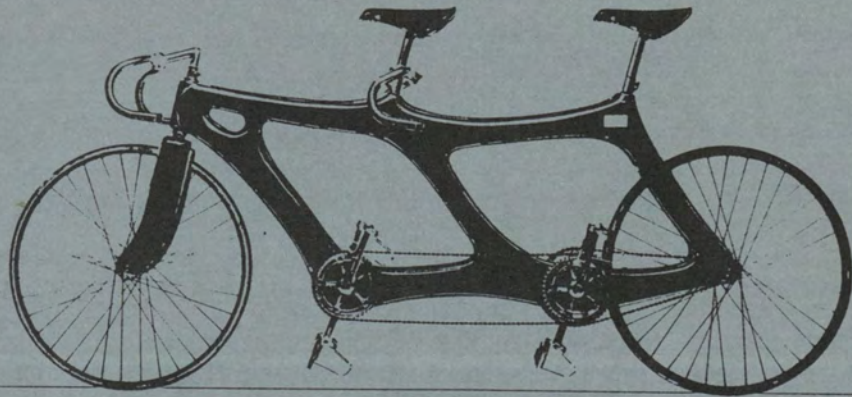


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"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"
DOUBLETALK



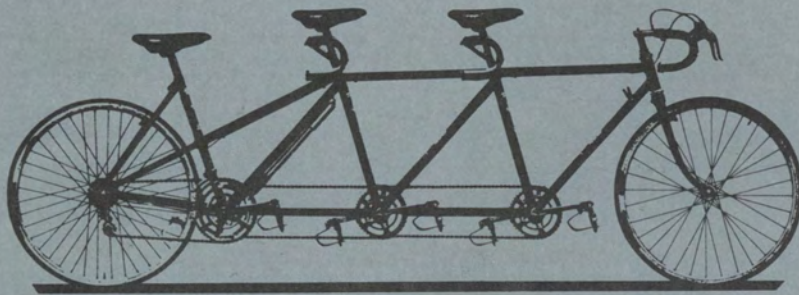
MARCH-APRIL, 1989

DoubleTalk
the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
2220 Vanessa Drive
Birmingham, AL 35242-4430

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DOUBLE TALK

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DEADLINE FOR THE MAY-JUNE, 1989, DOUBLETALK IS

APRIL 1, 1989

FROM THE EDITOR

Welcome back to another issue of Doubletalk. After our 52-page edition of the membership list, Susan and I thought about taking a vacation. Which we did. Immediately after taking the January-February issue to the post office, we headed for the airport, where we were off to Long Beach, California for a long weekend/short vacation to attend the Bicycle Dealers' Showcase. Not much shown there relating specifically to tandems, but it is a fun show to attend. We've a lot of friends in the the industry , and we always enjoy talking with them, as well as seeing the new gadgets coming to the world of cycling.

We've added a new column to Doubletalk, beginning with this issue -- a tandem racing calendar. This first calendar is sponsored primarily by the Burley Design Cooperative, manufacturers of the Burley Duet, the Bossa Nova, and the Rock'n'Roll tandems, but it is open to any sponsor of tandem races. We hope it grows, as we feel there is a fair amount of interest in this field.

We've also received a volunteer (two, actually) for coordinating and compiling information for tandeming with blind or visually impaired cyclists. Be sure you take the time to read the Letters to Doubletalk, and contact these individuals if you have information to share, or if you have questions. We're expecting several good articles from time to time about this type of activity .

This issue contains an insert, provided and paid for by Santana. If you are a dealer or manufacturer who may be interested in this type of advertising, be sure and call us or drop us a note. Prices will be quoted for each insert that we can use. With our rapidly expanding membership base, we feel the Tandem Club of America is certainly a good place to advertise your tandem-related merchandise.

And, in closing, Susan and I would like you to note our new address. After 15 years in the same house, we've moved! Not far, though, but our address has definitely changed. Be sure you send your letters, articles, artwork, and requests to our new address (printed at the bottom of each page). Our 'phone number remains the same, though, so you can always find us.

Have a good spring, and we'll see you at a rally!

TREASURER'S REPORT - 12/15/87 - 12/31/88

Balance December 15, 1987		\$ 8,516.26
Income		\$11,683.38
1072 Memberships	\$8987.00	
5 Dealer members	150.00	
115 Patches	460.00	
144 T-shirts	1224.00	
Backissues	105.00	
Advertising	221.56	
Interest	521.02	
Misc.	14.80	
Expenses		\$10,338.75
Printing	\$5593.76	
	60.00	
	49.03	
Postage	1101.76	
	217.82	
	150.00	
	60.00	
Patches	457.30	
Tshirts	2416.00	
Office supplies	38.00	
Membership - LAW	55.00	
LAW Ad	74.80	
Bank charges	40.68	
Refunds	24.00	
Balance December 31, 1988		\$ 9,860.89



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, 2220 Vandessa Drive, Birmingham, AL 35242-4430. 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

January - February , 1989

November - December , 1988

July - August, 1988

March - April, 1988

January - February , 1988

March - April, 1987

January - February , 1987

September - October , 1986

May - June, 1986

March - April, 1986

January - February , 1986

November - December , 1985

September - October , 1985

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).



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LETTERS TO DOUBLETALK

Dear Doubletalk,

As a member of the TC, I've sent you information about tandeming in Burgundy (France), where I'm from. (ED. - I've got it. It looks great!). This is perfect tandem country, and there are many things and spots to discover. Obviously it could be great to welcome some US tandemists with their sweet machines.

I do think it's one of the most beautiful, interesting parts of "La Douce France" to tour and visit for its various landscape (fields, forests, and vinyards), very old history (Celtic camps and variou Gaul & Roman settlements) great accommodations ranging from four-star hotels to ancient chateaus, nice villages, and great wine.

And especially tour Meursault, a really nice place to stay and tour around. You can discover very early all this historical and artistic wealth which is our heritage. With a bike, it's terrific.

Well, I hope my arguments are good enough -- they're all true -- to make many of the TCA members to come to Meursault & Beaune this summer.

Thierry & Anne Prudhon
7 Rue de Burellos
68100 Villeurbanne
France

p.s.: Could you give me the address of Bicycling, the famous technical magazine, as I'd like very much to get it regularly. I'd also like to receive some leaflets about American tandems and the name of a good cycling shop where I can order some items.

ED: Thierry, Bicycling can be reached at 33 E. Minor Street, Emmaus, PA 18098. Subscriptions are \$25.97 US/year. For the other information, you can write to any or all of our dealer members. They may be able to help you.

Dear Doubletalk,

I have a few ideas that I would like to see if there might be any interest in. Naturally they relate to racing. First, is it possible for someone to begin a purely racing column in our newsletter? How about a race directory, or specially notification of those teams interested in racing? The USCF has said that they are not interested in gathering the licensed riders who race tandems in a field, but there are a lot of people racing tandems nationally. The problem is that no one knows how many people have raced tandems, or when and where races are being held. It's the classic "chicken and egg" argument that "there is no tandem racing in the States."

A club here has received 12 Cannondale tandems to make a tandem team. This is a racing club, and these tandems will be raced. This means that a promoter of a criterium in this area can be assured that a field of tandems will come!! I have seen a great criterium venu lost because the numbers never grew and often were shabby. This is a positive step in the right direction. I think that as soon as someone publicizes their local events in a national newsletter, a lot of tandem racing, more than even I can imagine, will be discovered.

Ray Patterson
1427 Gamble Lane
Escondido, CA 92025

Dear Doubletalk,

Thought I'd drop you a note along with our subscription renewal. Although we've been TCA members for several years, we've just become tandem riders, and we're really enjoying it. I've built several tandems, but this is the first one I've gotten to keep. It's an '89 Fisher Prototype that Gary (Fisher) had us build for a photosession.

I thought you'd be interested in it because it is somewhat different - a mountain bike tandem, built



with an "uptube" internal lateral. Ours is all True-Temper tubing (standard Chromoly), but the production bikes will be butted, heat-treated tubing.

It's a really stable design, with great low-speed handling. As inexperienced as we are, we can do a track stand on it. We're thinking of asking Bruce & Becky Perry to test-ride it and to give us (and Doubletalk readers) an experienced opinion.

I know I probably sound like I'm tooting my own horn, but we really are excited about riding, owning, and building tandems.

Thanks for all your work.

Tom Teesdale

Dear Doubletalk,

I just received my second issue of our newsletter, and I was more than happy to see my name in the membership list. There's just one thing left for me to do -- buy a tandem.

I became interested in tandems last summer after the completion of my last tour with my girlfriend when I saw, at a shopping mall, two guys from Boston here in Quebec City. They were on a beautiful black and yellow tandem.

My girlfriend is a newcomer to the sport of cyclotouring, and she loves it. We're getting married next summer, and we've planned a bike trip as our "Voyage de Noce." It would take us from New Brunswick to Nova Scotia, Portland, Boston, Cape Cod, and back to Quebec.

A tandem is an expensive thing to buy, so we would like to try one before we buy. I'm asking all the readers if someone knows of a bike shop that would rent us one for a month (from May 22 to June 22).

If no shop can help us, perhaps a TCA member could rent us a tandem. I can assure you it will be well taken care of. I'm finicky about my things, too.



We really are looking forward to a tandem trip next summer, so any help will be welcome, and we'll consider it a wedding gift.

Miville Laforest
1327 St. Cyrille Ouest
Siller, PQ G1S 1W6
Canada

Dear Doubletalk,

We'd like to introduce our organization, "A Bicycle Built For One World." We're a group of blind and sighted people who are committed to world peace through the cooperation and communication inherent in tandem cycling. We are planning a tour for peace along the rugged California coast from San Francisco to Los Angeles this August which is a prelude to a tour in the Soviet Union planned for the summer of 1990. We are inviting people from around the county and around the world to join us on both tours.

Currently we have bi-monthly rides with people from around the Bay Area and are seeking out more participants. We are also looking for quality used tandems that can withstand 500-mile tours, and in particular we need tandems that have smaller frames. We are willing to pay up to \$900 for tandems, and all donations are tax deductible.

If anyone has any questions or comments, please feel free to call us or right us.

Rhonda Tichman, Project Director
A Bicycle Built For One World
P.O. Box 460697
San Francisco, CA 94146-0697

Dear Doubletalk,

Just a short note in response to the letter from Bert and Sally Simpson in the January/February issue.



We have found that when we are on the tandem we are definitely faster than most singles, in fact, we have pulled draft lines of 20+ riders on such long rides as TOSRV (Tour of the Scioto River Valley). We are both good bike riders, and spend a lot of time on our singles: riding, racing, triathloning, etcetera. Most tandems seem slow on the uphill, but we have practiced our uphill technique quite a bit and have found that we can actually out-climb a lot of good single bike riders, even on some steep hills. We have gotten a lot of comments on the order of "Hey! I thought those things were supposed to be slow on the uphills!" We have had people chase us for miles because they were upset that we passed them on the uphills. We have found that in order for us to climb when we are both out of the saddle that we must go up 1-2 gears from what we would have used if we stay seated; otherwise, there isn't enough resistance to our pedaling, and we wobble too much.

Another thing that we have seen on such rides as TOSRV where there are rolling hills and a lot of tandems is that many of the tandem teams coast down the hills, then have to work to get up the other side. We go hell-bent for leather down the hills and find that the bike's momentum will carry us over or almost over the next hill, so we don't have to work as hard on the uphills. It helps that we both love to go fast, I guess.

Kim & Jim Benzing
1930 Mt. Pleasant Road, NW
N. Canton, OH 44720

Dear Doubletalk,

In the January/February issue of Doubletalk you expressed an interest in collecting and developing information about tandemming with blind and visually impaired cyclists. Having conducted tours for VIP's for the past five years through the Bemidji (MN) State University Outdoor program, we are fairly well networked with blind and visually impaired people interested in tandem cycling and advocacy organizations who serve this community.

As an initial effort, the Outdoor Program would be willing to serve as a focal point and provide useful information to the Tandem Club of America, via Doubletalk, about tandemming with blind and visually impaired cyclists. Perhaps we can have an article ready for the July-August issue of Doubletalk.

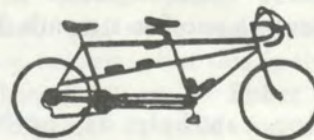
Sincerely yours,
Bob Norbie, Director
Outdoor Program
Hobson Memorial Union
Bemidji State University
Bemidji, MN 566601-2699

ED: Thanks, Bob, for the generous offer. We've included your full address so persons my contact you directly. We look forward to any and all articles that you (or anyone else) cares to send us on this subject.

Dear Doubletalk,

Shortly after the new year began, we learned that long-time TCA member Ed Rykbos died on December 28, 1989. Ed suffered a ruptured aorta shortly after finishing a tandem ride with his wife, Fran. Ed and Fran were regular riders here in the Tidewater area before moving to Lakeland, FL, in the summer of 1986. We're sure that many members of the TCA will remember him, and we all offer Fran our sympathy.

Renate & Michael Junge
Virginia Beach, VA





SOUTHERN TANDEM RALLY, 1988

While most towns in America were celebrating Halloween in traditional ways, the historic town of Thomasville, Georgia, was having its own haunting. To the townspeople's surprise and delight, 78 tandems from all over the USA descended on the town for a three-day tandem rally. The citizens of Thomasville went out of there way to make everyone feel welcome.

The fun began on Friday, with a self-guided tour through Thomasville's Historic District. People found out what stokers are really for -- reading the tour guide while the captain steers the bike. At the pre-ride meeting, someone asked about the need to lock the tandems while we were on foot, touring the museum and some of the old houses. The answer was, "Lock you bike? In Thomasville? What for? These people have never seen a tandem before! They have no idea they're worth a lot of money!"

Friday night was a costume party. While we didn't recognize many, some of the costumes were truly great! Many of the getups included the tandem as part of the costume. There was the Amityville Tandem, the Bat-Mo-Tandem, two sets of California Raisins, Mardi Gras Revelers, pirates, devils, witches, even a Push-mi-Pull-yu tandem, where the stoker sat facing the rear as she pedaled forward to make the bike move. Wierd! We even heard that one daring couple road their tandem into the Holiday Inn's (our host hotel) bar and placed high in the bar's costume party, too.

Saturday's ride was a tour through Thomas County and, if you chose, into Leon County, FL. If you weren't careful, you could have lost your way (the roads weren't marked) and ended up in Tallahassee. Anyway, everyone found their way to the destination -- Pebble Hill Plantation. Pebble Hill was a working plantation until the early '80's, and it was an excellent chance to see how the really rich lived. Lunch was under the old oak tree in the center of the stable area, where the plantation people had set up tables for us.

What rally would be complete without a banquet? There was good food, fun, prizes, and awards. Last year's hosts, Steve & Vicky Bent, gave this year's hosts, Jack & Susan Goertz, a brass plaque from all the captains and stokers over the past ten years, thanking Jack & Susan for 10 years of fun with the STR. It was the only time we saw Jack speechless all weekend.

Sunday's ride was a gentle ride to the nearby town of Old Boston. Don't blink, or you'd miss it. Those with energy to burn participated in a 7-mile time trial. Everyone made it back to the hotel with time to say good-bye, and "See you next year!"

Needless to say, the 1988 Southern Tandem Rally was a big hit. There were rides for all to enjoy, and great socializing. We're looking forward to next year's rally near Atlanta, GA.

--from eyewitness accounts & newsletter articles.

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WHAT'S A SINGLE GUY DOING WITH A TANDEM, ANYWAY?

"Hey, man, you lost somebody!" Yells someone on the sidewalk. I turn around, smile, and keep riding. I'm used to all the remarks, stares, and requests for rides now. I've been getting them for the past 8 years, and I don't mind at all. Solo riding a tandem may look unusual to most people, but it's commonplace for me, since I'm a captain with no regular stoker.

Why did I get into riding tandems, anyway? Well, I wasn't very good at baseball, football, or most other participatory sports. But bicycle touring was something I could do pretty well, and it looked like tandem riding would give me the opportunity to share the fun of bicycling with a friend. I was also influenced by people in our local club, people like Phil and Janet Winter, who made tandem riding look so smooth and fast. Also, Richard Long and his family showed that a tandem made riding with kids a treat instead of a drag. So after saving up some money and doing some research, I placed an order with Jim Bradford of Conyers, GA, for a lightweight touring tandem. I told him it had to be small enough in back to ride with kids and ladies, and strong enough to withstand dirt roads with another adult my size along for the ride (I'm 5'9" and 160 lbs.)

Well, I'll never forget the first time I rode that bike through the darkened streets after finishing the final adjustments on Easter night, 1980. It tracked straight and true, and turned surprisingly quickly. The next morning I rode with my older brother, and 5 of my nieces and nephews. I was thrilled!

In the months and years that followed, I made many friends with my tandem. Kids and teens that wanted to see what it was like to ride a tandem would eventually ask to go on century rides. Then I heard about a lady in our bike club who loved to stoke tandems. Catherine Ford and I were so good together that we've done two tandem rallies, many local rides, and a metric double century. But the most mileage I've ever spent with one rider was in 1986 on BikeCentennial's 4,500-mile Trans-America Trail.

Joe Dukes, at age 10, proved more than a match for that 90-day adventure, and I'll always be grateful to him, his parents Charles and Jean, and his sisters Carolyn and Sara-Beth for inviting me along to share that wonderful three-tandem tour. That ride really proved to me the workability of adult/child tandeming, even under strenuous conditions. I'll write an article about that ride soon.

Some of my stokers should get a Golden Allen Wrench for putting up with some of the mistakes I made as I was learning to tandem. Dennis Brown will never forget the time I almost went into the Atlanta Water Works Reservoir while rounding a curve too fast during a time trial! And I'm glad Preston Saunders had a sense of adventure when the dirt shortcuts I would try would become sandy quagmires. But I really learned my lesson when Doug Hamilton and I hit a deep pothole while riding fast at night on an unlighted road. No more of that!

I've found that it's best to ride with a pleasant, forgiving attitude, and that it's important to never scare or annoy the stoker. I'm no angel, though. Just ask Joe Dukes, or Reed Lukat, my stoker for last year's Bike Ride Across Georgia. While it's easier to ride with an experienced cyclist, I have found that by insisting on the stoker following a few simple rules of mounting, dismounting, and turning, even a new rider can get used to the tandem quickly. Some will even let me do track stands where I balance the bike at red lights without anyone putting their feet down!

Now, 8 years and thousands of miles later, I still enjoy the magic which happens when two people get on one good bicycle. And who knows? Maybe one day I'll ride with someone who will say that she wants to ride with me always! You never know!

Kevin Fitzgerald
East Point, GA



FROM TORTUE TO LAPIN

I've always wanted to write one of those articles glowing with pride about the state-of-the-art tandem with a dream list of componentry. For years I have begun my tandem tales with my strong suit, "I only paid \$600 all up," and not mention what came on it. Actually, a strong dollar helped.

My French tandem held to its christened name of Tortue (or, in English, "Tortoise"). The tortoise line began on a "department store" tandem while we were slogging up the California coast against a prevailing wind. Fully loaded with our home-made panniers, now a trademark of ours (extra-large to accommodate two people's gear just like tandem panniers should be), we met two solo riders on top-end machines. True to the childhood story, the hares would sprint ahead, only to be overtaken hour after hour by the relentless tortoise. Unlike the story, the hares carried the day, and they were showered and rested when the tortoise dragged into camp.

After a lot of touring and four Tour de France tandem events, my Lapin (or Rabbit) has arrived. Even as the road rash on my elbow, hip, and ankle was burning from a Tour wreck, I was plotting to bring the European tandem teams, which had just beaten us on the cobblestones of Paris, back to San Francisco to face my new Cannondale in the World Corporate Games.

Back home in San Francisco, the day of the World Corporate Games' Tandem Race arrived. The weather that October 30th was remarkably similar to the cool damp weather we'd experienced in Paris last July. Was this an omen? On the front of my Cannondale was Jonathan Seutter, the holder of the 12-hour world record for roller skating. Seutter had crewed for Casey Patterson's RAAM record ride in 1987, and is now putting his own energies into two-wheeled riding rather than eight-wheeled rolling.

Seutter and I had found each other through the Ultra-Marathon Cycling Association network, and, since I had to recruit a tandem captain, the old adage applied, "Necessity is the mother of

Deception." After being trounced for four seasons in Europe, I had to slightly exaggerate our chances of medalling -- a Dutch pair headed a field of 11 European tandems, ten from Germany, who were definitely coming. Furthermore, since the race was in San Francisco, there was the slightest chance that there could be a hill or curve in the course!!! Olympus had given me a mini-recorder to carry in my jersey pocket for the Tour de France, and I carried it in San Francisco as well to give a "play by pray" recount of the race.

It was no dream course for tandems. There were hills of course, and a seven percent downhill run into a sweeping curve with railroad tracks, just the sort of course the Europeans know and love. Jonathan and I rode hard and well, but we realized during our warm-up "Alpine" lap that we needed an All-American champion to challenge the Dutch. A quickly tandemized Frank Scioscia and Kent Nelson of Team Shaklee, with twenty minutes(!) total time to familiarize themselves with their tandem, managed to get away early on and make it stick to win the first ever World Corporate Games' Tandem Road Race. Jonathan and I finished "Sixth in the World's!"

Like I said earlier, I've always wanted to rave about my tandem. Now, with the help of some fantastic sponsors, finally I can. The Cannondale showed me several things. I'm a stoker, never, never, never a captain, and I noticed two things. First, most tandem reviews concentrate on the handling, braking, etcetera, from the captain's viewpoint. Rarely are the reports from the stoker's end of the bike. Second, I have never noticed any significant differences (speaking from the stoker's end) among the dozen types or so of tandems I have raced and ridden. Never, that is, before my Cannondale!

I'm lucky enough to have four tandems in my garage, all set up with the same or equal components. My captain and I can ride the same stretch of road under the same conditions and get direct, head-to-head comparisons. The inherent qualities of the aluminum frame smooth the road for the stoker in a way that is like a night-and-day



comparison. Seriously, you CAN feel the difference. Our interval course seems to translate this quality into slightly increased speed, but true comparisons will wait until the spring and I'm back in top racing form to be quantified. The increased length of the rear top tube allows for variations in position that I have never had in previous tandems, but I need more time to get comparisons in all aspect of racing, criteriums, endurance rides, etcetera, to add to the road racing and time trialing we have done since returning from France.

Even though we sport Mathauser hydraulic brakes, Time pedals, and Dura Ace hubs, I have not lost my head to name brand mania -- I haven't forgotten my roots. We spin TA cranks and chainrings on Mavic sealed bottom brackets. After two full seasons of racing in Europe on tandems, every week another race, another small town, I have seen TA in action. The relatively low cost and wide range of easy to work with chain rings keeps me spinning TA. My peg board sports a range of chain rings up to 60 teeth, and down to 32, all with one bolt pattern. This give great flexibility and a cost low enough to rathole numerous spares.

My shifting is an anomaly, owing to my insertion of a Suntour front derailleur into a Shimano system. The Deore banded deralleur got the better of my liberal arts mind, so the normal clamp on a Suntour (sized for the oversized seat tube) was all I could handle. To my surprise, the short-caged Shimano rear derailleur clicks smoothly, countering my previous wisdom that a long caged derailleur was essential on a tandem to accommodate the chain wrap. I have no complaints, even under the torture loads of all-out racing.

Finally I have the sort of tandem that I can be proud of. I now know the components they talk about from "hands, feet, and seat on" experience. Now when people use the S-word in public, I can ask them if they would like to look at my Cannondale. Even Tortue has benefited from the Lapin and my racing craziness. Tortue suffered a broken dropout in the 1987 Tour de France tandem race when he was pressed into service for the race,



then ridden afterward on a thousand mile tour of Britain, France, Belgium, and Holland. With a Suntour refit, he has just been repainted, and will soon be coming out for more of the riding I like the very best -- slow and easy with my wife, Bobbi.

Ray Patterson
1427 Gamble Lane
Escondido, CA 92025



ATTENTION: STAMP COLLECTORS

The Postal Service has come through for us again, this time with an 1890's style tandem bicycle. The design (pictured) is based on a Smithsonian Institute photo of a Columbia Model No. 43 tandem. The actual bicycle is on display at the Institute. The stamp is the 43rd (is that why they chose the Model No. 43?) in the transportation series which a few years ago included the 5.9¢ high wheeler.

The 24.1¢ tandem stamp is perfectly usable on domestic mail, just add a 1¢ stamp or the complementary decimal of your choice! But don't use the stamp on mail destined for overseas, it'll be returned.

Designed as a business-mail stamp, the 24.1¢ is available in rolls of 500 or 3000. To use the new 1st class stamp, businesses need only to fill out a postal form and to include at least 250 letters in each mailing. The catch is that the addresses must be clearly typed, and they must be followed by the full nine-digit Zip code. The savings fo \$2.50 for every 278 letters could mean a difference for struggling small businesses, manufacturers of tandems among them.

The 24.1¢ tandem stamp is one of more than 1000 bicycle stamps that have been issued worldwide during the last 100 years.



Touring Tips From the Jersey Devil

Greetings, Folks! We've done a bit of touring away from the pinelands and such (Yes, we have!). Like most folks, we probably take too many tools (since tandems are special), but we also think about taking as few as possible. Here are a couple of hints that might be useful to you.

1. On long tours, the transfer (connecting) chain will get loose and you will have to adjust the eccentric to take up the slack. That's just Murphy's law. If your eccentric doesn't have a hole (or two) in it already for adjusting purposes, drill one in it, on the side opposite the transfer chain ring (connecting chain ring). On most bikes, this will be the right side, as you sit on the bike, but if your tandem has same side drive, it will be on the left side. At home, I use a steel bar with a short bolt in the end to rotate the assembly, using the crank axle as a fulcrum and lodging the bolt in the hole. I don't take that bar on tour, but instead use the crankarm itself. It will bear against a tool placed in the hole and work as a lever to rotate the assembly. A 15/64" hole works well for a 5 mm. Allen key; a 17/64" hole works for a 6 mm key. Since I carry these keys anyhow, I can adjust the chain tension even on tour, without any extra tools. Of course, my stoker has to hold up the back of the bike, so that I can rotate the crank. Oh, be sure you loosen the bolts or whatever that hold the eccentric before you try to move it.

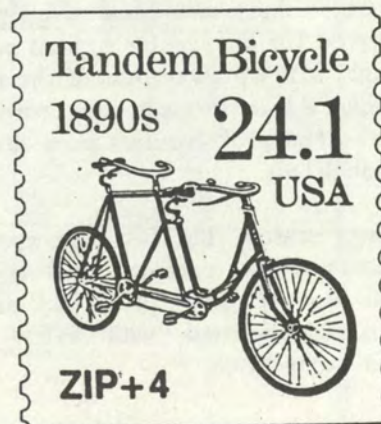
2. Phil Wood (and other makers?) want you to use a retainer "cup" when pulling freewheels, to keep from pulling the bearings and axle assembly apart. It's awkward to use, when you don't have a superlong quick release skewer. To get around this, I brazed a 1/4" x 20 tpi nut to the Phil Wood cup and cut a piece of threaded rod about 7 1/2" long. A thinner (10-32?) rod would work as well, and it

would be lighter, but I just used what was lying around the shop. A wingnut and the appropriate freewheel tool complete the assembly, which is light enough to carry touring. If you don't have access to brazing, I'd use a wingnut and washers on the cup end, too -- it should never be more than finger-tight, anyhow. Remember to back it off just as soon as the freewheel breaks loose!

So, that's all from the cranberry bogs. Ya'll hunker down for the rest of the cold times coming!

The Jersey Devil,
aka Harvey Sachs
Cranbury, New Jersey

Get a Bike, Cut the Hike



New business-mail stamp.



BLIND CYCLIST FINDS TANDEM RACING A PATH TO UNQUALIFIED COMPETITION

Californian teams with sighted partner to reach high speeds in major events

Pretend you're cycling down one of the dangerous mountain roads in the legendary Tour de France -- gears shifting, wind blowing, and speeds reaching close to 70 miles per hour. You are on an aluminum frame hanging over two wheels, each less than 1/2" wide. The European crowds are going wild.

Now pretend that you can't see anything around you.

You are beginning to understand what it's like to be a blind tandem racer. Tandem racers sit on new technology -- racing bicycles built for two competitors. Riders combine balance and power to form a tightknit team. Ray Patterson of Escondido, CA, is a blind American racer who has raced tandem in the Tour de France four times. This sport requires only one sighted rider. Since tandems sometimes race in conjunction with regular bicycle races, Patterson has found an avenue to compete.

For Patterson, a sharp awareness of his partner is important. And for his regular sighted partner, John Cavanaugh, a sharp awareness of the road is critical. Guiding a bike through tight corners or maneuvering in a fast pack requires more than just turning the handlebars.

In a training season, the two can spend as many as 10 hours a day together, working until they think and respond alike. This hard-earned cohesiveness is supplemented with a few vocal signals used in competition.

Choosing the right partner is obviously very important. According to Cavanaugh, a teammate is picked as much for his compatibility as his athletic ability. "I think I could ride with anybody . . . as long as they weren't too intense, but you definitely

have to have some of the same interests."

Patterson says racing opportunities for tandems come less frequently for American cyclists than for their European counterparts.

From time to time, the Ultra Marathon Cycling Association offers races in many parts of the nation, but for the most part tandem events still come few and far between for those who enjoy competition.

Patterson wants attention focused not on his personal accomplishments but on the possibility of blind people getting a chance to enter the mainstream of many sporting events -- even if it's with a little guidance from someone else. He sees tandems as one way to do that and tries to further the sport whenever he can.

Tandems aren't the only way for the blind to get into sports. Patterson, who enjoys cycling with his wife, Bobbi, a one-person pit crew when he's racing, encourages the blind to try sports like kayaking, sailing, downhill skiing, even triathlons.

"You can participate in all kinds of sports, traditional sports," he says. "The kayaking I did, for instance, was a two-person team, and the ability to see had absolutely no effect."

He says, though, that organized events for the physically disabled can sometimes feel like "watered-down freak shows." "The problem is that the handicapped event is supposed to be a . . . base to move out and expand yourself," Patterson says. "What really tends to happen by the handicapped people themselves and the sponsoring groups is to let them go only so far. The common denominator then becomes the handicap, not the hundreds of elements of a person that form the individual."

Patterson, whose life story reads like a boy's adventure tale, with three trips around the world, looks at his blindness not as a limit, but as



another obstacle to overcome.

Sometimes he feels it allows him to focus on the obscured beauty around him. "Like in Tibet," he says, "there's a certain radiant happiness that comes out of a really bleak environment. If you take a look at that landscape visually, there's nothing there."

Patterson is fond of pointing out that he is not the only blind cyclist on the globe. Australian John O'Keefe, a friend of Ray's, also races. Before losing his sight in an accident, O'Keefe was a bicycling champion in his native Australia, setting a number of records there that still stand.

An indication of O'Keefe's resilience occurred at the Tour de France three years ago, when the bike he was riding hit an oily patch during a downpour and flew out from under him and his partner. O'Keefe broke his collarbone, but finished the race.

Recently he helped to break the longstanding



record for cycling between Perth and Sydney, slicing the old mark in half by completing the 2,500-mile trip in 11 days.

For both Patterson and O'Keefe, their bikes have become vehicles to something greater than athletic achievement.


"I think cycling is the way to experience the environment," Patterson says. "You're able to be in touch with what's around you, and know a new freedom of understanding that you might not have had otherwise."

O'Keefe speaks about the feeling of self esteem cycling enhances. "It's good to know you can ride across Australia or get out and compete with any sighted person," he says. "Once you know you've done that, you know you can handle anything else in life."

--Skip Thurman
Excerpted from the Christian Science Monitor
November 8, 1988

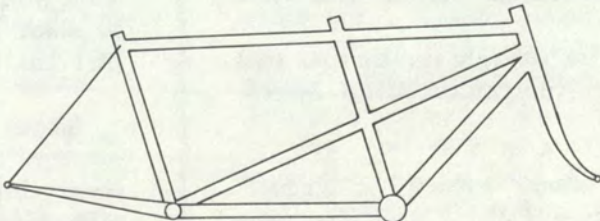


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THE GREAT CHALLENGE -- PERTH TO SYDNEY BY TANDEM

Veteran age cyclists recently shattered the Perth to Sydney tandem cycling record, reducing the 22 days 18 hours 30 minutes established by W. F. (Bill) Read and G. Jones of western Australia in 1933 to an incredible 11 days 6 hours 42 minutes.

The new record makers were Bryan Scott, 54, and John O'Keefe, 47. Incredibly they did it with a support crew of only three. Add the fact that John O'Keefe is totally blind and the feat achieves *Mission Impossible* proportions.

The riders left Perth at 7 a.m. on Monday, November 16, 1987, and arrived in Sydney at 4:42 p.m. on Friday, November 27, travelling via Koolgardie, Norseman, Ceduna, Port Augusta, Clare, Kapunda, Nurioopta, Renmark, Mildura, Balranald, Hay, Narrandera, Wagga Wagga, Gundagai, and Goulburn.

It was a venture that took a lot of putting together and hard training over 18 months. Since January of 1987 their training had been devoted exclusively to endurance riding and they developed a regime of one full hours' riding followed by a short break of four minutes maximum until five hours riding had been completed when a full hour break was taken for feeding and rest. Soon they were riding 340-360km each training day, using a cadence of 80-95 rpm as a guide to gear selection.

Both are cyclists with some achievement, having represented Australia abroad in tandem racing in Europe and Canada, but not as a crew.

Together they are the reigning tandem time trial champions for the Australian Blind Sports Federation.

Bryan Scott is a senior lecturer in outdoor activities at Melbourne College and has been involved with teaching blind people to bush walk, canoe, and snow ski as well as ride tandems. John O'Keefe lost his sight through an industrial accident in the late 70's and has been competing on tandems since the mid-80's.

They attempted the 54-year old record simply

because it was there, and it was a challenge. They also wanted to demonstrate that a blind person was capable of equalling the achievements of a sighted person and to develop the tandem as a legitimate form of cycling.

Keeping the cyclists together was not easy. Common understanding was that a tandem crew would start to fray after eight hours on the bike. As one rider's endurance started to wane, the other rider would be using his resources of energy too quickly, and would also become exhausted with every possibility of friction developing.

The constant training and truthful communication between the two helped overcome that problem and during the ride they were able to amend the regime if necessary without hassls.

During the actual record attempt, the team consumed enormous quantities of food, and they kept their performance within safe riding boundaries at all times, despite being on the road for up to 19 hours each day. It took five hours break each night to ensure three hours of sleep.

Position on the bike proved to be of paramount importance. In the early stages the sway of the tandem was scrubbing rubber off tires extremely fast. Altogether they used 26 singles (sew-ups) on the ride. Adjusting the seat height and tilt gave them better control of the bike, and that control allowed a truer line to be followed. This, plus using tires with a thicker strip, resulted in much less wear, and only 6 tires were used over the latter stages.

Singles were preferred to light-weight, high-pressure clinchers, as it was felt the quicker and easier change was important and extra speed was offered by the 250-280g singles compared to the same weight clinchers.

November was also carefully debated. Research into weather patterns indicated more favorable winds, more constant temperatures (especially at night) and there were more daylight hours without extreme heat. This research proved to be



invaluable; the results are on the board after a majority of "experts" sought to change the attempt to an earlier month.

Altogether an incredible feat by two real achievers, who have laid down the challenge and hope some other crew take it up.

Brian Cronin, crew for the
Scott/O'Keefe Tandem Record Crew.
Reprinted from March-April Freewheeling



FOR TOM & SHERRY MASTERS, RIDING'S A 'PURRFECT' ACTIVITY

What's pink, has eight paws, a long tail, whiskers, and listens to Henry Mancini?

Either two pink panthers, or a pair of C.A.T.S., members of the Chicago Area Tandem Society.

Tom and Sherry Masters, among the founding members of the four-year-old organization, even own a pink tandem. But they rarely leave their Inverness (IL) garage dressed in pink-dyed Osh Kosh overalls and pink T-shirts. The Masters and other CATS did, however, dress that way for the Midwest Tandem Rally held in Osh Kosh, WI, a few years ago. With the men wearing pink ears, and the women wearing pink panther tails, they marched into the banquet hall to the Henry Mancini's "Theme of the Pink Panther". As Tom says, the Pink Panther is kind of our mascot.

Other regional tandem groups, like the COWS (Couples on Wheels) from Wisconsin, and the MUTS (Michigan United Tandem Society) have bolstered the idea that tandem aficionados should bear the name of some representative of the animal kingdom. The Twin Cities' Tandem Society (MN) did not have the appropriate acronym, Sherry said, "so we dubbed them the Loons, after Minnesota's state bird."

The CATS and Loons embarked on a friendly

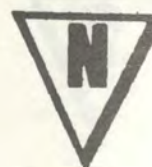
rivalry, culminating in "Purrfectly Synchronized Loonacy," the TCTC's choreographed "Boredway Extravaganza" at last year's Midwest Tandem Rally.

Most of the events and rallies for tandems are friendly, with only one or two competitive events planned. All such events are planned to be a team effort. And CATS always come in pairs, usually a husband and wife team. The number of members is expressed in terms of "couples", currently about 45 for the CATS.

Tom and Sherry ride tandem each Sunday morning, usually stopping for breakfast during the middle of a 50-mile round trip. They usually attend about six major rallies each year, which range in participation from 120 to 175 teams. During the winter, Tom and Sherry continue to exercise, but each goes in different directions. Tom stays on the seat of a bicycle, using his single inside on the rollers. Sherry heads outdoors to go cross-country skiing.

As spring time comes to the Midwest, look for Tom & Sherry to be back on the road with the CATS!

--adapted from CATS' Tales,
the newsletter of the CATS



TRAVELLING WITH YOUR TANDEM:

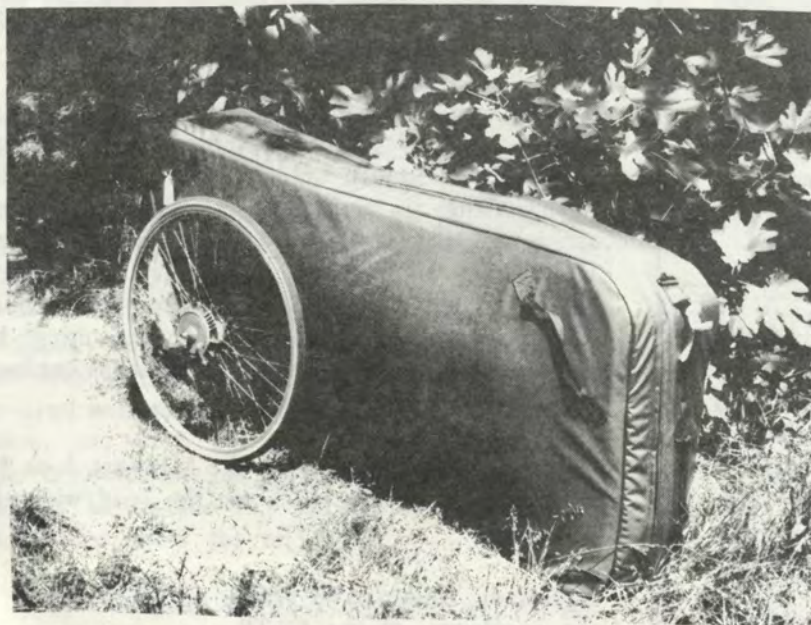
The Elusive Search for a Good Alternative

When we lived in Davis, CA, my wife and I worked the Davis Double Century (DC) each year as members of the sponsoring bike club. The need for hundreds of volunteers to support the riders provided a handy excuse as to why we never actually rode the 200 miles in one day, an excuse that vanished when we moved to Washington, DC. Accordingly, we resolved this year that we would return to Davis to actually ride the DC. We started training in late January for the May 21st ride. In March, I started trying to figure out how we would get the tandem out to CA. We had had experiences travelling with a tandem to Europe several years ago, and we wanted to get maximum protection for the bike on this trip. Because both our plane tickets and car rental would be frequent flier benefits, we were willing to splurge on protecting the tandem.

It turned out to be a lot more difficult to spend our money than I had expected. No one had ever heard of a travelling case for tandems. I called Doubletalk's editor, Jack Goertz, who coincidentally had received two similar calls during the previous month, but he had no information

about a possible case. Todd Cravens, co-owner of our local bike shop (Century Bicycles in Silver Spring, MD) checked with all the case makers he knew about, but initially came up empty. Finally, he hit paydirt: BikPro in Phoenix, AZ said that they had made a number of custom tandem cases in the past. They said they could have one made for us by May 1st. The retail price of the bag was steep -- \$600 -- but we decided that having a permanent case would be more comforting than worrying about the survival rates of cardboard boxes, no matter how well-padded.

So we plunked down our deposit and waited through April for the big event. Early in May, Todd called to say that the bag had arrived and that he was impressed with its workmanship. From the outside, we agreed with this initial evaluation. The bag is 74 inches long, 30" high, and 12" wide. Its low profile makes the bag easy to handle and keeps its center of gravity very low. The exterior is heavy duty cordura nylon, with thick foam padding all around. The bag has a solid bottom with four heavy duty wheels, and incorporates a rack much like a Yakima tandem



rack. The front fork mounts to a quick release brace. Two braces come up out of the base of the bag to support the front and rear bottom bracket shells, with a large T-bolt being used to cinch the rear shell to its support. Wheel bags and various frame inserts to protect the locations of seatposts and stems, which are removed for packing, are also provided. All in all, a nice looking package. Eventually, my wife and I were able to put the loaded bag upright into our Honda station wagon without difficulty, making transport quite convenient.

Unfortunately, getting to that stage was not as simple as it



first appeared. When we tried to put the bike in the case for the first time, we discovered a serious design flaw. The support for the front bottom bracket was welded into place, even though logically one would expect that it would be adjustable, both forward and backward as well as up and down. It was not welded into the right place, mind you, just into place. It was also exactly the same height as the rear support. This might work if your front shell is not oversized; most tandems, however, require such oversized front shells since they incorporate the eccentric necessary to tighten the timing chains. When the front bottom bracket shell rested on the support, the rest of the frame angled up into the air so that the rear of the bike was a foot above where it needed to be.

BikPro's response was odd and extremely disappointing. While acknowledging that it sounded like the rack had a serious design flaw, they were clearly skeptical since they said they had received no previous complaints. All they could do, they said, was pay for repairs. With only days to go before the trip, Todd removed the rack from the bag, sawed off the front support, shortened it, repositioned it, and had a local body shop weld it back on. He also fashioned a rubber cradle for the rear bottom bracket shell (a la the Yakima tandem rack) so that the cable guides would not bear the full weight of the frame on the support. BikPro had told him that the case would be engineered around the cable guides and eccentric bolts; yet it arrived with only two flat platforms. Needless to say, the wheelcovers did not come close to holding the rear wheel of a tandem, and the rear dropout insert BikPro provided was much too small. Although BikPro had claimed that the rear pannier rack would not have to be removed, the rack had to go for the bike to fit in the case. In summary, the bag itself is attractive, but BikPro needs to give the details some more thought before asking people to fork over \$600.

To further protect the bike, we padded almost every inch of the frame with air-conditioning insulation, considerably lengthening the amount of time required to pack it. The seats, handlebars, pedals, and wheels all have to be removed.



BikPro claims that the bag will hold 4 wheels, but I'm not sure where they are supposed to go. Not only is there a limited amount of space, but one has to consider the airlines' weight limitations. BikPro does supply duffel-sized bag that fits just under the front down-tube. Theoretically, you could put most of the bike's components into this bag. To keep the bag close to 70 pounds, however, as dictated by the airline, we packaged the front wheel separately with other bike gear in a large box. Delta didn't appear to be concerned with the bike bag's overall weight at either end, though, so perhaps we could have inserted more gear into the duffel bag inside the bike case. After several assemblies and disassemblies, we can now pack the bike in an hour and a half, and rebuild it in about an hour.

Potential problems with the bag became evident during the trip. The bike made it to California without serious damage, but a scuff mark on the bag and a bent screw in a rear rack braze-on testified to a substantial impact at some point along the line, probably as the bag was hoisted from the conveyor belt at the plane into a luggage cart. One baggage handler cannot gracefully handle a bag that is so large and heavy, but that doesn't stop them from handling them. After having some potentially related drivetrain difficulties during the trip, we also decided that the rear derailleur should not be left on the frame where it is quite exposed to a sudden impact. On the return flight, we taped the (new) derailleur into the rear frame. Coming back, the bike suffered no damage at all.

It became evident during the trip, however, that simply extending the length of a bike bag does not make a tandem bag. First, a tandem weighs a lot more than a single bike, and can easily be damaged by baggage handlers used to dealing with 30-40 lb. single bike bags. The rear dropout/derailleur part of the tandem frame is particularly susceptible to impact as the bag is hoisted through the air, and should be specially protected by more than foam padding. For the same reason, the structure of the whole bag should be supplemented by a light-weight but rigid set of supports within the bag. The bag spends a lot of its time on its side on luggage carts and conveyor

T

belts, and an internal frame would help prevent damage. The bag frame should be collapsible, so that the entire case can be rolled up into its 15" square box. I am planning to fashion something out of 1"x2" lumber, but ideally a plastic frame could be designed. Lastly, the bag should have some sort of identification sewn onto it for letting baggage handlers know what is in it. We discovered that many airline people simply had no idea what the bag contained. We are planning to fashion a large cloth sign that will announce "RALEIGH RACING TEAM TANDEM" (any well-known brand should do), KEEP UPRIGHT, HANDLE WITH CARE, and THIS SIDE UP in appropriate places. Bungee cords around the base of the bag hold the sign in place.

In conclusion, the good news is that somebody does make a tandem shipping case. The bad news is that it is expensive and far from fool-proof. BikPro needs some encouragement from potential buyers to get its act together, and the company should in particular be encouraged to fashion an adjustable support for the front bottom bracket shell. If not adjustable, it should be fitted to sit squarely under the front eccentric, and should be somewhat shorter than the the rear support. How

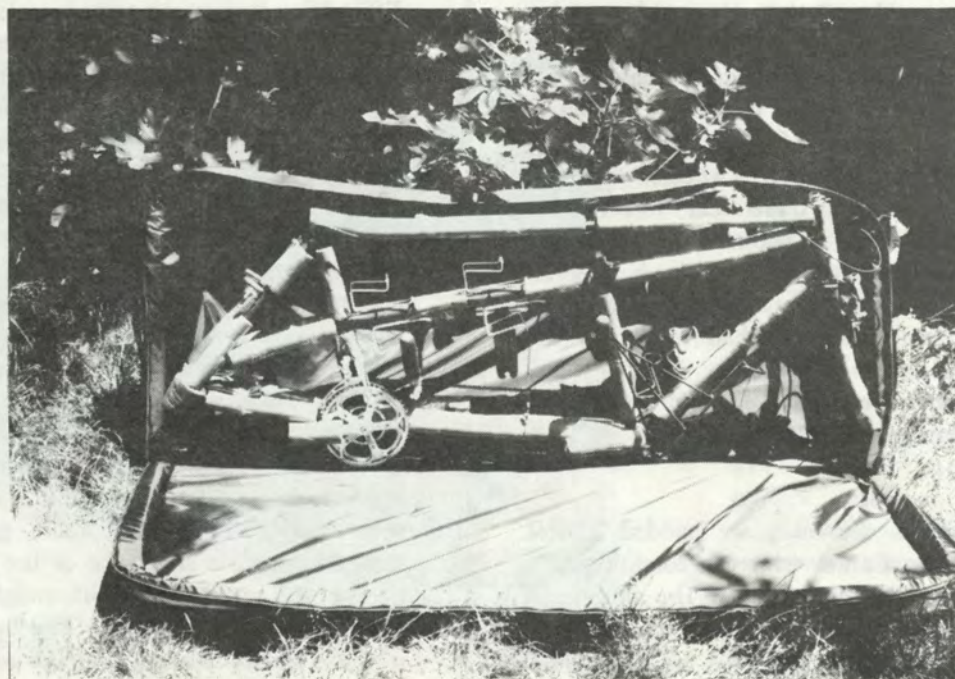
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much shorter depends on the brand of your tandem, but you can always fill in empty space if it is too short; the reverse is a lot more difficult. There must be enough potential buyers of tandem cases to make it worthwhile for BikPro and possibly other manufacturers to design a better bag. With any manufacturer, however, I would insist on playing a bigger role in checking the bag's design before ordering it than we did with our bag. You cannot assume they know what they are doing.

By the way, our Double Century went just fine. It was the hottest May 21st on record, and we had a five-mile climb just after lunch that took place in 100+ degrees. We estimate there were about 20 tandems of all makes and models (including some wierd ones which shall go nameless). We spent 12 hours in the saddle, finishing the ride in something over 16 hours elapsed time. Best of all, our Tanaka tandem worked flawlessly; we were the only thing which almost broke down.

Mark C. Trexler
706 Boundary Avenue
Silver Spring, MD 20910
(301)-589-3219

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TANDEM TRIBULATIONS:

Don't rock the bike!

Tandem cycling may be the best invention since the wheel. Or it may be worse than road rash. It's a matter of perspective. Whichever way you look at it, the degree of fun on a tandem is directly measured by the success of the relationship between the two riders.

Called the "captain" and the "stoker," tandem partners can be husband and wife, parent and child, a pair of friends, or any twosome comfortable in a driver/rider relationship.

"Tandem riders have to give up a little something," says Harvey Hopkins, a TCA member in Aspen, CO, who often rides with his son, Warner. "The stoker gives up steering, control, and a view ahead -- although you can close your eyes on the scary downhills," he jokes. "The driver must pay careful attention to the road and control the bike."

Hopkins is a self-proclaimed cycling fanatic, who spends much of his time on his single. But tandem cycling has always appealed to Hopkins, and he rides his tandem at least twice a week during CO's cycling season.

"Tandem riding is more fun because you're riding with another person and sharing the experience," he says. The dynamics of the two riders make it a kind of tactical game. "The driver must give the stoker signals, like when to signal a turn or let up pedaling to shift," he explains.

Hopkins is one of the organizers of the Aspen Fall Color Tour in September. The tandem event was first held last year, and was repeated again this year. It featured rides from Basalt to Ruedi Reservoir and Carbondale to Redcliff. It is sponsored by the Colorado Tandem Club, and many of its 100 members took part. Tandem riders always come out whenever a tandem event is planned.

Recently mountain tandems have appeared on the scene. The off-road version is more adjustable and

allows more rider combinations. Columbine Cycle Works' (located in Greeley, CO) makes a mountain bike tandem that has adjustable top and seat tubes that will fit different riders. This feature, John Murphy of Columbine believes, makes tandems more practical. Otherwise, a couple investing in a bike made to fit only their specifications risks getting stuck with an odd-sized bike if the relationship doesn't work out.

Like its road bike counterpart, a tandem mountain bike demands a different approach. With at least 18 gears, these bikes are able to crawl along at a snail's pace if the riders can keep their balance.

"The mountain bike tandems handle well on a dirt road, but they aren't very maneuverable," says Murphy. "You can't dance around a chuck-hole like on a single bike. Instead, you end up going right through it -- but be sure to yell 'bump!' to the stoker. Also," he warns, "I wouldn't recommend catching air with it."

Kent Eriksen of Moots Cycles in Steamboat Springs has experience with both road and off-road tandems. He stresses the importance of a "like cadence" between captain and stoker.

"You can have all the power in the world, but if you aren't together you won't get anywhere," he says. "The key is spinning and a smooth rhythm -- cleated shoes are strongly recommended."

Moots makes about 10 custom tandems each year, and the shop also has tandem road bike and mountain bike rentals. Eriksen believes the appeal of tandems lies in their stability. "You can go no-hands at 65 mph and still feel stable," he says. But while riding the flats and cruising the downhills are smoother and faster on a tandem, pedaling up the hills with the heavy bikes is the killer and levels out the advantages tandems have over single bikes.

Custom racing bikes help get around this handicap. Charles Walker, TCA member in



Boulder, owns a lightweight tandem racing bike with a tighter, stiffer frame. While it has only two chain rings instead of three, "it's geared for power like a regular road bike," he remarks.

Walker and fellow racer Bob Bradley, who is the current U.S. National Champion Tandem Cyclist and a blind rider, rode a personal best in the Rio Grande Centruy in Albuquerque, NM, last year on Walker's racing tandem. They covered the 100 miles in 3 hours and 45 minutes!

Walker currently heads the Colorado Tandem Club, made up of 100 or so members. He took over as president in 1985 when the club held only one tandem tour a year. "I thought it was crazy to be here in the biking mecca of the country and have no events for our riders," he comments.

Now, the club holds the annual Colorado Tandem Challenge weekend each summer (sponsored in 1988 by Moots Cycles) and organizes the Aspen Fall Color Tour. Members also participate in several of the tours and century rides in the region. The club also lists members' names and phone numbers so riders can find a partner or just another pair to ride with. Petra Janes, a blind tandem cyclist who is also a member of the U.S. Nordic Ski Team, paired up



with Ed Rae through the club to ride in the Ride the Rockies tour this summer.

Club membership has stayed fairly constant over the years, Walker notes, suggesting a steady -- but not growing -- interest in the modified form of cycling.

Nationally the Tandem Club of America is about 1200 teams strong (and is growing rapidly. The TCA has experienced a 40% increase in membership each of the last two years.) As expected, events geared toward tandem riders are few compared to the prevalent cycling events for single riders. Many rides are offered are listed in the national club's newsletter, and they all are fairly well attended.

Tandem cyclist often appear at cycling events, riding alongside the single riders. This year's Gorge tour saw a handful of tandem riders. And this summer's Ride the Rockies tour had a fair share of the long bikes. The tandem cyclists will always be the maverick riders, but one thing is certain -- the captain and stoker have learned to balance a delicate relationship.

--Kiki Woodward
Rocky Mountain Sports & Fitness Magazine

TANDEM CALENDAR ' 89

March 18, 1989. **Russian River & Pacific Coast Ride.** Meet leader Bob Philpott in Occidental, CA, for a 9:30 start on this 50-mile ride. Two hard hills. Dinner option at one of the many family-style restaurants in town. No fee. (415)-483-8911 (recorder).

May 13, 1989. **Annual BBQ & Bike Ride.** Send SASE w/\$12 per person for steak & salad bar (\$10/person for salad bar only). Rides through the Napa Valley. This is an open event, so there will be some singles with the tandems. Bob Philpott. (415)-483-8911 (recorder).

May 13-14, 1989. **Wisconsin COWS Tandem Rally.** Madison, WI. Join other Couples On Wheels from across the state and region for rides of 20-65 miles each day. Banquet and the usual

zaniness. This is premier tandem country. Registration deadline is May 1. SASE to Jay DeNovo and Donna Sereda, 2814 Center Avenue, Madison, WI 53704.

May 20, 1989. **Miami Valley Tandem Rally'89.** Kettering, OH. A one-day rally in the heart of the Miami (OH) River Valley. Stay through Sunday and take part in the Huffman 100. For more information about the MVTR'89, send an SASE to Miami Valley Tandem Rally, 933 Kenosha Drive, Kettering, OH 45429.

May 26-29, 1989. **Kent County (MD) Spring Fling.** Washington College, Chestertown, MD. Baltimore Bicycling Club's 7th Annual event. Four days' of cycling on lightly travelled rural roads--flat to rolling terrain. Special tandem rides



of varying lengths daily. Bike/sail rides. A/C rooms. Entertainment. Plenty of ice cream and free beer. Always a sellout! Register early! \$126/person, room and board. Send SASE to Al & Ruth Schaffer, 3212 Midfield Road, Baltimore, MD 21208. Ph: (301)-484-0306

May 27-29, 1989. **Northwest Tandem Rally, '89.** Bend, OR. The Fourth Annual Northwest Tandem Rally is coming to Bend, OR over Memorial Day Weekend. Several hundred tandem enthusiasts will be treated to three days of great riding and good company. SASE to Alpenglo Velo, c/o Patricia Lippy, 60265 Faurgarwee Circle, Bend OR 97702. Or call Pat Lippy (503)-389-2503 for more information.

May 27-June 4, 1989. **The Tandem Club International Week, '89.** Meursandt-Burgundy, France. A terrific week sponsored by the Tandem Clubs of England, France, and Holland. SASE to Ian and Catie Grant, 47 Morant Road, Colchester, Essex CO1 2H2, England, (0206) 4523

June 24-25, 1989. **Journey into the past.** Meet in Colusa, CA, for two days' of tandem riding through the small towns of California's northern central valley. See many small towns and uncrowded roads. Rides start on Main Street at the Ford Dealership in Colusa @9:30 a.m. 45-65 miles each day. Mostly flat. Bob Philpott. (415)-483-8911 (recorder).

June 30-July 4, 1989. **LAW National Rally.** Salisbury, MD. Cycle on flat, rural roads with many water views. Designated tandem rides daily of varying lengths. T-shirts for first 1,000 registrants. Special A/C rooms set aside for tandems. For information about tandems-only pre/post tour, send SASE to Al & Ruth Schaffer, 3212 Midfield Road, Baltimore, MD 21208. ph: (301)-484-0306. For general information about the LAW Rally, send SASE to LAW National Rally '89, Salisbury State University, Salisbury, MD 21801-6837.

July 21-23, 1989. **Eastern Tandem Rally, '89.** Elizabethton, PA. Tandem '89 will be based in Elizabethton College in the northwestern corner of



Lancaster County, PA. This is an ideal setting, away from the usual heavily-traveled tourist areas of the famous Amish country. The beautiful rolling countryside will be highlighting the well-kept farmlands for which Lancaster County is known worldwide. Chocolate lovers will relish the rides to Hershey and Lititz, known for Hershey Kisses and Wilbur Buds. Don't know what a "Wilbur Bud" is? Come to ETR '89! SASE to Tandem '89, c/o Bicycle World, P.O. Box 362, Lititz, PA 175433-0362.

July 28-30, 1989. **CATS/LOONS/COWS Truce Weekend.** Stevens' Point, WI. Tours through the Wisconsin countryside. Visit a local brewery and a local cheese factory. Early arrivals can get maps for self-guided tours on Thursday p.m. rides. SASE to John & Peggy O'Dell, 1909 Elk Street, Stevens Point, WI 54481.

August 5-13, 1989. **Minnesota Heartland Tandem Bike Tour.** This is a 300-mile tour through northern Minnesota's beautiful forests and its refreshing network of lakes. Camping/Sag for carrying your gear. Program is designed for introducing blinded or visually impaired persons to tandemming, and to provide experienced and VIP's an opportunity to tour with a sighted companion. \$230/person. For more information, please write or call Deb Willette or Bob Norbie, Outdoor Program Center, Hobson Memorial Union, 1500 Birchmont Drive NE, Bemidji, MN 56601-2699. Phone 218-755-2999 or 218-755-3760.

September 1-4, 1989. **Midwest Tandem Rally,** Cleveland, OH. For more information, send a SASE to Ken Roehl & Candy Anker-Roehl, 3554 Fenley Road, Cleveland Heights, OH 44121.

October 27-29, 1989. **Southern Tandem Rally.** Central Georgia. SASE to Ben & Gay Quaintance, 417 Audubon Circle, Griffin, GA 30223

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!



GREATER N. W. TANDEM RACE SERIES, 1989 & 1989 DUET BICYCLE CLASSIC

- March 5, 1989 Beaverton Bicycle Club Team Time Trial. 40km. Portland, OR. \$100 Cash Prizes. Top 4 Tandems.
- April 2, 1989 Fort Ord Road Race. Velo Promo. 40+ miles. Monterey, CA. \$100 Cash Prizes. Top 4 Tandems.
- April 16, 1989 Tandem Spring Classic Road Races. Separate Mixed & Open classes. Salem, OR. 35-50 miles, \$500 Cash Prizes.
- April 23, 1989 Port Orchard Tandem Races. Road Race of 50 miles. Port Orchard, WA. \$100 Cash Prizes. Top 4 Tandems.
- June 11, 1989 Mount Tabor Criterium. Separate Mixed and Open. Portland, OR. Awards & \$100 Cash for Open, short distances.
- June 25, 1989 Ore/Ida Opening Criterium. Short Distance. Boise, ID. \$100 Cash Prizes (min.). Top 4 Tandems.
- July 1-4, 1989 Burley Duet Cycling Classic. Stage Race & Rally. Lower Willamette, OR. Short Race, 3 road races, time trial and criterium -- 130 miles. Long Race, 3 road races, time trial and criterium -- 216 miles. Short Race Prize \$500 Cash. Long Race Prize \$1000 Cash.
- August 26-27, 1989 Mount Hood Loop Criteriums. Open, short distance. Mt. Hood, OR. \$100 Cash each day (Min.) Top 4 tandems.
- September 30, 1989 Eugene Celebration Road Race. 44 miles. Lowell, OR. Open class, \$100 Cash Prize. Top 4 Tandems.
- October 8, 1989 Italian Festival Criterium. Open, short distance. Seattle, WA. \$100 Cash Prize. Top 4 Tandems.
- October 21-22, 1989 World Corporate Games, Time Trials, and Road Race. 40 km. San Francisco, CA.

Burley Design Cooperative is the main underwriter for both the Duet Cycling Classic and the Tandem Race Series (but not the World Corporate Games). For more information about any of these events, please contact

Russell Morton
c/o Burley Design Cooperative, Inc.
4080 Stewart Road
Eugene, OR 97402

Phone (503)-687-1644



TCA DEALER MEMBERS

TANDEMS, LIMITED. Quality tandems from the USA and England. Many tandems in stock. Demonstrations and test rides by appointment. Tandem parts and accessories, too. 2220 Vanessa Drive, Birmingham, AL 35242-4430. 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)-672-0202 09/89

MARV'S BICYCLE SHOP. 1504 E. Michigan Avenue, Lansing, MI 48912. Ph: (517)-484-BIKE. Custom tandems with BRADLEY frameset from \$2300. Hand-built wheels with Phil Wood hubs. Mail/phone orders accepted. MC/VISA 11/89

TANDEMS EAST Touring and Sport tandems available for test rides, child stoker conversions, trailers, juvenile ten-speed style bicycles, tandem accessories and repairs. Mel Kornbluh, 33 Arcadia Place, Vineland, NJ 08360. Ph: (609)-691-8779. 01/90

RICHARDSON BIKE MART. 26 Years of Quality Service for the north Texas cyclist. The largest selection of cycling goods in the Southwest. Santana-Schwinn-Burley-Rodriguez American. 84 Dal-Rich Village, Richardson, TX 75080. Ph: (214)-231-3993 03/90

CYCLO-PEDIA, Inc. Stronglight & TA Tandem Cranksets and parts. 48-hole rims. Phil Wood Bottom Brackets and Hubs. Free pricelist. P.O. Box 884, Adrian, MI 49221. Ph: (800)-678-1021. 03/90

TOGETHER TANDEMS! A new shop in Ft. Collins, CO. Stocking Santanas & Supras. Rental tandems available. 1624 South Lemay, Suite 11, Ft. Collins, CO. 03/90

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: Mel Pinto tandem. 531 tubing, dark blue, 56x53 cm. Almost new, ridden less than 200 miles. TA triple crankset, extra chainrings available. Sturmey Archer drum brake. Cantilever rim brakes front and rear. \$1000 plus shipping. Phil & Debby Lewis, Wheel & Heel, 67 Main St., Fishkill, NY 12524. ph: (914)-896-7591. 03/89

FOR SALE: '84 Fuji tandem. 24x20. Bar-con shifters. Blue paint. Caliper brakes and rear drum brake. Rear rack and fenders included. \$900. Bill Griffin, 3213 Parkcliff, Kingsport, TN 37664. Ph: (615)-378-3110. 03/89

FOR SALE: Nishiki tandem. 23x21. Two-tone metallic blue paint. New 48-hole wheels, Superbe Pro derailleur, rear U-brake, Arai Drum. Braze-ons for racks front & rear, bottles, pump. Cat-Eye Solar Cyclometer wired for stoker. Quality components on a quality and oversized TIG-welded frame. Immaculate condition. Call Todd @ (203)-456-0338 (Ct). 03/89

FOR SALE: Cycles Infinity Triplet, ca 1987. Team bike. 21x19.5x18 CrMo 4130 throughout. Reynolds 531 "Jack Taylor" fork blades and stays. Phil Wood oval top tube-special Ishiwata oversized tandem boob tube. Six-color Imron fade paint. Sealed bottom brackets, hubs, headset. Weinmann concave 48-hole rims. Arai drum brake. Custom Accu-shift with TA triple crankset. Mike "Crago-Schneider," 4401 Dorthea St., Yorba Linda, CA 92686. ph: (704)-777-5780. 03/89

FOR SALE: 1985 Santana Arriva tandem. 22x20, Radiant Red. Newer and improved wheels, components, saddles, etcetera. Bottles, cages, rear rack, and Zefal HP frame pump.

Excellent condition. \$1700. Steve Powell, 44 Whyte Drive, Voorhees, NJ 08043. Ph: (609)-424-8128 03/89

FOR SALE: 1987 Dawes tandem, significantly upgraded. Blue with yellow trim. Reynolds 531 21.5x20 marathon frame. Shimano derailleurs and cantilever brakes. Arai hub brake. Cinelli bars and stem. Rear wheel strongly rebuilt with s/s single-butted spokes. Truthfully in excellent condition. Also for sale, Burley-lite trailer designed to carry 2 toddlers or 100 lbs of gear! Aluminum frame with red/yellow nylon canopy. 17 lbs. Only 3 mos. old. \$1400 gets bike and trailer, but will sell separately. Call (201)-292-1456 (NJ) 03/89

FOR SALE: 18.5x16.5 Santana Arriva XC. The best All-Terrain Tandem for the money. Very, very stout frame and fork. Less than 350 miles ridden, 1/2 on the pavement. 48-hole Araya RM20 rims, roller cam brakes with Arai drum. 18-speed DeOre XT indexed shifters. Salsa stem and bars, Fatboy tires and Fatrax tires. Gloss black. Awesome bike, almost brand new. \$2300. Andy Olmstead, Auburn, CA. Ph: (916)-885-3861 or (916)-888-6532. 03/89

FOR SALE: Tandem Tricycle by Ken Rogers (of England). 24x24 Men's/Men's. \$2000 or make an offer. For full specs and picture, send SASE for \$1.00. Robert Sawyer, 3 Flintrock Road, Lexington, MA 02173. Ph: (617)-862-6517 03/89

FOR SALE: Fully Fillet-brazed "Pliedies" tandem. Built by Forrest of Boulder, CO. 20/18. Phil Wood 48x Hubs threaded for disk. Specialized Cranksets & Pedals. \$1700. (303)-867-9106. Ask for Randy. 05/89



WANTED: Old Masi, Cinelli Supercorsa or Corsa B models, Legnano, and Pogliaghi road bikes. Complete cycle or frame set. 52.5 cm. Contact David Martinez, 35880 Mission Boulevard, #6, Fremont, CA 94536. Ph: (415)-797-5481 03/89

WANTED: The Original "SPIRIT OF FUN" Tandem. Top dollar paid. This tandem will be professionally restored and donated to the International Museum of Transportation in St. Louis, in honor of Jim & Elizabeth Young who rode this tandem across the US in the '30's. I hope future generations will be able to see this famous tandem. Contact Steve Reker, (314)-928-7109, if you know the whereabouts of this bike. 03/89

WANTED: Child stoker conversion kit for TA crankset. Write or call Jay Singer, 3 Game Lane, East Setauket, NY 11733. ph: (516)-331-4573. 03/89

WANTED: Couple expecting baby in June. Desperately seeking Burley- lite trailer. If you have one to sell, or know

someone who does, please let us know! Call Beth & Chris Lyon (215)-664-7836. Philadelphia suburb. 05/89

WANTED: Objective roadtests, with photos, of tandems by 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, 2220 Vanessa Drive Birmingham, AL 35242-4430.

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

TCA T-SHIRT ORDER FORM

To order t-shirts, please fill out the order form below and mail with a check made payable to:

Tandem Club of America
Mal & Jean Smith, TCA Treasurers
11010 Jamison Road
East Aurora, NY 14052

Child Sm (6-8) _____ Child Med (10-12) _____ Adult Sm _____ Adult Med _____ Adult Lg _____ Adult XL _____

Amount Enclosed: _____

Indicate quantities above and include \$8.50 (US Dollars) for each shirt ordered. Canadian and foreign orders should include appropriate postage.

SHIP TO:

Name _____

Address _____

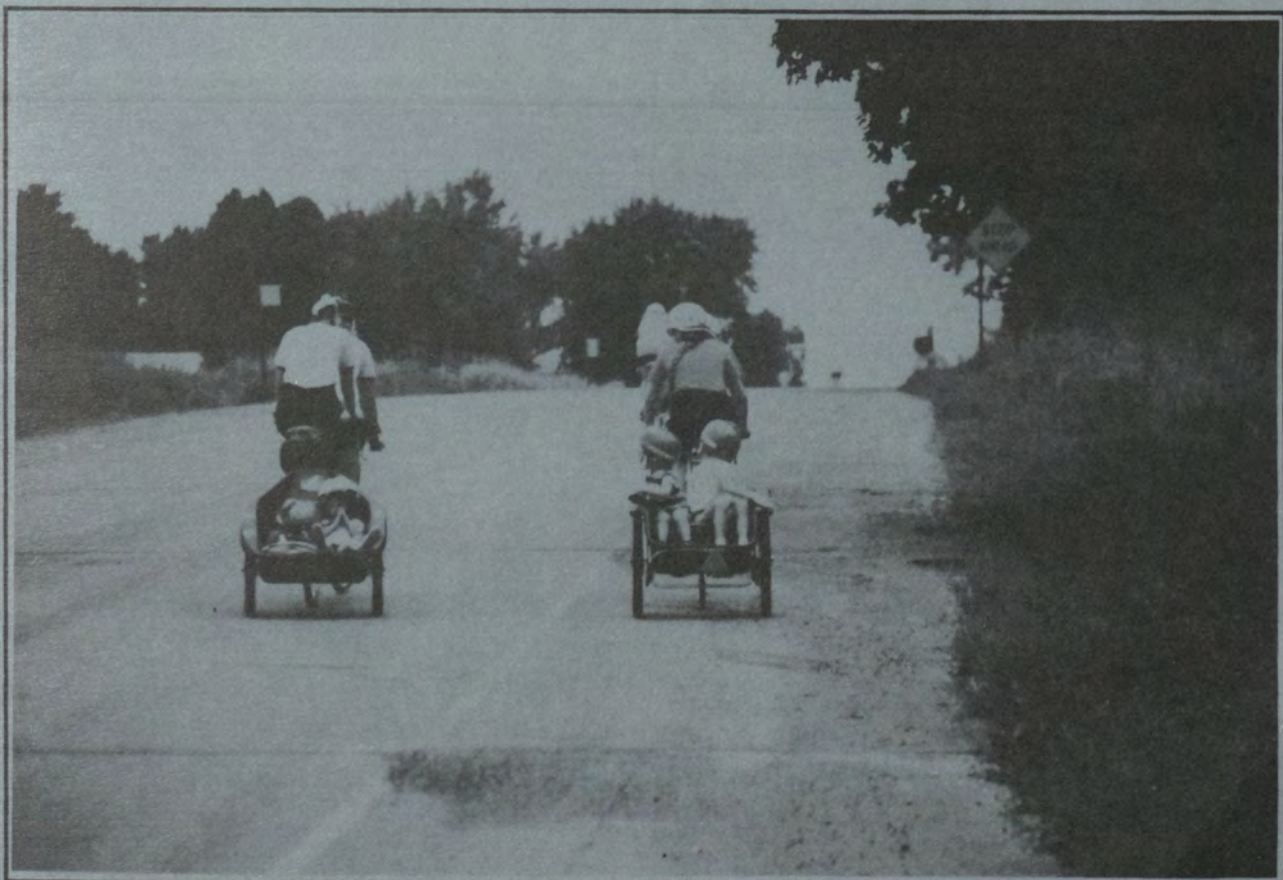
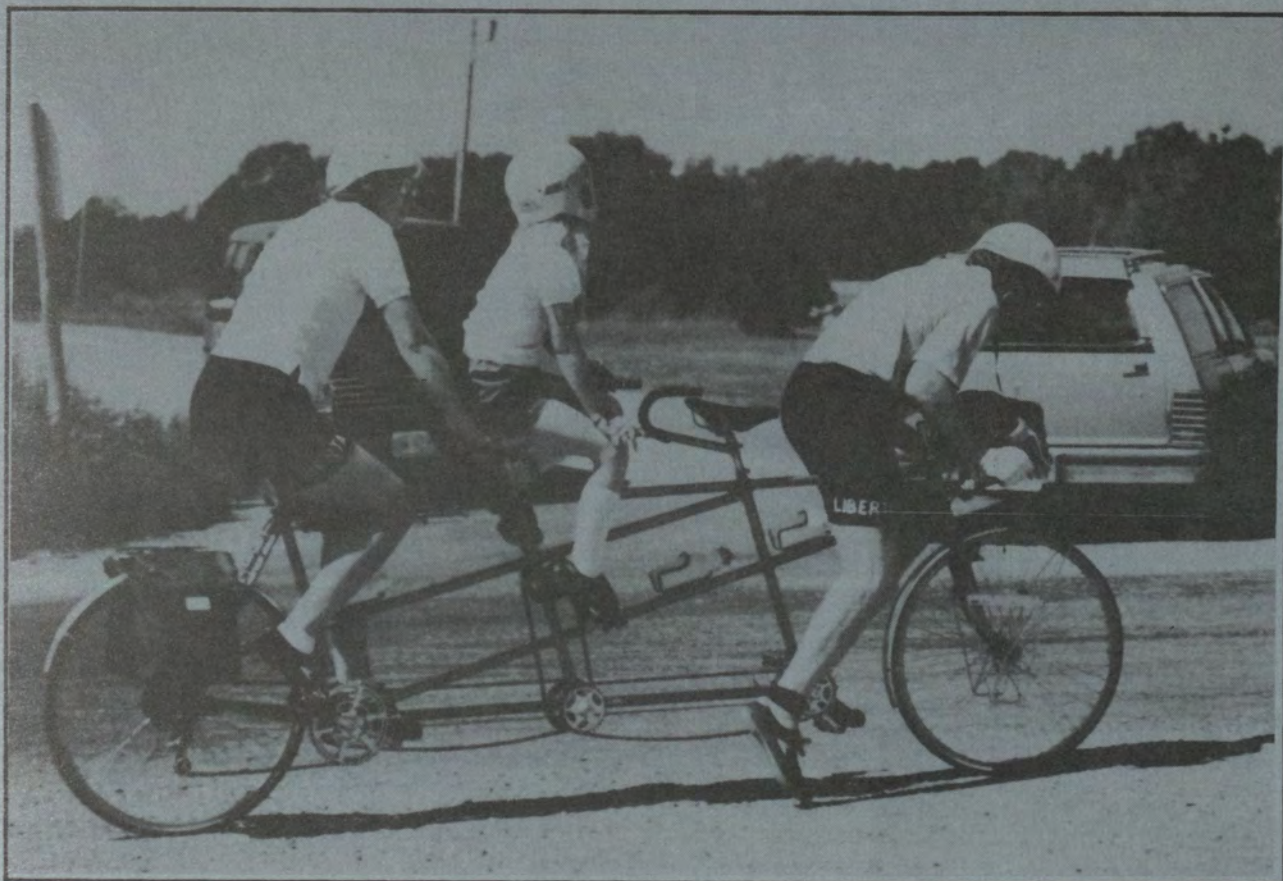
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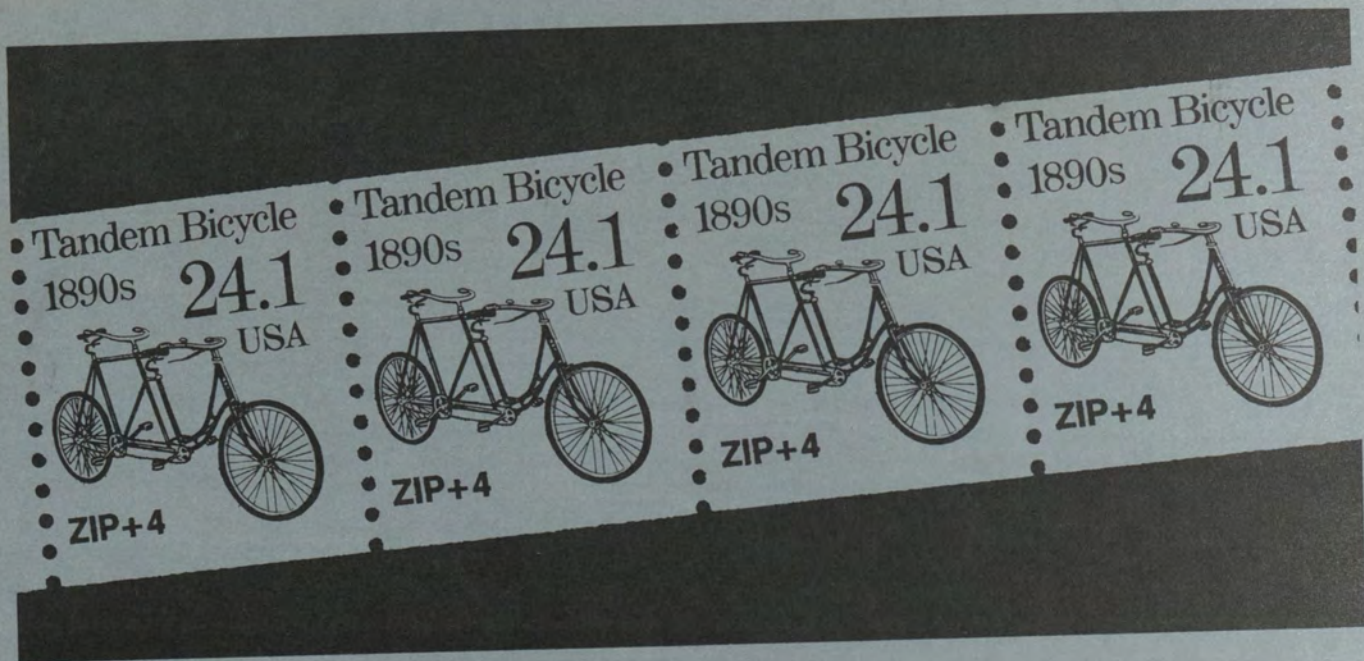


TANDEM CLUB OF AMERICA
AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS

THE LAST PAGE



STEVE REKER



Dues

United States.....\$10.00

Canada.....\$13.00

Other International.....\$16.00

All dues are quoted in U.S. Dollars

TCA Patches

Are back in stock and are available through the treasurers. Send a check for \$4.00 for each patch ordered to the Tandem Club of America

Membership

Please fill out the membership form below and mail with a check made payable to Tandem Club of America

Mal & Jean Smith, TCA Treasurers
11010 Jamison Road
East Aurora, NY 14052

TCA Membership Application

Name(s) _____

Address _____

City, State, Zip _____

Tandem Make _____ Year _____

Color _____ Style _____

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