVE - REAR PEDALS REMOVED

Figure 6

[Editor's Note: Most kiddycrank conversions in the United States and Canada use a different approach from those discussed here. Most, but not all, American conversions are set up by adding a second chainring on the left rear chainwheel. This is especially true for those tandems having a left-side timing chain. Mounting the second chainring on the left and connecting the kiddycrank chainwheel to it allows you to retain your triple chainring in the drive train. Of course, this requires a specially threaded kiddycrank to keep the child's pedals from unscrewing as you pedal. Several sources of kiddycranks for American-style conversions are listed at the end of this article.]

Alignment is the stumbling block for many conversions. Up to three chains have to be considered, and this can be a time-consuming job. One cycle shop owner, experienced in fitting kiddycrank units, estimated that a difficult conversion can take an entire afternoon, even with all the right tools and facilities.

Generally, the longer the chainline, the less critical is the alignment.



## GEARING

Given the same road speed, a child, ideally, would be pedaling at a higher cadence than an adult. Children's softer joints should not be subjected to heavy loading, which can cause permanent damage. It is for this reason that the BCF and the USCF impose gear restrictions on youngsters racing.

However, on a tandem it is preferable to have both riders pedaling in phase, and with extra effort the captain is likely to have to make a reduction in the overall gearing. This is probably the best compromise. Synchronization is necessary if the rear cranks are left in position to prevent them from clashing with the kiddycranks, but do remember to remove the lower pedals.

It might be difficult to match the number of teeth on the different chainrings. Adaptations using "TA" rings, drilled as necessary and bolted to the standard steel set supplied have been successfully made. Other modifications may be possible.

## SAFETY

For very young children some kind of safety harness, fitted behind the rear saddle, might be advantageous. Some people have mounted an extra set of bars behind the seat and linked them with the stoker's bars to provide a safety frame. A helmet is probably sensible, and toe straps really are a safety aid.

## AVAILABILITY

Listed at the end are some of the known manufacturers and suppliers of kiddycrank parts. If you know of any others, please let the editor of Doubletalk have the details. Construction of a kiddycrank unit should be well within the capabilities of any good frame builder.

Most commercial units in the UK are supplied with steel cottered cranks of 4 or 5 inches in length. "TA" cotterless cranks can be obtained in these sizes, but only to special order. "TA" special orders are expensive and generally entail a very long wait.

## SUPPLIERS LIST (all from the UK):

E. W. Hannington  
34 Marshland Square  
Emmer Green  
Reading, Berks

Armalloy Engineering, Ltd.  
Central Avenue, Corngreaves Industrial Estate  
Cradley Heath, West Midlands B64 7BY

Richmond Cycles  
36 Hill Street  
Richmond, Surrey

Ken G. Rogers  
71 Berkley Avenue  
Cranford, Hounslow, Middlesex

Swallow Frames and Cycles  
2 Stannetts  
Laindon North Trade Centre, Essex SS15 6DJ

Jack Taylor Cycles  
105 Church Road  
Stockton, Teeside

--from Ian Hennessey  
Technical Adviser  
Tandem Club of England

## SUPPLIERS OF PARTS FOR AMERICAN-STYLE CONVERSIONS:

Burley Design Cooperative  
4080 Stewart Road  
Eugene, OR 97402

Santana Cycles, Inc.  
Box 1205  
Claremont, CA 91711

Tandems, Limited  
Route 19, Box 248  
Birmingham, AL 35244



## TANDEMS AT THE L.A.W. NATIONAL RALLY

Billed as "the Arizona Adventure", the League of American Wheelmen's (L.A.W.) National Rally took place in Flagstaff, up in the cool and high northern Arizona pine and lake country this past June 29 through July 3. At an altitude of nearly 7,000 feet, temperatures were in the 70's during the day and in the 40's at night.

Out of the 496 registered L.A.W. members, there were 24 tandems, nearly 10% of the total. This was significantly more than the 5-6% normally in attendance at other L.A.W. events. Where did these 24 come from? From New Jersey, Minnesota, Florida, Arizona, California, Maryland, Arizona, and many points in between.

The pretour was a two-day tour from the Grand Canyon via Cameron to Flagstaff. Six tandem teams made the trek, with a young couple from Iowa, with one month's (total) tandem experience between them, pulling a Burley with their two- and three-year-old sons in tow...now that is the way to travel!

The rarefied air at the 8,000 foot level of the Grand Canyon's rim took something out of the so-called low-landers in attendance, but the views and overlooks of this multi-hued canyon made up for any of the shortness of breath. Leaving the Canyon was a bit of a climb out of the Pine Forests and into the stark and desolate high desert of the Navajo Indian country, where an occasional stall beckons the tourist to peruse the many wares of silver, turquoise, beads, and rugs offered by these native Americans. Then it was a long, straight downhill, the kind many tandemists can only dream about. One tandem team reported hitting 57 mph, according to their cyclocomputer. The pilot's eyes were glued to the road, while the stoker enjoyed the high-speed scenery. Yes, stokers deserve -- and sometimes get -- rewards, too.

Camping or moteling was available at the Cameron Trading Post, where the riders indulged in Navajo Tacos (spicy!) and other western delights that are not usually found elsewhere. Later that night a 50 mph wind gust had some campers

literally hanging onto their tents, while the threat of rain did not materialize until early in the morning.

The second day's ride was another 56-mile pedal through more of the Navajo country and on to Wupatki and Sunset Crater National Monuments. This trip offered a lesson in geology and archaeology and also was a muscle-stretcher with a 2,300 climb in a 20-mile distance.

The Anasazi Indian ruins intrigued many at Wupatki, while others were awe-struck by the rugged lava fields and cinder cones at Sunset Crater. A light all-day drizzle failed to dampen the riders' spirits, and kept everyone cool, but not so wet as to require raingear. Through the overcast skies, you could see the snow-capped San Francisco peaks in the distance.

The rally itself offered cyclists a choice of 65 rides and 46 workshops! Rudy and Kay lead the only tandem rides on the agenda, with 18 or so of the tandems joining them for a ride to Ashurst and Mormon Lake. They even saw a roping contest and had to avoid a few head of cattle on the open range. Before the ride, the cyclists were warned: Hit a cow and it's your fault! You pay the rancher for his loss!

Rudy and Kay's Tandem Overview workshop was one of the best attended. A near-capacity crowd, consisting of seasoned tandem owners and people just wanting to learn more, kept Rudy and Kay answering questions for over an hour! Quite a few TCA brochures were passed out, and, we hope, mailed into to increase the TCA membership.

The rally is now just fond memories, memories of fun, riding, new friends, and old friends. Next year at Salisbury State promises to be even better, though! See you there!

---From several reports about the L.A.W. National Rally, submitted by TCA members who were there. Thanks to all of you.



## TANDEM CALENDAR 88

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. **HATS' Tour of Fayetteville, TX.** Join the Houston Area Tandem Society (HATS) for some of the best cycling in Texas. Contact Virgil and Jean Fruth, 4715 Jason, Houston, TX 77096

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 areas. 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 15 or 16, 1988. **Toronto Tandem Coop's Dessert Special.** Join Dave & Brenda Vandavelde for this annual event. Bring a dessert to be consumed at the Vandavelde's after the ride. For the correct day/time/directions, contact Dave & Brenda Vandavelde, ph: (416)-826-0349.

October 22-23, 1988. **HATS' Tour of Nacogdoches, TX.** Explore Texas' oldest city. Contact HATS, c/o Virgil & Jean Fruth, 4715 Jason, Houston, TX 77096. ph: (713)-668-5972

October 22-23, 1988. **Fall Crush Tandem Tour.** Twice the fun on a tandem! Enjoy Northern California vine country on this two-day event. Rides for all abilities. SASE to Bob Philpott/Robin Smith, 870 Collier Dr., San Leandro, CA 94577. ph: (415)-357-6339

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

November 19-20, 1988. **HATS' Tour of Huntsville, TX.** A combination of camping and motel weekend in the piney woods of the Sam Houston National Forest. Contact HATS, c/o of Virgil and Jean Fruth, 4715 Jason, Houston, TX 77096. ph: (713)-668-5972

May 27-29, 1989. **Northwest Tandem Rally, '89.** Bend, OR. Watch Doubletalk for more information.

Late July, 1989. **Eastern Tandem Rally, '89.** Elizabethton, PA. Watch Doubletalk for more information.

-----  
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



Jane & John can't go riding with us today.  
They said they feel like their gear is jammed.



## CLASSIFIEDS

**FOR SALE:** Santana Classic. Small Frame, 20.5x19.5. Burgundy 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 brakes plus rear hub brakes. \$1100. Russ Payne, Indian Landing C-14, Millsboro, DE 19966. (302)-945-2112 09/88

**FOR SALE:** All Chrome Schwinn Paramount Road Bike, ca. 1961. 23" frame, 73 degree parallel frame for road racing and sport riding. Campy record cranks (spare rings) and derailleurs. Weyless or Campy hubs and pedals, sewups or wired-on tires, Campy or Phill bottom bracket, etcetera. Great Ride and a real collector's item! \$900, best offer, or interesting trade. Harvey Sachs, 20 Wynnewood Drive, Cranbury, NJ 08512. (609)-655-1642. 11/88

**FOR SALE:** Moulton Tandem, ca 1984. 22x20 Mens/Mixte. Blue color. 531 tubing throughout. Oval Bottom tube. Phil Wood rear hub and disc brake. Weinmann concave rims (48-spoke rear). Campy Record front derailleur, Campy Gran Turismo rear derailleur. TA Cranks. Asking \$900. Steve & Linda Bissell, 490 Mitchell Drive, Valley Cottage, NY 10989. (914)-268-7984. 11/88

**FOR SALE:** Lippy Tandem, 1988. 57cm/55cm. Specialized Crankset. Phil Wood hubs, Shimano derailleurs, Campy SR pedals. Must sacrifice for \$1800. J. Siegrist, 61570 Westridge, Bend, OR 97702. (503)-382-7479. 11/88

**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.

## TCA DEALER MEMBERS

**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

**TANDEMS, LIMITED.** Quality tandems from the USA and England. Many tandems in stock. Demonstrations and test rides by appointment. Tandem parts and accessories, too. Rte. 19, Box 248, Birmingham, AL 35244. Ph: (205)-991-5519 09/89

**SOURCE BICYCLE SHOP.** 35229 County Rd 54W, Zephyrhills, FL 34248. Ph: (813)-783-6699. Call **THE SOURCE** for your quality tandem needs. We ship anything anywhere. 09/89

**PEDALPUSHER SKI & SPORT (PS&S).** 658 Easton Rd., Horsham, PA 19044. The East Coast's largest bike and ski shop. 37 brands. Open 7 days. Tandems currently carried are Cannondale, Nishiki, Kuwahara, Cinelli, and Burley. Parts, wheels, everything! Ph: (215)-672-2002 09/89

**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.

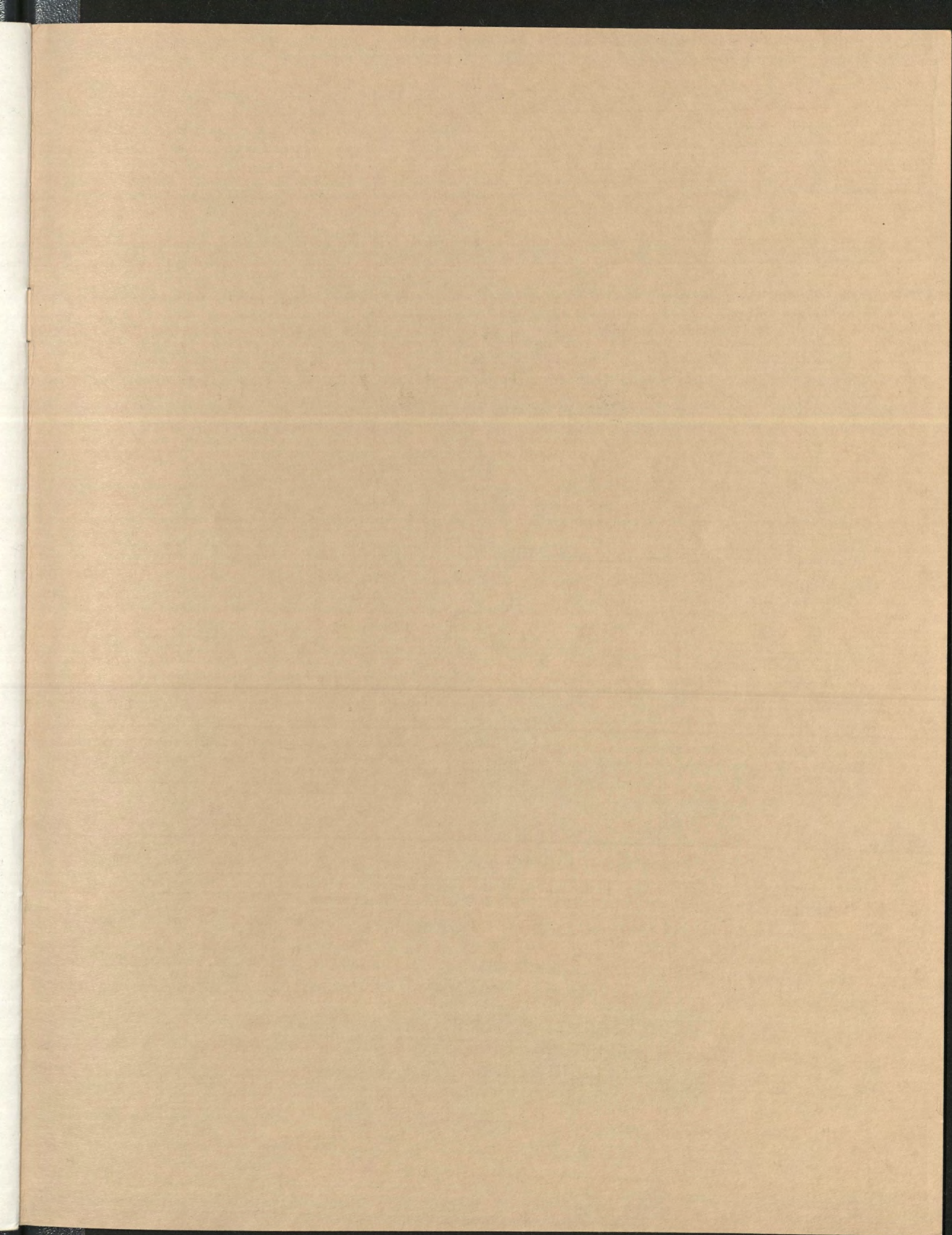
**Rates for display ads available upon request. Send a SASE to the Editors.**

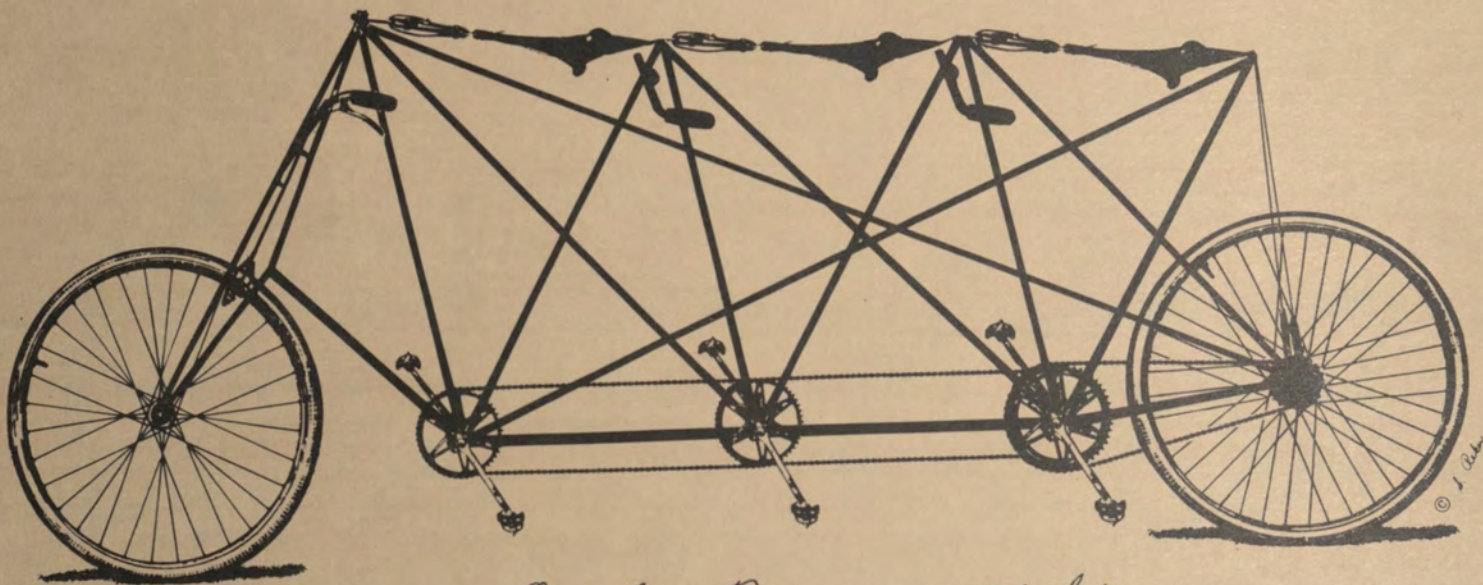
## The Last Page



**Sterling Tandem**  
ca. 1910







1898 Dursley-Pedersen Triplet

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? \_\_\_\_\_