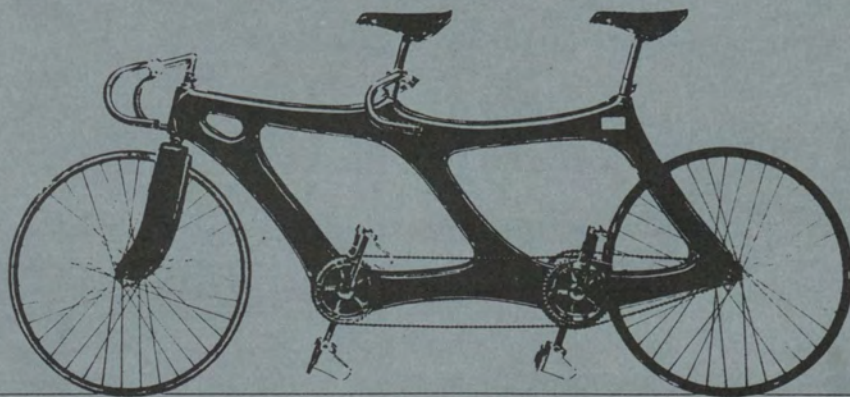


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DOUBLETALK



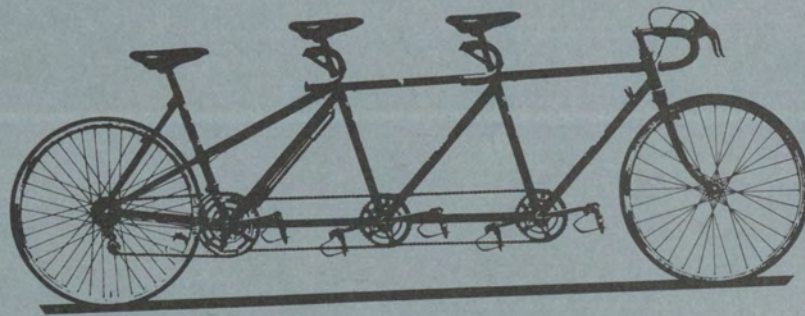
MAY-JUNE, 1989

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the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
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DOUBLE TALK

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DEADLINE FOR THE JULY-AUGUST, 1989, DOUBLETALK IS
JUNE 1, 1989

FROM THE EDITOR

Where is this year going? Do you realize that it's the already the middle of the Doubletalk year (this is the third of your six issues for 1989)? So far, it's looking like a great year for cycling, if only we could find the time to hit the road as much as we'd like. There are some really terrific rallies we'd like to attend, too. Be sure you look carefully at the TCA Calendar so you don't miss anything! And if you are hosting any tandem event, let us know. We'd like to list it, and maybe even attend, if we can.

Have you noticed the increased interest in tandems and tandeming? It seems like each month another magazine features tandems, either racing or road testing, or just introducing the sport. In recent issues of the bicycling genre, we've seen road tests of the Cannondale, the Ibis, and the Burley. There's even been at least one article about tandem racing recently, too. And in the non-cycling press we're getting great coverage also. If you haven't seen the April, 1989, issue of *NEW CHOICES for the Best Years*, published by Retirement Living Publishing Co., Inc., I suggest you find a copy and read the cover article. This is one of the best articles about tandems that I've read anywhere, and it features interviews with three TCA couples from around the US.

After we printed Mark Trexler's article "Traveling with Your Tandem, The Elusive Search for a Good Alternative", we received a 'phone call from Alan Johnson of North Sails in Huntington Beach, CA. A few days later we received a prototype of the Bike Flyer Tandem Travel bag they are exploring. It looks good, and we hope to include an article and pictures in a future issue. Alan and his stoker are taking the prototype to the International Tandem Rally in Meursault, France this year, and we hope to get a full report on the rally and the bag from him. We'll keep you posted.

Just as this issue was going to press, we received a nice letter from the Editor of the Tandem Club Journal, our counterpart in the UK. It seems that I've been unintentionally offending some of the Tandem Club (of the UK)'s members by referring to this fine organization as the Tandem Club of England. While I realize that the official name of the organization is the Tandem Club, I need somehow to clearly differentiate it from the Tandem Club of America. As it is based in England, I used the name Tandem Club (of England) to make the distinction. I assure you I meant no disrespect to the Tandem Club (of the UK)'s many members who do not reside in England or the UK! To all who may have been offended, please accept my sincere apology. In the future I will add (of the UK) in parentheses to make the distinction.

It's time to put this issue away and get it to the printer. Let us hear from you. We like to get your letters and articles -- they really make our job a pleasure. Take care, and maybe we'll see you on the road somewhere, or at a rally!

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).



LETTERS TO DOUBLETALK

Dear Doubletalk,

My husband and I have been avid cyclists for about 12 years and have been tandeming for about 6 years. We are now the proud parents of a beautiful 8-month-old girl, and I find myself with lots of questions about cycling with kids and no one to ask. I hope you readers can help!

We're planning to buy a trailer, but we are not sure what kind to get. We are leaning toward the Burley because the child would be more protected and would face us. How do folks like the trailers they have? Do they seem to provide adequate protection from wind? rain? road debris? Does the material last well? How do they handle? Are the kids pretty content in them (obviously this is dependent on their temperament, too)?

How old did folks start their kids in trailers? We have a friend who put a 5-week-old in an infant carrier in his trailer! Is this unusual? Did you use extra support, such as a car seat? When did the kids start wearing a helmet? What type was it? What weather conditions do folks take the kids out? (I know I personally would go out on much colder, wetter, windier days than I would

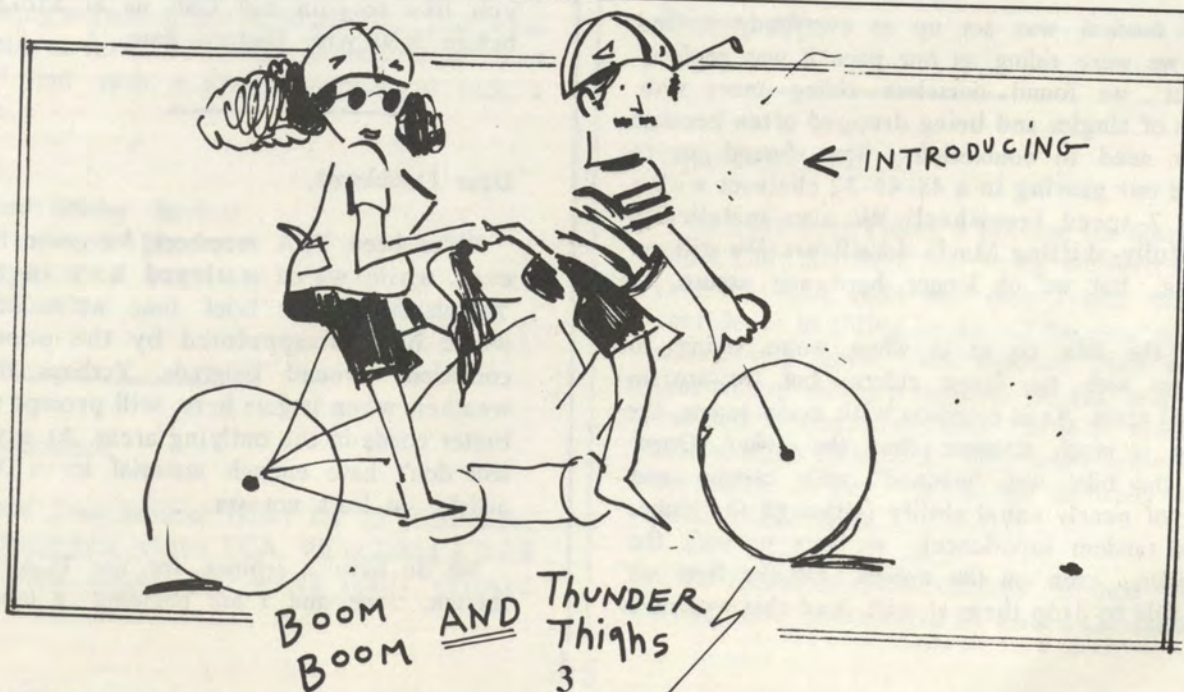
subject a child to, but what do other folks use as guidelines?) Again, do you find the trailer to be adequate protection for the weather you ride in? Any special clothing hints? How do you secure the toys within the trailer. Any other hints you can share with us?

I can't wait to get into "spring training" but I'm afraid I won't be nearly as good shape this year as in the past. Maybe I won't be in very good shape, either, if I have a trailer and only take it out if the temperature is over 45° and dry.

I appreciate any suggestions anyone can give. I'm sure there are lots of folks out there with good advice for us. Thanks.

Sincerely,
Mark & Mary Buchwalder
11781 Sunnymead Road
Xenia, OH 45385

Editors' Note:- If you write directly to Mark and Mary, so they have the information this spring, please drop a copy to Doubletalk, too, so that we may share your advice with all the members.



© STEVE REKER

Send DOUBLETALK articles to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430



Dear Doubletalk,

I have recently purchased an old Columbia tandem bicycle. I am attempting to restore it to riding condition. Unfortunately it is missing the chain guard. I wonder if any TCA member might know of any place I might find such an item, and what the cost might be. It is an old single speed.

Sincerely,
Don S. Arnold
428 Whitelaw Avenue
Wood River, IL 62095

Dear Doubletalk,

We, too, would like to respond to Bert & Sally Simpson's letter from the January-February issue of Doubletalk.

Our own observations indicate that the most commonly used gearing is 54-50-32 tooth chainset, and a 13-28 freewheel. The maintenance we find to be about the same as on our single bikes, with the exception of our Phil Wood brakes, which use an extra touch of patience and a bit of Zen to keep them in good working order.

Our tandem was set up as everybody's, and while we were riding at our pace it was perfect; however, we found ourselves riding more with groups of singles and being dropped often because of our need to doubleshift. That forced us to change our gearing to a 48-44-32 chainset with a 12-24 7-speed freewheel. We also installed a beautifully-shifting Mavic derailleurs. We still get dropped, but we no longer have any excuse.

Yes, the hills do us in when we're trying to keep up with the faster riders, but we are an unequal team. As is common with many teams, the captain is much stronger than the stoker. Once, when the bike was "manned" with captain and stoker of nearly equal ability (although the stoker had no tandem experience), we kept up with the fast riders, even on the uphills. On the flats we were able to drop them at will. And this was on a

70-mile mountainous ride into the Catskills' region of New York state.

There are a few tandems in our Long Island Bicycle Club, and everytime that a team is put together of strong riders, singles are always dropped. And everyone loves the draft of a tandem.

Riding into a headwind, too, is only half the work for any tandem, and it is much less discouraging than when facing this unseen obstacle on your single.

A word in closing about riding fast: A tandem behaves completely different than does a single. This is even more apparent at higher speeds. Slowing down, making evasive maneuvers, can take much more time and effort when you're on a tandem. It is fairly easy to gain unbelievably high speeds on the downhills, but keep in mind that you must always remain in control. Try to maintain your speed up the hill, too.

Haroldo & Dorothea Hahn
Port Washington, NY

PS: We ride every Saturday and Sunday, usually 60-80 miles each day, in the Long Island-New Jersey-Westchester-Connecticut region, sometimes with clubs, often with just a few friends. Would you like to join us? Call us at 516-883-2164 before 8:30 p.m. Eastern time.

Dear Doubletalk,

We've been TCA members for some time now, even while we're stationed here in Belgrade, Yugoslavia. In the brief time we've been here, we've been disappointed by the poor cycling conditions around Belgrade. Perhaps the spring weather, when it gets here, will prompt us to find better roads in the outlying areas. At any rate, we still don't have enough material for a Doubletalk article, at least not yet.

We do have a request for the TCA members, though. Jane and I are planning a tandem tour



outside of Yugoslavia for our spring vacation. Does anyone know of any recommended touring routes/areas in Italy or other nearby European countries? Any suggestions will be greatly appreciated. Please hurry, as we'd like to hit the road in May.

Thanks again,
William & Jane Weech
American Embassy -- Belgrade
APO New York 09213-5000

Dear Doubletalk,

We are presently considering an extended self-contained tour this summer. Our initial route selection -- so far -- has yielded Bikecentennial's "The Northern Tier," "The TransAmerica Bicycle Trail," or the "Great Northwest Loop." Can any TCA member give us some insight on any of these three routes from a tandemist's viewpoint? The transcontinental routes would be traversed from west to east. I would like to hear from anyone who has tandemed these routes. Any ideas, suggestions, caveats, etcetera, will be greatly appreciated.

I normally do all my own maintenance, and the article "Touring Tips From the Jersey Devil", concerning adjusting the eccentric, was just what the doctor ordered. I feel like an amateur at times when I find such a simple solution to such a problem.

Sincerely,
Dave and Shirley Bechtel
10318 Leafwood Place
San Diego, CA 92131
(619)-549-2077

Dear Doubletalk,

We have been tandem riders for 25 years now, but we have just joined TCA. We ordered a stack of the back issues, and we've really enjoyed reading them.



We noted much interest in these issues about tandeming with children. About 15 years ago, we took a bicycling camping trip with our two young daughters. My wife carried one of our daughters in a child seat on the back of her solo, and I carried our other daughter in a child seat mounted over the rear wheel of our tandem. Most of our equipment was carried in two large external frame backpacks. These backpacks were mounted on either side of the stoker's toptube, facing out. The stokers seat and pedals were removed. I mounted a horizontal plywood plate with U-bolts to the toptube. The plate had indentations which matched the backpack frame. Stretchcords were used to fasten the backpacks to the bicycle. We had an enjoyable trip without any breakdowns or troubles. I got a very good workout, too, pulling the hills with all of that weight, and no stoker! The tandem was stable at highway speeds, but was awkward at slow speeds and while stopping and starting.

This idea is presented as only one of many possible ways to carry a large load. Trailers and/or large low panniers would be more stable. However, this setup worked reasonably well for our short trip. Remember to pack heavy items as low as possible, and to take your first trial ride with a sandbag instead of a child in the child's seat!

Rick & Carolyn Dwight
Palmer, AK

Dear Doubletalk,

We have been riding a tandem for about a year and a half, and have thoroughly enjoyed it. Before this we both rode our own bikes, but I lost confidence in riding by myself because my balance wasn't very good. My husband then suggested that we try riding a tandem. We did, and we have had just a wonderful time. It is so much better than a three wheel bike (like many seniors ride in our park). In fact, I even had difficulty riding a three-wheel trike.

An article in "New Choices" entitled "A Wheel Good Time" and written by Grace Lichtenstein was



draw to our attention by a neighbor and we decided to join the Tandem Club of America. We try to ride every morning after breakfast and again after supper at night. It has been so important in keeping us active and fit and feeling good. We are both in our mid-70's and hope to ride for many more years.

We are looking forward to receiving our first issue of Doubletalk.

Sincerely,
Trudy & Mark Stahmann
Madison, WI

Dear Doubletalk,

We saw your name and group mentioned in the Santana newsletter, so herein is enclosed our dues for a year's membership to the TCA.

Do you know of anyone who has gone to China? has anyone written about such a trip? We are planning one for 1990. Also, are there any back issues about outfitting and equipping for such a trip?

Thank you,
Wayne Loch
Santa Rosa, CA

Dear Doubletalk,

My wife and I are learning the joys of tandeming this year. Unable to afford a good quality new tandem, and unable to find a suitable used one, I spent last year designing my own tandem frame. I gathered information on tandems and frame-building and developed a relatively easy and inexpensive process for building your own frame jig and direct lateral frame. With no frame building experience, a borrowed torch, and a little practice I built our frame in a month of weekends. I purchased a heavy duty Tange touring fork to which I added lo-rider braze-ons and cantilever



brake bosses. For less than \$250 we had an all chromoly fillet-brazed direct lateral frame, fork, and rear stem with oversized frame tubes, the eccentric front bottom bracket, oval boob tube, forged drop-outs, and a variety of braze-ons.

Since most tandem enthusiasts are mechanically inclined and know much about bicycles, they probably have a good idea of what they would do if given the chance to build their own frame. For this reason I am assembling a detailed, illustrated set of plans, instructions, and product source list. This will be available to TCA members and friends. In the meantime, we are continuing to put our new frame through it's "acid test." So far it has surpassed our expectations.

See you on the road,
Pete Cosentino
Quinton, VA

Dear Doubletalk,

I hope some of our TCA members can help me find some information. I've got two items I need help with.

(1) Several issues ago, Marge saw the name and, I presume, the address of a man that has an extensive background with classic tandems. We can't find that issue. Could someone help us by providing a name with an address?

(2) I have stumbled upon (and purchased) an old Schwinn tandem. I would estimate it to be a mid "50's" vintage. It has a strange frame configuration that's like nothing we've ever seen or heard of.

Local bike club members are likewise perplexed by the design of this oddity. At first I thought it to be a single bike which had been converted into a tandem with a clamp-on rear assembly, probably made by some shade tree mechanic. But upon further inspection (and much urging from bike club members to tear into that rusted bucket of bolts) I found two serial numbers. One is on the front frame, in it's usual place under the crank housing, and a PAT. PEND. 0019 number on the rear



conversion assembly. With numbers on it, I wouldn't think it was a home-built, would you?

Can you think of anyone else I might contact to find out a little more about the bike? I've included the pictures so, if possible, you could run them in this issue with this letter. I'd like to find out it's age, whether or not it's a stock frame, what equipment was original, as I would like to restore it to its original condition.

Thanks to all for helping,

Happy Tandeming,
Dave & Marge Huff
1504 Norris Place
Marshalltown, IA 50158



IN OR OUT -- WHAT IS BEST FOR YOU?

With all the new members coming in to the Tandem Club of America, I would like to reopen the age-old discussion about what's the best orientation of a tandem's cranks. This aspect of bicycle gearing is unique to tandems. I know this issue has been discussed inside and out in the past, but with the TCA quadrupling in size in the last four years, there may be some new thoughts to the issue.

Single bicycle gearing focuses on high and low gear choices, and on shifting patterns. Without a doubt, resolving these issues is equally important for tandemists. However, for the tandem team, there is an additional issue: the orientation of the captain's crankarms in relation to the stoker's. In our experience, the relative orientation affects the comfort, efficiency, and performance of a tandem team. We'd like to read others' thoughts on this matter. Maybe some of the manufacturers would care to add their experiences and thoughts on the subject, too. We've even noticed that some manufacturers change back and forth from year to year. Why?

First, though, some definitions.

Tandem cranks may be in-sync or out-of-sync. In-sync cranks may be in-phase (the captain's and the stoker's left and right arms power together) or 180° out-of-phase (the captain's left crank and the stoker's right crank power together, and visa versa). Out-of-sync cranks are 90° out-of-phase with either the captain's or the stoker's cranks leading.

Now, some of our observations.

In-sync/In-phase

This seems to be the most common setup today. High cadences are achievable. At low cadences, power tends to pulse, as both riders power together. It is easy for both the captain and the stoker, singly or together, to stand.

In-sync/180° out-of-phase

We have never tried this orientation, nor have we ever seen it tried. Anyone care to comment?



Out-of-sync/captain leading

High cadences are easy. There are no problems with low cadences. It is difficult for either the captain, the stoker, or both to stand.

Out-of-sync/stoker leading

High cadences are easy. There are no problems with low cadences. It is possible for the captain, the stoker, or both to stand.

Finally, some of our thoughts.

Who says the two sets of cranks need to be in some rigid 0°, 90°, or 180° orientation? Has anyone tried 30°, 45°, 60°, or some other out-of-sync combinations? What were the results? Who says both cranks must have the same cadence? Has anyone tried different size crossover rings? This would allow the captain and the stoker to pedal at different rates, although there does appear to be some very significant drawbacks to this setup.

These are our opinions and our observations. We'd like to hear yours. Let the other members of the Tandem Club of America know why you set your bike the way it is. And remember, the TCA is a forum for you to express your thoughts on this and on other subjects.

The Waldrons'
Hershey, PA

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TANDEM LEXICON

Com-mu-ni-cate: to send a message in any way or exchange messages or information.

Without proper communication, tandemers could be in dire straits. We've been riding tandems for over 14 years, and we have covered thousands of miles on our two-wheeled two-seated conveyance. We would like to share, with folks just getting started riding in tandem, our way of communicating while we are out riding our l-o-n-g bike. Over the years, we've heard many a new stoker scream at the captain handling their machine. Obviously this is a sign of a communication gap.

A stoker's vision is usually limited to left and right side views, or an occasional peel over the captain's shoulders if s/he's on the drops. It is the captain's responsibility to keep the stoker well informed of what's ahead. Mental telepathy could be tried; however, in our case, voice commands work best.

Starting from the beginning, the captain mounts up first, and while having both feet firmly on the ground, applies both front and rear brakes. The stoker then takes up the seated position and puts both feet in the toeclips. After the stoker's "OK", the stoker then rotates the pedals slowly backward until the captain's pedals are in the correct position for him to start. Usually this is just above horizontal on the side the captain is most comfortable starting. It may be either the right or left, it really makes no difference. It also makes no difference starting whether your cranks are in-phase or out-of-phase, either.

The captain voices a "Ready", and with that command the team pushes off. A few revolutions, and the captain signals "Pedal up" or "Coasting," indicating it's time to put his free foot into the toeclip. After he's "In", pedaling resumes. We've found that this "three feet in, one foot out" method of starting a tandem works very well, although there are those who do prefer starting with one foot in the clips for each rider, then



both pushing off and sitting down at the same time.

Dismounting a tandem is equally simple. After the words, "Stopping" by the captain, the captain steps off the saddle while applying the brakes. This allows the captain to have the bike firmly braced without having the bike lean. Once the bike is securely balanced, the stoker dismounts, then the captain dismounts by swinging his leg over the handlebars. Swinging the leg over the handlebars eliminates all possibility of the captain kicking his favorite stoker in the teeth.

It seems the most used word in our tandem lexicon is "Bump," and the voice level and inflection indicates the perceived severity of the coming hazard. As all old hands know, and new tandemers quickly learn, it's the stoker that takes the brunt of the bumps in the road, so it's the captain's sworn duty to try to announce all bumps before hitting them. (When the captain blows it and misses one, it's acceptable to say "Bump back," thus indicating his intentions are in the correct place.)

When a road obstacle is quite severe, such as when crossing a set of railroad tracks or a cattle guard, the captain may signal "Lift" to the stoker at just the right moment, so that she may lift her derriere and save her spine from a severe jolt. If you choose to make a sudden swerve to go around a hazard, it's greatly appreciated to announce it in advance. We use the words "Going 'round" to indicate a sudden swerve is about to take place.

Shifting the derailleur is indicated by the command "Shifting." This gives the stoker the necessary information so that she may let up on her pedaling pressure, to ease some of the force being applied to the derailleur. "Shifting front" is often used to indicate a shift at the chainwheels, while "Shifting rear" indicates a rear change is forthcoming.

Other words in our tandem riding glossary include the following:

"Pedal up" -- used when pedaling around a sharp corner at speed while in-phase. We don't scrape a pedal that way.

"Pedal through" -- keep on pedaling. This corner isn't going to cause us any worry about hitting a pedal.

"Rough road" -- no single bump is in sight, but the road just deteriorated, and it's going to be a bumpy ride for awhile.

"Debris" -- something's in the road, and the captain may have to maneuver quickly.

"Gravel" -- loose gravel ahead. Hang on tight!

"Braking" -- cease pedaling. We may have to stop.

"Slowing" -- it's time to slow down.

"Coasting" -- let's rest and let the bike work.

"Pedal" -- coasting's over. Time to get back to the job.

Of course, all tandems come completely equipped with automatic signals. Just say "Left turn," or "Right turn," "Slowing," or "Stopping" and the stoker automatically gives the appropriate hand signal. This lets the captain keep both hands securely on the bars. Another stoker-supplied hand signal is "Wave'em by." This is the signal given when it's safe for that motor vehicle (the one that's been drafting you for the last half mile) to go ahead and pass you.

When one rider is applying too much power (and it may be the stoker), the command to "Ease up" is given. The opposite of this command is "More meat," a signal given when it's necessary to shift to a higher gear because the cadence is too quick, or that there is not enough resistance to the pedals in the current gear.

It's very easy to forget to communicate with your tandem partner when you're riding in a pack, or riding two abreast. When this occurs, it seems



that the stoker is the one who's in distress. One common occurrence is when the captain decides to coast without informing the stoker. If the stoker is really cranking it out, but is considerably lighter than the captain, she may find herself launched off her saddle (and even off the bike!) when the captain suddenly locks one leg down for a coast. The stoker's pained yell is usually enough to return the captain to his senses.

If there is a group around us -- you know how single riders love to draft a smooth-running tandem -- we give our maneuvering commands in a much louder tone so others near us can hear what we're planning. "No surprises" cycling is very enjoyable.

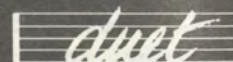
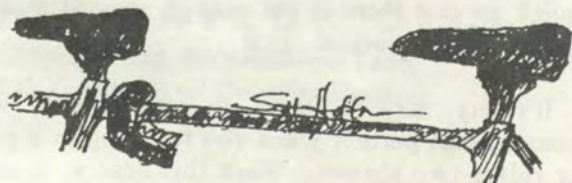
And don't forget the standard commands of "On your left", "...right", "coming out", and "passing". These still must be used (and doubly so on a tandem) when riding in a group.

New commands can be added to your tandem lexicon as you need them. Feel free to experiment with the phrases that work best for the two of you. If they are really appropriate -- and maybe just a little bit uncommon -- drop Doubletalk a note and tell us all what they are and when you use them.

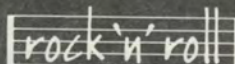
It may seem that with all this formalized coordination that there would be little time for the riding partners to just chat. The opposite is quite true. Proper tandem communication enhances the ride, not only for the tandemers, but for other cyclists as well.

Communicate -- and you'll enjoy your tandeming even more!

Rudy and Kay Van Renterghem
Tucson, AZ



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SOME THOUGHTS ON OUR NEW MERCIAN SPORT TOURING TANDEM

I suppose the first question could be, "Why a Mercian Tandem?" Before I answer that question, the first question should actually be, "Why a tandem at all?" Good question! Jean, my wife, and I have been riding singles for about 17 or so years. We both have more than one bicycle each, so it's not like one of us has to stay at home while the other is out riding. I will admit to owning more than five bikes, but to the exact number, Jean would kill me if she ever found out. Many are antiques you would not want to ride frequently, nor on long tours. I have lent most of them to the National Museum of Transportation here in St. Louis because I ran out of room in my basement.

Is one of us not a strong rider? No, both of us can hold our own on even the steepest of hills. Believe me, if you are going to live in Missouri and ride a bicycle, you must learn to ride hills or just keep riding over in Illinois where for the most part the area just east of St. Louis is very flat. As a matter of fact, almost boringly flat!

So then, why a tandem? There in lies the question. We have known people who have not ridden a single in years for one reason or the other and to them, a tandem is the "be-all to end-all," so to speak. No, we knew we would not wind up in that category. We have known people who thought a tandem was a neat alternative to riding their singles, like TCA members Steve and Carol Reker and Dixi and Ann Smith of St. Charles, Missouri. I sort of put us in that category. On the other hand, we have known people who bought a tandem and almost wound up in divorce court. We knew we did not want that. I know a fellow and his girl friend who, on their first tandem ride, did the first leg of TOSRV (Columbus to Portsmouth, OH) in a little over four hours for the 105 miles. On Sunday he rode the return route back to Columbus by himself. No THANKS!

We had talked on and off about a tandem for years, but not really seriously. One of the prime

reasons, or I should say, THE prime reason was the nagging doubt that we, for the want of a better word, wouldn't be able to "co-habitate" on one. Our riding styles are as different as day and night. Jean is what I call the absolute classic example of a methodical hill climber. If the hill is long and graded, or, as we have here in Missouri, mostly short but d--n steep, she will simply put it down in granny gear and slowly make her way to the top, sometimes stopping about halfway up to take a picture if the scenery looks interesting and usually grab a water bottle. Not a bad way to go, when you think about it. An old fellow we met in England once said that if he could not ride up the hill easily in his lowest gear, there must be an interesting view behind him. Off hand, I can't think of a hill in Missouri that is over three miles long, but I know of a few really good hills that will rip your guts out and hang them over the handlebars.

I, on the other hand, am just the opposite of Jean. I like to muscle hills. I really like to muscle hills! Hills are like an addiction to me. Stand on the pedals and just use brute force to power up in whatever gear I happen to be in at the time. Why? How should I know? It's just fun. Can't this sport still be fun without getting too carried away with the technical aspect of it? Sure, I wear out parts, especially chainrings, faster than the average rider. I have even worn out a frame or two over the years.

As I said, the only question in our minds was "Could we co-habitate on a tandem?" Or would it be a \$3000 folly that would wind up hanging from the rafters in our basement? Or, worse yet, would we wind up hating each other over our purchase? Did I hear you say, "Rent one."? Good idea, but who would rent us a quality tandem, and one in approximately our sizes? We could rent one of those cast iron single-speed tandems you see at state park recreational offices but what kind of comparison would that be? A friend said we could wait until one of those Schwinn tandems with the five speed set-ups came on the market



and update it. You invest that much time into one of those, and you still have a cast iron tandem with more than five speeds. No, that is not the way to go.

Over dinner one night, after some weekend bike ride, we happened to mention to Mike McLaughlin, manager of Maplewood Bicycles here in St. Louis, that we were moderately interested in tandems, and we explained to him our co-habitation problem. To our amazement he said he had owned a very good sport tandem, and he had just recently sold it. He thought the fellow he sold it to might let us borrow it for a ride, as he had only purchased it to take his daughter riding while his wife rode her single. We could probably ride it with some minor adjustments to the saddles and bars. We promised each other there would be no big arguments if this ride did not work out.

For our test ride we chose a remote road outside of the St. Louis area as neither of us had ever been on a tandem before. You are going to laugh as you picture this, but we had to ask ourselves just who got on first? We figured five miles out and hopefully, five miles back would tell us something. To our amazement, we could not believe how our different riding styles melded into one the further we rode and we were actually having ... dare I mention it fun! I was shifting gears more than I had in years. I always wondered what those small levers on the ends of my handlebars were for. Gears! WOW! Amazing! Gears! I have to write a paper on those someday gears! Were we actually carrying on a conversaton while climbing a hill???? Just think, all of this was because of a tandem and gears! Jean was a bit apprehensive about not being able to do any braking or steering while going down hills. I found myself not yelling "Bonsai!" while going up or down hills and I was actually putting on the brakes early! We had a stop sign at the base of a small hill and, as luck would have it, the light turned red before we could cross the intersection. Not knowing if I could get my foot back in the toeclip fast enough I told Jean to "nail it" after the light turned green. Her burst of power suprised me a bit. Unfortunately the weekend went by all too quickly and to our surprise the fellow who owned the tandem actually



wanted his bike back. The nerve of some people! Oh, well, back to our singles.

What to do next? I didn't know, maybe just sit on the idea for a couple of weeks until the urge goes away. I suppose I could find a magazine with a bunch of tandem road tests and go from there. Did you ever try to find a magazine with a bunch of tandem tests? Did you ever try to find a magazine with ONE tandem road test? Ain't none to be had. Next step. Grab the latest issue of *Bicycling* magazine and contact some of the builders who advertise. I know your next question, even before you ask it. Why didn't you read a copy of "Doubletalk"? Wonderful, my dear, only that was before we knew about the Tandem Club.

I picked up my copy of *Bicycling* and started contacting some of the builders advertised. Now the question, "Why a Mercian? Why not an American builder?" Simple, I contacted six American builders, and, for the most part, none really wanted to touch the project because of the size differences required. I normally ride a 23 1/2 to 24". Jean normally rides a 17" frame, 18" max. She is 4'11", about 85 - 90 pounds. I am 6'1", about 225 pounds. She is of normal proportions for her size, with legs not overly long for her torso. I have a long torso with short legs. My inseam is 29" to 30". All my solo bikes were built with a long top tube so I can stretch out over the bars and, yes, I do use a long stem.

The general consensus was Jean could "adapt" to riding a 20" or 21" rear frame. Yeah, right, listen, I don't want that woman beating me on the back complaining she can't reach the pedals with the saddle all the way down. Nor did I want her hips swinging from one side of the saddle to the other trying to reach. We rode with a couple about a year ago who had that problem. The rear frame was about a good two inches too large and she was miserable. No thanks, we don't need that.

All six builders I contacted either by letter or by phone suggested we stay within a 3" to 4" difference front to rear or go to a men's/mixte



arrangement. Actually, we wanted a double men's frame, or, as I should more properly call it, a double diamond as opposed to a men's/mixte because we always thought a men's/mixte looked as though the stoker position had been added on as an afterthought by the builder. There was never any questions to whether a men's/mixte was any stronger or weaker than a double diamond. We just liked the looks better.

"Oh, rather quite a simple matter really. A sloping top tube is what you want. Quite easy to build," says them.

I suppose by this time I was thankful someone finally said they could do it. Says I, "Go for it. Take your time, we are in no hurry. We have only thought and talked about this project on and off for something like 10 years I think. Why rush now? Build it as though you were assembling a 100-point 1936 Bentley 3 1/2 liter sports tourer, a 1948 MG TC roadster, and a 1988 Rolls Royce all rolled up into one. OK? Of course it has to be British racing green with a champagne head tube and champagne accent stripes on the seat tubes."

"Oh, yes, quite. What sort of components were you thinking of using?" says them.

"What sort of components????", I ask.

Since the bike will be used for sport touring and club riding as opposed to carrying fully loaded panniers front and rear go ahead and braze on as many water bottle cage bosses as possible, including one on each side of the front fork. I doubt seriously if we will ever carry front panniers. Four cages, good, six, even better, but seven water bottle cages? YES, 7!! I dehydrate like a prune so the more water the better. Everyone laughed at me something like 15 years ago when I started carrying two water bottles. Almost every serious solo rider today now carries two water bottles. Enough said about 7 water bottles. I rest my cast, period.

Like I said, we put the whole thing out of our minds for a couple of months while Mike McLaughlin went about gathering parts. If available for tandems, most of the parts we used



were ones we have used on our solo bikes, i.e., TA cranks and bottom brackets, Cinelli bars and stem front, Cinelli bars and Specialized stem rear, Shimano cantilever brakes front and rear using Mathauser pads, Phil Wood 48-spoke hubs with a Phil disc in the rear, Brooks saddles, Specialized touring pedals, Specialized seat posts, Deore XT front and rear derailleurs, swinging across a 32-42-54 front and a 13-32 rear.

One area most people building a tandem don't consider much is the choice of brake levers. Whatever brake lever comes with the brake calipers usually works fine for them. Not so in my case. Many, many, many years ago, back right out of high school to be exact, I was in an auto accident and had both wrists broken. They healed to the point if you were to look at them you could not tell the difference from any other person's wrists before the accident. Don't get me wrong, they are not to the point I need someone to lift my coffee cup, they just are not as strong as they used to be. I have known women who have a stronger grip than I do. From many years of riding with us, Mike already knew about this problem and went about assembling a pair of safety or extension levers to work on the tandem. He modified a pair of Dia-Compe aero levers, and they work perfectly. Not all the time, but most of the time, when I use the brakes in the way other people would normally do their braking I get a nasty pain in the area of the break and since I am not really into pain and suffering I opt to use the extension levers all the time. For this reason we installed the brake lever for the disc on the rear bars for Jean to operate on long down hills or in an emergency. To see how well the system worked, on a slight hill I told her to grab the brakes and did she ever "grab" the brakes. She had a life and death grip on them almost to the point we came to a comple stand-still.

"Hon, for crying out loud, let go of the d-n brake before we fall off!"

"Oh, well, I just wanted to see if it worked and you told me to grab the lever."

Yes, needless to say, the disc does the job it was designed to do.



Getting back to the bike for a moment. Late one Saturday afternoon we got a call from Mike. The frame had arrived, and would we like to come down and see it? Like two kids at Christmas we hurried off to the shop to see our new toy. Talk about being well packed! Over half the weight of the frame and shipping carton must have been packing materials. Once unpacked, not a scratch was to be found. I have spent well over \$1000 just to have one of my antique cars repainted, and it didn't look as good as the finish on the tandem. Each water bottle cage was individually wrapped as was the pump and the rack. All were painted to match the frame. This is something you might want to consider the next time you have a bike built or you rebuild your present ride. It looks nice.

I really think the person doing the packing got carried away in the zest of their work, but who cares? My compliments, and "This Bud's for you!" Our compliments to the whole organization for one super nice job.

Ah, yes, the moment of truth, the moment you all have been waiting for all this time.

The Road Test!

I suppose I could go into reams and reams of paper describing the angles of everything down to the exact weight of each ball bearing used in everything but I really don't care about that. Our only concern is that it works the way we want it to work.

In conclusion, I have one final thought I would like to leave you with about our new toy. WOW!!!!

Jean and Bob Childers
709 Elkington Lane
St. Louis, MO 63132

EASTERN TANDEM RALLY '89

Elizabethtown, PA

July 21-23, 1989


Come join us at ETR'89! The picturesque countryside around Elizabethtown provides the setting for Tandem'89! Lancaster County has gently rolling hills, well-kept farms, and great roads. Stay in the AIR-CONDITIONED dorms of Elizabethtown College, ETR's headquarters for the weekend.

Rides of varying lengths and difficulties will be offered, mostly off the beaten paths of Lancaster County's tourist stops. Chocolate lovers will remember the rides to Hershey and to Lititz, both home to world-renowned chocolate factories.

TANDEM'89 is designed to be enjoyable to all (including any non-cycling family members that may want to come to the heart of the Pennsylvania Dutch Country). Send in your registration early, as ETR must limit attendance to 140 teams. Don't be disappointed!

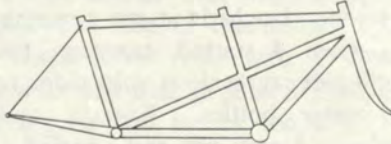
For an application form, send a Self-Addressed Stamped Envelope to TANDEM'89, c/o Bicycle World, P.O. Box 362, Lititz, PA 175433-0362. But hurry! Registration is filling fast.

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PAC TOUR ' 88

PAC Tour (Pacific-Atlantic Cycling) was a 17-day trans-continental crossing of the US. The '88 edition was held last August. This "tour" was organized by Lon Haldeman & Sue Notorangelo for 24 foolish cyclists. We left San Diego -- all 24 cyclists plus 3 vans and 6 support persons -- in our attempt to cross the southwestern deserts and travel along the Gulf Coast on a schedule that averaged 160 miles each of the 17 days. The total distance was slightly more than 2700 miles.

Prior to the trip, Becky and I put in over 7,000 miles on our tandem. To test the effectiveness of our methods, we did 3 organized double centuries (200 miles) and one triple century (300 miles). We were pleased with our efforts, especially with our unofficial time of 10 hours on one of the doubles, but we were still unsure what 17 days of cycling would be like.

For those that ask, "Why?" there are various rationalizations. Wanting to ride across the US is something many cyclists can understand. The challenge (and certain circumstances) of doing it in 17 days is something we may not be able to explain. We just had to do it.

As in any long tour, there were elements of elation and despair, excitement and tedium. Only these emotions were magnified on our tour, due to the intensity. This intensity, and the experiences, does seem to be proportional to the magnitude of the trip. We looked forward to, not the next town, but rather the next state or watershed, as we crossed the Colorado, Gila, Rio Grande, and Mississippi rivers.

Our tandem, a Jack Taylor, was alternately an advantage and a disadvantage to us. Our pace was different from the singles, and while the group was not aggressively competitive, this difference did present some complications as pace lines developed and the terrain varied.

We did get to ride with Pete Penseyres often, and Lon and Sue sometimes. This was a diverse group, so diverse in physical appearance that I am certain you would be surprised. The only common

trait seemed to be a pleasant tenacity and a commitment and love of cycling.

There was a lot of country to see--oceans, mountains, deserts, forests, swamps, beaches, and bays. Slowly I was overwhelmed. A "If this is Monday, are we still in Texas?" disorientation set in about half way through the trip. Some of the trip, especially in the latter stages, all seems to run together.

Unlike the other rides (the other tandem teams excepted), Becky and I cycled within 24 inches of each other 8-14 hours a day. As a fellow rider said near the end, "17 days is a long time to do any one thing, no matter how much you like it." To that I add, "and no matter how much you like your tandem partner."

Certainly we were near mental exhaustion and our physical strength seemed to be slipping as we neared Jacksonville, FL, our Atlantic coast destination. By a series of chance events, Becky and I happened to be the first coast-to-coast finishers. Sue asked us at the end if we would like to do it again, and she seemed surprised as we answered NO! She did say that we would change our minds and, at least for me, she was correct. Six months after the finish, I realize that I would do it again. I hope I could be more relaxed and less anxious about finishing the second time around. I know it would be more fun with a group of tandems. If anyone is interested, Lon and Sue are trying to put together another group for a crossing in June, '89.

Bruce & Becky Perry
Davenport, IA





DOUBLETALK ARRIVES IN TEACAPAN

We spend about four months every winter in Mexico, in the small village of Teacapan Sinaloa, where mail, with its news of home, family, and friends, is an important contact with the "outside world". Here the treatment of mail is pretty casual since there is neither post office building nor paid postal employees. The arrival of magazines like Doubletalk does not follow any regular pattern, since their delivery date is determined by the general casual mail-handling procedures.

The mail is most often found at a "taco stand", run by Maria, who is our local volunteer mailperson. The mail itself is kept in a shoe box and moves with Maria as she goes from home to the "stand" or on her bicycle, as she travels on the occasional round of mail delivery.

Volunteer is not a true job description, as Maria is really an entrepreneur. She receives nothing from the postal department, but receives instead a fee collected from the postal patrons. The variable fee is scientifically based on "what the traffic will bear". Since many of the villagers neither send nor receive letters, much of Maria's fees come from the few foreigners living in and around the area. A charge of about 4¢ is made for each letter she handles, either coming or going. The amount is so small that we pay her 8¢ a letter in an effort to keep her happy and willing to keep our mail out of the chopped onions, thus our relationship is good and she smiles when she sees us coming. This casual treatment of the mail makes the actual receipt in hand of a letter or newspaper something of a challenging search, which may take a day or two, since business hours at the part-time taco stand are irregular at best.

The mail does not always arrive as expected on the midday bus, because the main post office, in the neighboring "big town" thirty miles away, sometimes "forgets" or is "too busy" to send someone to the bus station with it. We WERE pleased to find it DID come by bus, not burro as we first suspected by the intermittent arrival of letters from the States.

The bus driver puts the mail sack in a tomato crate, at the corner grocery store, where the bus turns around, Teacapan being the end of the line. He picks up the outgoing mail, which Maria has, hopefully, put in the "mail" box earlier in the day. Later, after siesta, Maria recovers the mail bag (here it's called a "valija", which conjures up a vision of a valise or briefcase), takes it home or to her taco stand, where she sorts it in some manner satisfactory to her but clearly not alphabetical.

Maria has occasionally told me I had no mail because the mail bag did not arrive as it is supposed to on the noon bus. I pictured a typical, US-style heavy canvas mail bag with the draw string closure and postal agency security lock. One day I saw her emerge from the store with a loosely-tied gunny sack. She wandered across the plaza to the ice cream store where she sat on the door step to visit. I went over to see if that was the mail and if I had any letters. Maria untied the sack, dumped the 15 or 20 items on the sidewalk and sorted through to find my mail. Nearly all the letters were soon picked up by the recipient, or by a neighbor of the recipient who promised to drop it off on his/her way home.

This sidewalk sorting and casual delivery seems to work well, without the problem of loss or theft so often experienced in the USA. Of course, very little of true value (Doubletalk excepted) is transported by mail, and it is very uncommon for checks or money to be moved by mail. The best, safest, and quickest way to transfer money to such a small village as this is by the very cheap and dependable telegraph system. Such things as pension, or social security checks are nearly unknown and would most probably be made by direct bank deposit or transfer, anyway.

Combining bribery, cajoling, and flattery, we have never been able to make even a small dent in the instinctively lazy, lackadaisical attitude which Maria wears, like her own coat of mail. Nearly impervious to outside influences and completely oblivious to any compulsion to give good service and keep satisfied customers, she will never have a stress-induced heart attack.



With a few notable and happy exceptions, this is the prevailing attitude of government and service-type employees here. This unfortunate state is one of the contributing causes for the continuing decline in the life-style of the Mexican population. While they complain bitterly among themselves about this attitude, they seem unable or unwilling to change it.

Sam & Marge Cox
Tubac, AZ and Teacapan, Mexico



Authors' addenda--People often wonder why we spend the summer in southern Arizona and then leave in the winter. The reason is that we are 365-day a year tandem riders, and the lowest night-time temperature I have ever recorded in Teacapan is 50°. Thus while Arizona may be pleasant by Minnesota standards, it is cold and windy to us natives. Here in Teacapan every day of winter is warm and sunny. We have available about 30 miles of low traffic country roads which are more or less paved and we use them to the fullest in order to get our 20 miles of riding each day. Teacapan is located on a big tidal estuary and the variety of birds make up for the daily sameness of the route.

Mexico is not generally a good place for bicycling as the roads are narrow and crowded with big, fast, careless trucks and busses. We chose our winter home with some care in order to avoid these dangers.

We live in a small village, where very few of the people can afford or have use for cars, since the paved road ends at the plaza, and where there is nothing to attract or interest strangers or tourists. This makes a wonderfully unique, low traffic, biking situation in Mexico, which exactly

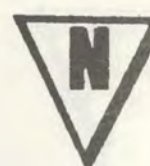
fits our needs and tastes, with pleasant, mild weather all winter.

The tandem of course can only be described as "far out", since it is a new, completely unknown type of bicycle in this remote place. At first we caused a sensation on our daily ride past the plaza and often we led a parade of youngsters. In three years, however, the villagers have now become accustomed to the odd bike, and the odder couple, who ride for exercise. We no longer cause any stir as we pass through and around town on our daily tour. The natives continue to find it difficult, though, to understand people

who own a car, but choose to leave it parked and run their errands on a bicycle.

We expect that everyone will have another period of adjustment next year, when we bring our new recumbent tandem.

Sam & Marge Cox



A PERSPECTIVE ON TANDEMING WITH THE BLIND

I've been totally blind since age 3. I am now 40, and I have been riding tandems since 1981 and racing them since 1984. It is necessary to approach the idea of involving the blind in tandeming from a perspective which assesses previous experiences with blind groups and presents an overview .

I believe that the blind should be involved IN tandeming as complete and equal partners. This means that responsibilities should be given to the blind stoker, and they should be expected to fulfill their obligations, just like a sighted stoker. Give the blind a chance to participate and not, I repeat, NOT, just give the blind a ride on the back of a tandem. I begin from this perspective because things are not as they appear, and I will explain.

It seems a natural marriage of the tandem and the blind, giving people a chance to ride a bicycle, but there have been many, many attempts at starting programs in this country. The results, for the most part, have been extremely poor. Not all programs have been disasters, but it is very important to sort the wheat from the chaff early on. For example, a major tandem distributor in the US was enthusiastic and committed time, MONEY, and energy to helping a blind group, complete with a blind celebrity. This tandem maker rode the wrong horse, was badly disappointed in the results, and only after three years of hard work by me and others has he returned to the sport, tentatively and with little enthusiasm. Many blind people were hurt by the failure of the first effort. That failure could have been avoided if a person with the proper collection of data and the proper overview could have directed this corporation's efforts into sponsoring beneficial projects that could have helped EVERYBODY! Good programs should be publicized and supported. I believe the TCA can help in this regard very effectively .

As I said, things are not as they first appear with the blind and tandems. I do not know why it is so, but it is a fact that there is a "blind subculture," in the US. This means that most organized blind groups and social clubs, any group

that is readily available, has certain characteristics. Among these is a high degree of dependence on others, a lack of initiative or follow through, and a lack of responsibility. In other word, it is a paternal system whereby volunteers respond to the blind like caretakers. The groups often show no discipline and take no responsibility. For example, the current San Diego program that was mentioned in the January-February issue of Doubletalk had a predecessor . In that previous program volunteers came out in force, took people on rides, obtained tandems, picked people up, delivered them to their houses, all in a caretaker's role. The program fell apart because the volunteers burned out, the tandems were sold or given away, and now a new group is back putting things back together again. That same pattern of high energy enthusiasm, tailing off into nothing with tandems going to who knows where has occurred in Pennsylvania, Wisconsin, Ohio, and even in Singapore.

A program can be resurrected or started, and it can succeed if, IF, the volunteers DEMAND that the blind take responsibility. Remember, these blind groups have grown to expect that things will be done for them. Also, society showers these groups with money for nothing, other than the fact that they are blind, so nothing is expected of them, and much is given to them. I believe that individuals from these groups will respond to the challenge, which means that the total numbers may be reduced, but the desire to participate, and the benefits you receive from participating, will be well rewarded by those who accept their responsibility.

For example, I found several tandems rusting in Singapore, abandoned by a previous groups' efforts to give blind people bike rides. By interesting a group of blind people in tandem racing, this group did a lot of work, accepted the responsibility, and returned these and other tandems to a good operating condition. And Singapore sent four racing teams to the 1987 Tandem Tour de France. The point I'm making here is that when the blind get involved, the program has a good chance of succeeding. If they were only receiving rides, this program would fail, too.



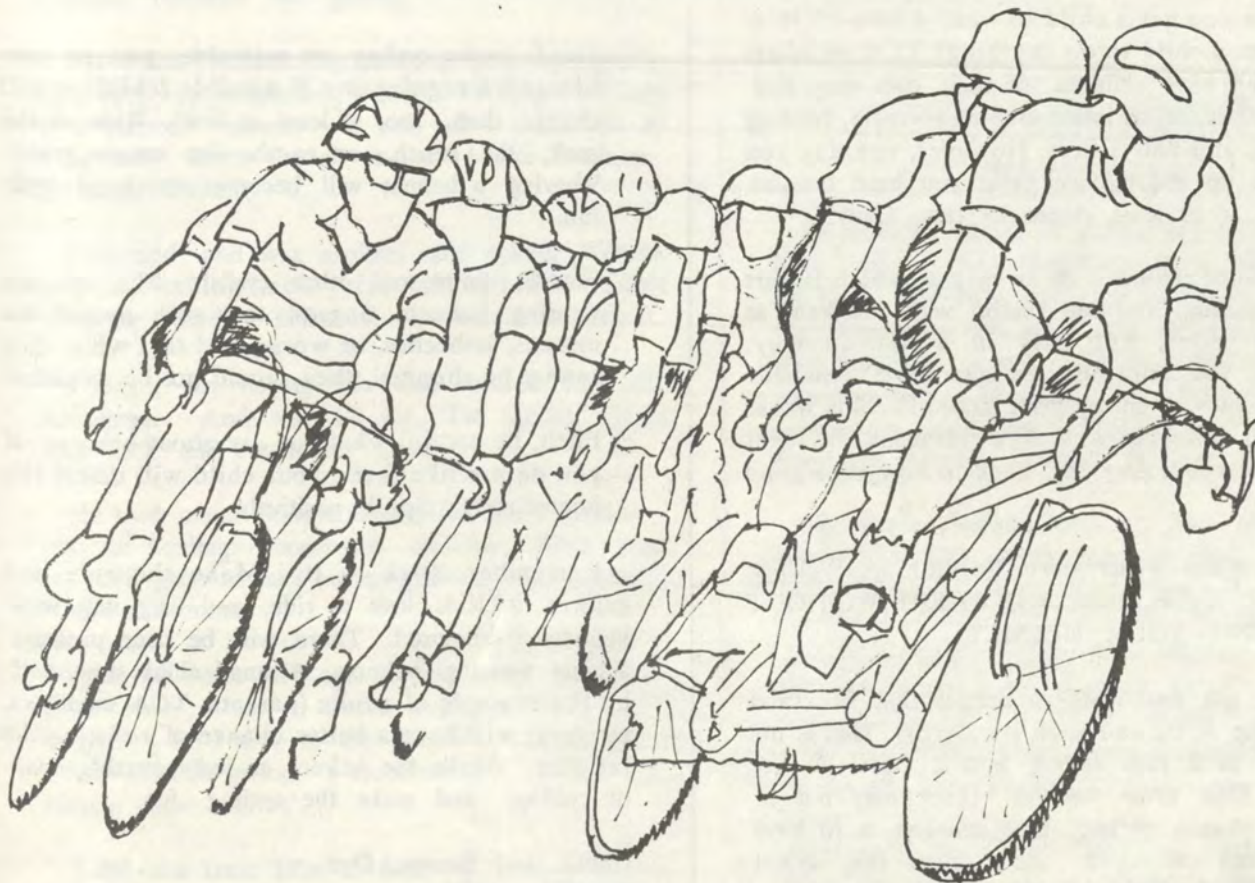
TCA can help the blind best by serving as a central point for collecting all the information in one place, and by concentrating on reaching individual blind riders already stoking tandems. Generally these people are not members of any blind groups, so they find each other only by "hit or miss" through the USCF, UMCA, TCA, press, or TV. By collecting and dispersing information systematically, this process of finding these people can be greatly accelerated. Also, some current programs show much promise, and TCA members should be very successful in working with these programs and trying to emulate the positive experiences in their own local projects.

The blind in Europe have taken to tandeming like a duck takes to water. I do not know all the reasons, but contribution factors are the involvement of the blind in the normal clubs, and the direct involvement of the blind in organizing events. In other words, these projects are



succeeding because the blind are doing hands-on work.

How successful are these European efforts? Ten German and one Dutch tandem teams came to San Francisco for the World Corporate Games last fall. There is a pool of European blind tandem racers eager to come to the US. Just give them a reason. French blind tandemists have ridden in Canada, and they want to come here, too. This is another resource that we can draw upon. I have used the Tandem Tour de France, which was created by the French blind tandemists, to good effect, although the sport did not transplant easily to the blind in the US. To date a number of people have worked hard over the last several years and, so far, have little to show for it. In Europe, blind tandemists have seen the sport evolve to the point where tandems, with blind stokers, can race in the Tour de France, Henning Tower, the Tour of Belgium, or at any club race on just about any weekend



Sketch from '88 Burley Duet Cycling Classic



from March to October in France, Belgium, Holland, Germany, Switzerland, Spain, and England. The starting grids are usually limited to 30 teams for the weekend events, and to 80 teams for the major races. One can certainly hypothesize that the demand is here in the US, too, although results to date don't indicate it.

There are several good non-racing programs in the US, which successfully involve the blind in tandeming. A group in Houston and another in South Carolina have programs in place that are quite good. Bemidji State University (in MN) offers summer programs for blind stokers. The International Bicycle Tours have led tours just for blind stokers. Another group, A Bicycle Built for One World, has started in San Francisco with a political goal of bicycling with the blind through



the Soviet Union in an event designed to promote friendship and world peace. This latter group is preparing manuals, a newsletter, and long and short rides originating in the Bay area. Many of these groups have been featured in Doubletalk in the past, and we would like to see more articles and features about these and others in the future.

Involving the blind in tandeming is a fantastic idea with tremendous results for everyone, but it is not as easy as it first may seem. I will personally help in any way that I can, because I know what tandeming has meant to me as a blind person, and I want to share these benefits with others.

Ray Patterson
1427 Gamble Lane
Escondido, CA 92025



CHILDREN AND HELMETS

How do you get a child to wear a helmet? How do you get a child to do anything? TCA members who do not have children of their own may find this subject about as interesting as formula, feeding schedules, and babysitters. However, one day you may wake up and discover that you have become a parent, so at least glance at this. Okay?

You cannot reason with an infant, which is part of their charm. You can reason with children as they get older, but only in a limited way. Therefore you must use the alternative method. You must show them by your example. This works with other things as well, like riding on the right side of the road. Anyway, back to how to be a good example:

First, wear your own helmet. ALWAYS, NEVER, EVER RIDE ANYWHERE WITHOUT WEARING YOUR HELMET.

Second, get your child a helmet that fits (and meets the ANSI and Snell standards). This is not as easy as it may sound, and it certainly not cheap. Kids grow fast. A helmet may not fit after a season or two. One solution is to have more than one child, and to pass the helmet down. This solution is even more expensive.

Third, make cycling an enjoyable part of your life and a regular one if possible (children will change that, too, at least at first). Ride to the park, the beach, or to the ice cream stand. Wearing a helmet will become associated with fun.

Fourth, point out other cyclists who are not wearing helmets. Suggest that such people are morons, imbeciles, or worse, and that while they cannot be shunned, they should not be emulated.

Fifth, be careful what you say about helmets. If you do not like them, your child will detect this immediately. Speak positively.

Remember, stick to it. Make the rule and enforce it. Kids love to ride, and they will wear helmets if required. There will be peer pressure against wearing helmets. A small child supported by the example of adults (parents, TCA members, etcetera) will have a better chance of resisting the pressure. Make the helmet an indispensable part of cycling, and make the cycling fun.

Chuck and Bonnie Dye
Rochester, NY



GOD AS MY STOKER

At first I saw God as my observer, my judge, keeping track of the things I did wrong, so as to know whether I merited heaven or hell when I die. He was out there, sort of--like the President. I recognized His picture when I saw it, but I didn't really know Him.

But later on, when I recognized my Higher Power, it seemed as though life was rather like a bike ride; but it was a tandem bike, and I noticed that God was in the back, helping me pedal.

I don't know just when it was that He suggested that we change places, but life has not been the same since, life with my Higher Power, that is. God makes life exciting!

When I had control, I knew the way. It was rather boring, but predictable. It was the shortest distance between two points.

But when He took the lead, He knew delightful long cuts--up mountains, through rocky places, and at breakneck speeds. It was all I could do to hang on!!! Even though it looked like madness, He said, "Pedal!"

I worried and was anxious and asked, "Where are you taking me?" He laughed and didn't answer...and I started to learn to trust.

I forgot my boring life and entered into the adventure. And when I'd say, "I'm scared," He'd lean back and touch my hand.

He took me to people with gifts that I needed--gifts of healing, acceptance and joy. They gave me their gifts to take on my journey, our journey, God's and mine.

And we were off again. He said, "Give the gifts away; they're extra baggage...too much weight." So I did, to the people we met, and I found that in giving, I received...and STILL our burden was LIGHT.

I did not trust Him at first, in control of my life. I thought He'd wreck it, but He knows bike

secrets--knows how to make it bend to take sharp corners, jump to clear high rocks, fly to shorten scary passages.

And I'm learning to shut up and pedal in the strangest places; and I'm beginning to enjoy the view and the cool breeze on my face...with my delightful constant companion, my Higher Power.

And when I'm sure I just can't do any more, He just smiles, and says..."Pedal.."

--Author Unknown

Submitted by Brad & Aven Miter
Dayton, OH

HONEYMOON ON A TANDEM

Since 1983, Marti Verkuilen and Charlie Tiebout have been cycling together on a "Counterpoint" tandem. Last July they flew to Minneapolis where they started a two week trip to tour the midwest and get married. They tandemmed from Minneapolis to Madison, WI, where the marriage celebration was held. Madison was the halfway point for Marti's midwest relatives.

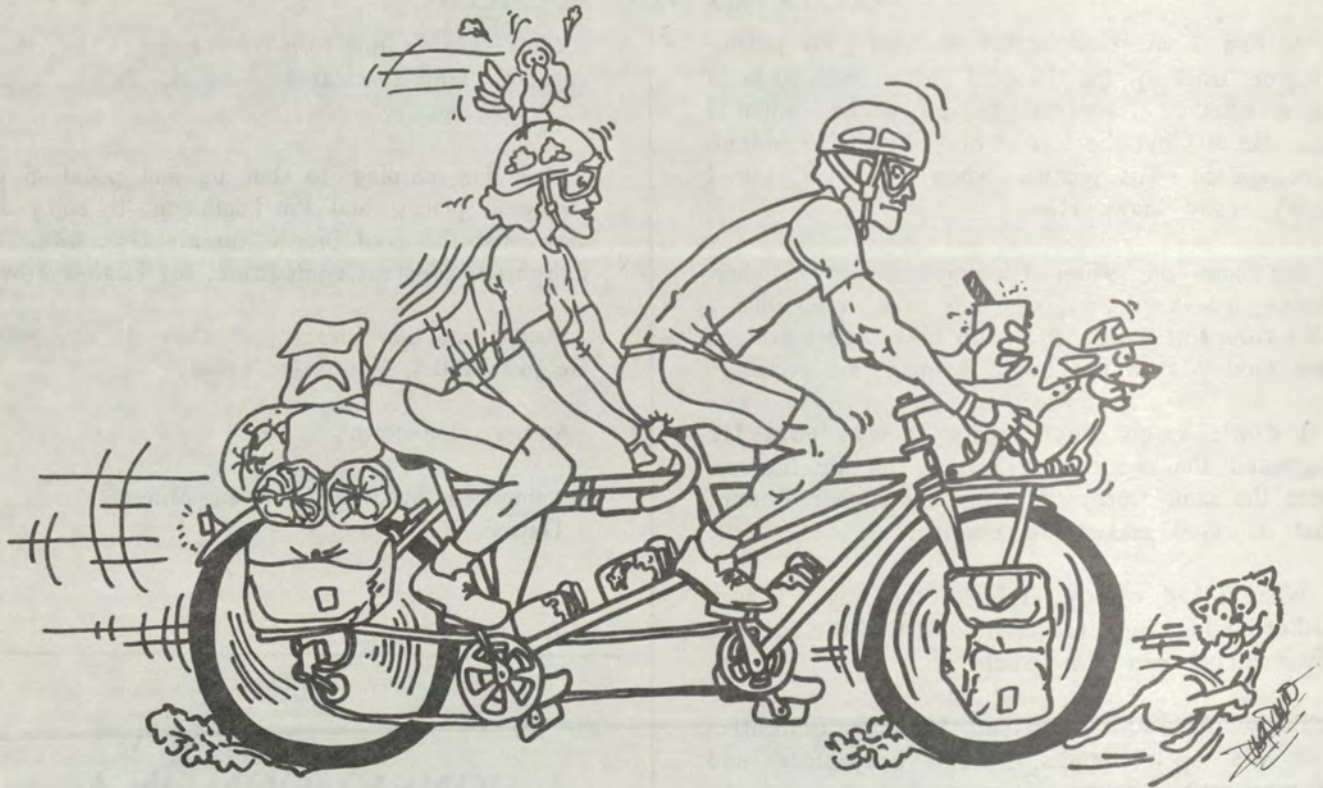
No matter where they go they make a scene because of the strangeness of their tandem, an OPUS III by Counterpoint. Marti sits in front over the front wheel. Charlie rides behind her in an upright position. "We had planned the trip to Wisconsin before we decided to get married and said why not do it in the middle of the trip?" After the wedding they happily completed their tour in eastern WI and IL.

Excerpted from THE CAPITAL TIMES, Madison, WI, as reported in the Women's Cycling News, Winter '87-'88

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TANDEM CALENDAR '89

May 7, 1989. **TCTC' 8th Annual Deli Ride.** St. Paul, MN, and north. Sara & Doug Laird, 5232 Edenmoor Street, Edina, MN 55436. ph: (612)-925-5185

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 Wheel\$ 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 11, 1989. **TCTC Dairy Queen Ride.** Minneapolis and South. Sara & Doug Laird, 5232 Edenmoor Street, Edina, MN 55436. ph: (612)-925-5185.

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 25-29, 1989. **Historic Civil War Towns and Battlefields' Tandem's Only LAW Pre-Tour.** Limited to 24 tandem teams. Originating in Pikesville, MD, just north of Baltimore, we will cycle to Harpers Ferry, WV, Thurmont, MD (by way of Antietam Battlefield), Gettysburg, PA, and then return to Pikesville. The first day is 75 or 50 miles of cycling, other days will not exceed 50. We will be able to van a limited number of tandems to a satellite start. This is a self-guided tour with maps & sag wagon. Lodging will be motels, and the sag will carry a limited amount of luggage. Tour begins and ends with a group dinner at Al & Ruth Schaffers' house. Registration fee is \$65.00/tandem (motels and most meals are extra). Send a #10 SASE to Al & Ruth Schaffer, 3212 Midfield Road, Baltimore, MD 21208. Ph: (301)-484-0306.



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 15-16, 1989. **Tennessee Tandem Weekend.** Ya'll come and pedal the foothills, hollars, and valleys of East Tennessee. Ken and Vickie Adams will host a weekend in Dandridge, TN. We promise beautiful scenery, quaint towns, and fast downhill. Fee is only \$15.00 per tandem. That includes maps, cue sheets, and snacks for Saturday's rides. A variety of rides are being offered, from 15 miles to 60 miles. Registration forms, schedule of events, and more information is yours for a SASE to Ken & Vickie Adams, Rt. 3, Box 8, Main Street, Dandridge, TN 37725. ph: (615)-397-9694.

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 22, 1989. **TCTC Maple Grove Ride.** Maple Grove, MN. Sara & Doug Laird, 5232 Edenmoor Street, Edina, MN 55436. ph: (612)-925-5185.

July 28-30, 1989. **CAT'S/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 blind 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.

August 12, 1989. **TCTC' Northfield Ride.** Northfield, MN. Sara & Doug Laird, 5232 Edenmoor Street, Edina, MN 55436. ph: (612)-925-5185.

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.

September 17, 1989. **TCTC' Hastings Ride.** Hastings, MN. Sara & Doug Laird, 5232 Edenmoor Street, Edina, MN 55436. ph: (612)-925-5185.

October 7, 1989. **TCTC 4th Annual Chili Ride.** Woodbury, MN. Sara & Doug Laird, 5232 Edenmoor Street, Edina, MN 55436. ph: (612)-925-5185.

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!

Best yet, the listing is free!

Please limit your TCA Calendar listings to TANDEM-specific events, or tours/races with tandem classes. Thanks.--the Editors





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

- 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

Race dates are likely to change without notice. Up-dated schedules will be printed in each issue.



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

PEDAL POWER, INC. One of Georgia's only tandem dealers. We sell parts, accessories, and complete tandems. 5295-V Highway 78, STONE MOUNTAIN, GA 30087. Ph: (404)-498-BIKE. 05/90

I. M. MOTION BICYCLES. See/test ride the Burley "Duet" Tandem. 64 Dorman Avenue, San Francisco, CA 94124. Glen Quan, Proprietor. Ph: (415)-648-1985. 05/90

.....
 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: 1960 Schwinn Paramount track tandem. 24x24. White, with original decals and equipment. This bike is featured on page 214 of the new book "Hearts of Lions." Looks the same. Never raced and rarely ridden. Stored as a collectible in a garage for many years. Absolutely mint. Asking \$1800 OBO. Charles Walker, 1300 Riverside Avenue, Boulder, CO 80302. ph: (303)-442-1442. 07/89

FOR SALE: Fully Fillet-brazed "Plidies" 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

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: (714)-777-5780. 07/89

FOR SALE: LeJeune tandem. 21.5x20; green; many braze-ons; Blackburn racks; fenders, Brooks saddles; TA tripple, Phil Wood rear, 48-spoke, drum brake hub; cantilevers; 50 miles since purchased - partner died. Tandem is ideal for family or disabled

cyclist, or one interested in touring. ph: (605)-697-7605 or write TANDEM, 1117 First Street, Brookings, SD 57006 07/89

FOR SALE: Blue Santana Sovereign tandem. 23.5x22.5, Phil Wood hubs & BB, Cateye Solar Cyclo-computer, new chain rings, chain, & freewheel. Very good condition. \$1700. Jay M. Thome, 256 South Spruce Street, Elizabethtown, PA 17022. ph: (717)-367-5656 (h) or (717)-367-1580. 07/89

FOR SALE: TOURING TANDEM BICYCLE. Santana Arrive, 24.25x22, measured center to top. Red. Only 2 years old with 500 miles. Accessories include Grab-Ons, pump, 2 water bottles with carriers and rear pannier rack. Excellent condition. \$1540.00 firm. Bike may be seen at TOSRV or at the Eastern Tandem Rally (if not sold first). Peter Wilshusen, 4601 Oxford Road, Harrisburg, PA 17109. Ph: (717)-545-8367 (evenings). 07/89

FOR SALE: MIGUEL Tandem. Small & light. 19.5x19.5. Shimano 600 cranks, derailleurs, shifters. DiaCompe brakes, levers, stem. Specialized headset. Suzue 36x hubs & Araya 27x1.25 rims. \$500 OBO. ph: (213)-988-2193. 07/89

FOR SALE: Nearly new Fisher tandem. Off-road or on-road; just switch wheels. Hand-crafted, fillet-brazed, 20"x18". Red, yellow, and black Imron fade paint. Roomy stoker position.



Shimano DeOre XT components. Two sets of Aray RM-20 hard anodized wheels, DT spokes. One set with knobbies, one set with slicks. Rack, pump, and more. Choice of straight or drop bars. Originally \$3,100. Now asking \$2400. Bob Converse (404)-974-8497 or Ray Converse (404)-971-1250 eve., (404)-633-6911 days. 07/89

FOR SALE: NIKE CC-X Cleated shoes. Size 8 1/2. Like new, hardly worn. \$55.00 OBO. Scott Hoffman, 21-B Welsh Drive, Lancaster, PA 17601. Ph: (717)-295-7546 after 6:00 p.m. EDT. 07/89

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 _____

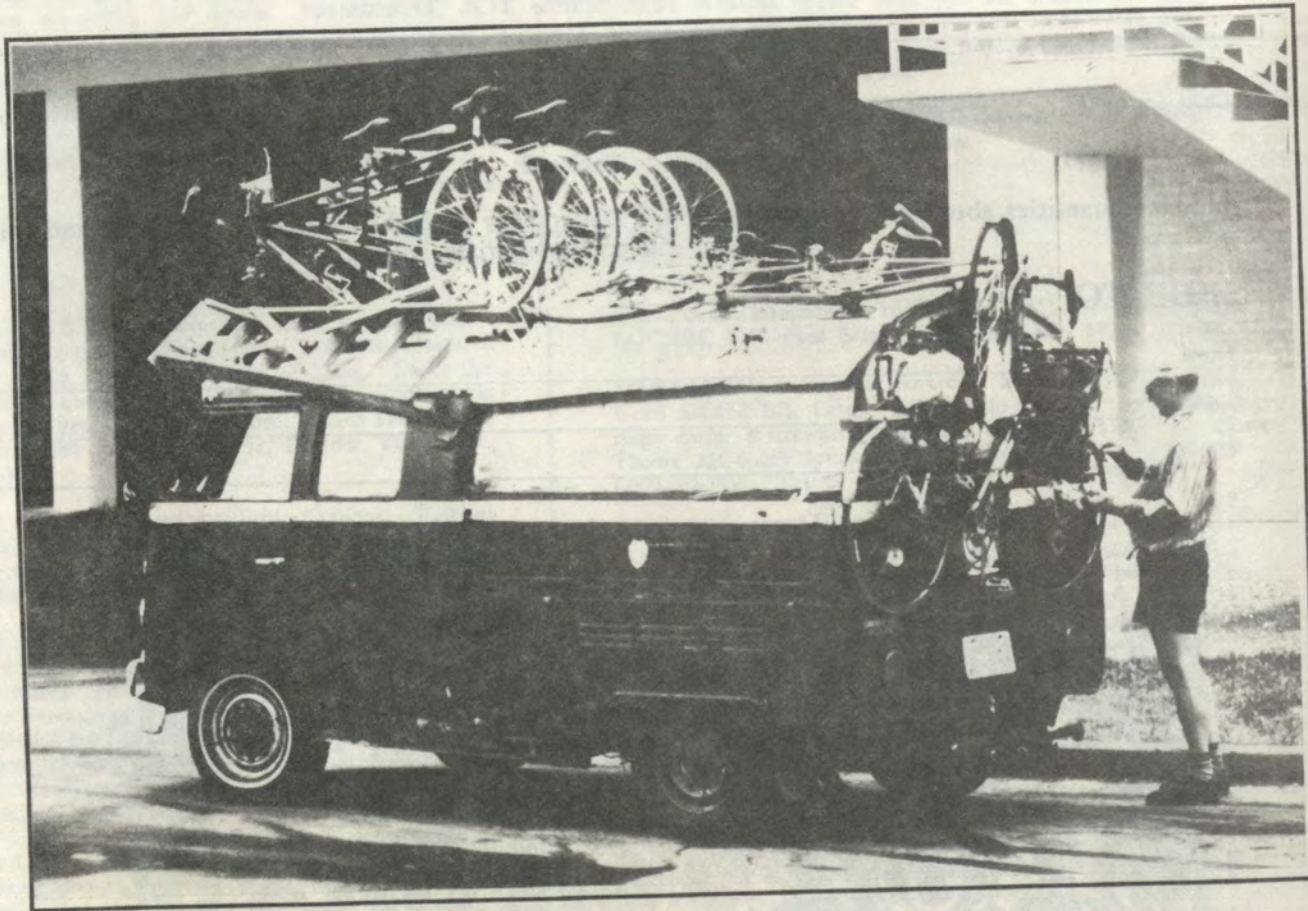
City _____

State _____ Zip _____

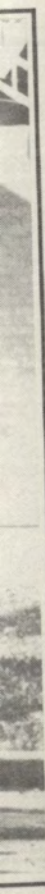
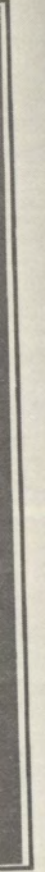


TANDEM CLUB OF AMERICA
AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS

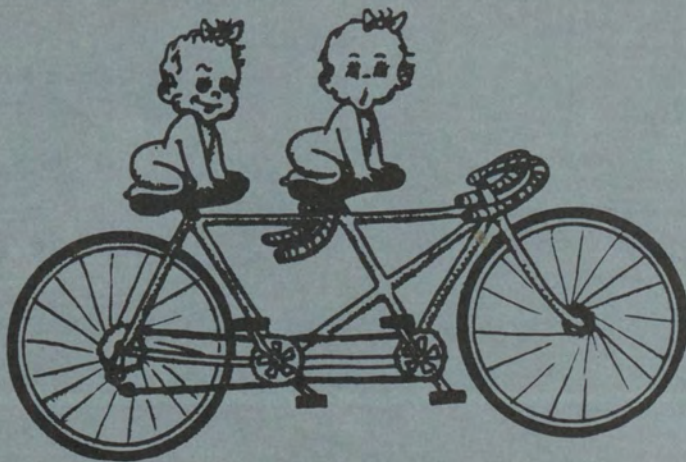
THE LAST PAGE



Send DOUBLETALK articles to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430



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? _____