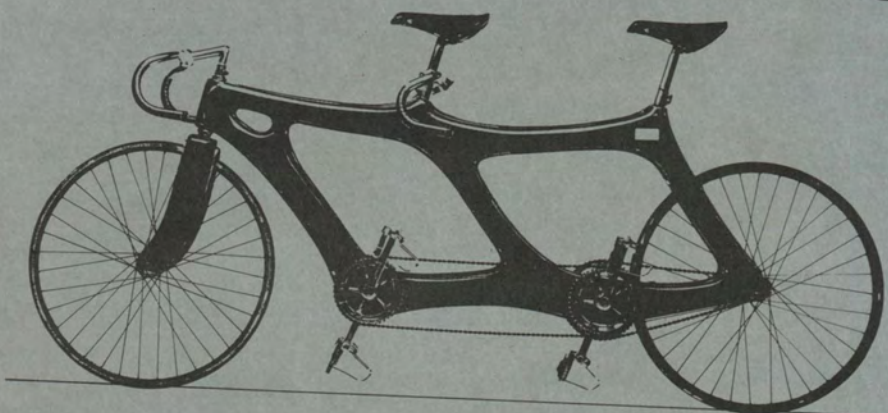


TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

DOUBLETALK



JULY-AUGUST, 1989

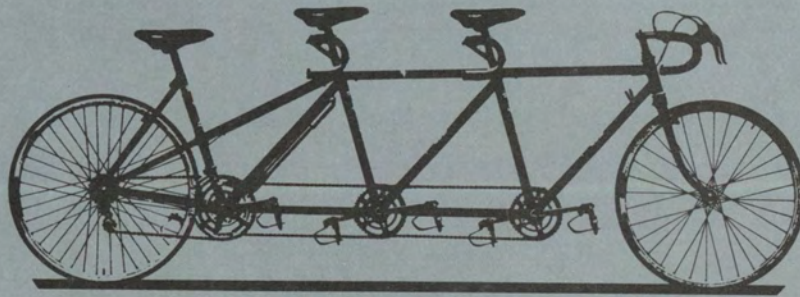
DoubleTalk
the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
2220 Vanessa Drive
Birmingham, AL 35242-4430

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

Address Correction Requested

1 ISSUES REMAINING
John Springfield
37 Parker Street
Newton Center, MA 02159

THIRD CLASS MAIL



*This is
YOUR
Newsletter.*

*It is
as good
as YOU
make
it!*

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

DOUBLE TALK

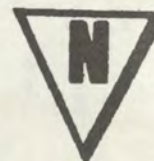
Copyright © 1989 TANDEM CLUB OF AMERICA

Editor Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430 (205)-991-5519
Secretary Laura Mappin, P.O. Box 83, Palo Alto, CA 94302 (415)-494-7769
Treasurer Malcolm & Jean Smith, 11010 Jamison Road, East Aurora, NY 14052 (716)-652-4765
Graphic Designer Steve Reker, 1636 Christy Court, St. Charles, MO 63303 (314)-928-7109..

AREA REPRESENTATIVES



- California, Hawaii, Arizona, New Mexico, Nevada, Utah, Colorado
Bob Philpott & Robin Smith, 870 Collier Drive, San Leandro, CA 94577 (415)-357-6339
- Washington, Oregon, Alaska, Idaho, Montana, Wyoming
Chuck & Nancy Meitle, 1505 NW Grant, Corvallis, OR 97330 (503)-753-0304
- Iowa, Nebraska, South Dakota, North Dakota, Minnesota
Bruce & Becky Perry, 2652 W. 34th St., Davenport, IA 52806
- Missouri, Kansas, Oklahoma, Texas, Louisiana, Arkansas
Steve & Karolyn Reker, 1636 Christy Court, St. Charles, MO 63303 (314)-928-7109
- Michigan, Wisconsin
Robert & Toni Dickieson, 33843 Sleepy Hollow, Livonia, MI 48150 (313)-427-5876
- Kentucky, Ohio, Indiana, Illinois
Jay & Linda Hardcastle, 6645 Echo Lane, Indianapolis, IN 46278 (317)-290-0104
- Florida, Georgia, South Carolina, North Carolina, Tennessee, Alabama, Mississippi
Dick Bograd, 35229 State 54W, Zephyrhills, FL 33541-1941 (813)-783-6699
- Virginia, Maryland, West Virginia, District of Columbia, Delaware
Willa & Bob Friedman, 5514 Callander Drive, Springfield, VA 22151 (703)-978-7937
- New Jersey, New York, Pennsylvania
John & Pam Ruggini, 4 Victoria Street, Raritan, NJ 08869 (201)-526-7631
- Massachusetts, Connecticut, Rhode Island
Peter & Tracy Carne, 668 Barry Street, Feeding Hills, MA 01030 (413)-789-1169
- New Hampshire, Vermont, Maine
Bob & Linda Harvey, 16 Clinton Street, Salem, NH 03079 (603)-898-5285
- British Columbia, Alberta, Saskatchewan, Manitoba, Yukon, Northwest Territories
Paul & Margie Schoepp, 48 Edgehill Drive NW, Calgary, AB T3A 2S1 (403)-239-4153
- Ontario, Quebec, New Brunswick, Nova Scotia, Newfoundland, Prince Edward Island
Doug & Debbie Crosby, 554 Forestwood Cresc., Burlington, ONT L7L 4K3 (416)-639-0910



DEADLINE FOR THE SEPTEMBER-OCTOBER, 1989,
DOUBLETALK IS AUGUST 1, 1989

FROM THE EDITOR

Whew! It's been a busy two months since the last issue! Our new tandem finally arrived, and I finally found the time to assemble it and get it on the road. Moving into a new house, trying to get a yard started -- we must have bought the only lot with no trees in the whole subdivision -- and getting all the shelves in place takes more time than we'd anticipated. Anyway, we will be at several rallies, so look for us at Salisbury, MD, for the L.A.W. National Rally, then later in July catch us in Elizabethtown, PA, at the Eastern Tandem Rally, and, of course, we'll be in Cleveland for MTR'89 and in central GA for STR'89.

How many TCA members made it up to TOSRV, Ohio's Tour of the Scioto River Valley? After an eleven-year absence, I returned to this fine ride and joined the 6500+ riders making the annual trek from Columbus to Portsmouth and back. Saturday morning, May 11, was wet, cold, rainy, and the wind was out of the South. It was terrific! No, Susan didn't join me (I think she has something called good sense), but I was on a tandem. I stoked for Jay Hardcastle, TCA Representative from Indianapolis for most of the two days. I must say it was quite an experience, but I had a ball. I hope Jay did, too. I am more convinced than ever that stokers have the best seat on the bike. I also saw what must have been 150-200 tandems. While TOSRV is not billed as a tandem rally, it may be the largest two-day gathering of tandems in the US.

Early in June Susan & I received some information from Betsy Wolfston from the Burley Design Cooperative about a pair of t-shirts they are producing. The t-shirts look terrific. The design on the captain's shirt is a picture of the front half of a Burley Duet tandem. The stoker has the rest of the tandem on her shirt. They're available only as pairs. For more information on these, contact Betsy @ (503)-687-1644.

Did you know the Tandem Club of American is affiliated with the League of American Wheelmen? Whether you agree with everything that's happened over the years with the L.A.W., the League is the only national organization that is looking out for cyclists' rights on the roads. We're publishing two letters this time that illustrate how cyclists can come up short. The League is interested in these types of incidents, and perhaps you should contact the League directly. If you do, please be sure to let the Tandem Club know so that we can keep the whole membership informed of what's happening.

We'd like to hear what you are doing this year. Drop us a letter and tell us what you've been up to. Or write us an article. Send us some sketches. Include a picture or two. Tell us about the rallies you've attended, what you liked and don't like. Talk to us! We need to hear from you, especially you new members. What questions do you have? What information can you share with other members? There are only a few simple rules to follow: (1) It must pertain to tandems, (2) It must be legible -- but it can be written in crayon on butcher paper if necessary, (3) It must be mailed to us -- leaving it on your desk doesn't help us at all! We try to use everything that comes our way, but sometimes it becomes necessary to hold an article or two, so don't despair if it doesn't appear in the next issue.

It's time to close out another issue and get it to the printer. Be careful, and may you all find only Downhills & Tailwinds.

See you on the road!



LETTERS TO DOUBLETALK

Dear Doubletalk,

From time to time I read things that really disturb me. The enclosed article is one of these stories. (Ed: Bobbie enclosed a reprint of an article from the Ultra Marathon Cycling Association's newsletter detailing an incident where a RAAM qualifier was harrassed during the RAAM Open West in '88. The rider, Alan McDonald, was hit by a full can of beer thrown by a passing motorist. Although the incident was witnessed by three members of McDonald's support crew -- who also had full cans of beer thrown at their vehicle -- and the tag number was noted, the local sheriff of the community, Strawberry, AZ, refused to take McDonald seriously, even after the offending vehicle and occupants were found and confronted. The sheriff even suggested that it was in McDonald's best interest to climb into the support vehicle and drive to the next town, 20 miles away, before resuming cycling.)

I thought that other cyclists might be interested when concerns of safety of all cyclists are involved.

My husband and I ride a tandem and have experienced a lot of "near hits" from motorhomes, motorcycles, and cars. It seems like it may be time for us to lobby for some kind of protection for cyclists. I know bicyclists have the same rights and responsibilities as do the drivers of other vehicles, but the question is "How many people who drive only motorized vehicles (or for that matter, who drive bicycles) realize that a bicyclists the same rights as a motorist?"

If nothing else, I'd like to say "Let's try to be safe!"

Regards,
Bobbie Patterson
Escondido, CA

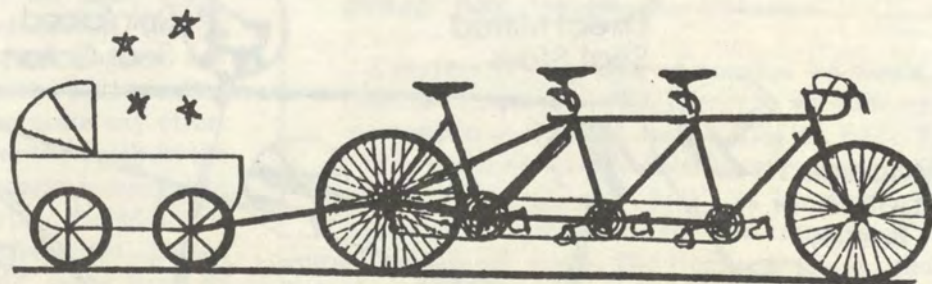
Dear Doubletalk,

We received our new triplet on our Anniversary to allow our then-existing one child family to cycle together. Our newest addition arrived shortly thereafter. To announce Sarah Anne's arrival, we made the following birth announcement. We'd like to share it with you. Note that the logo is "borrowed" from the inside front cover of Doubletalk, and modified appropriately.

Best regards,
Don & Donna Huebner
4030 W. Red Rock Drive
Larkspur, CO 80118

Dear Doubletalk,

We would like to publicize an upcoming tandem trip through Austria and Germany. It's a two week tour planned to leave on the evening of August 10, 1990, and returning on August 26. Locally, two other teams have shown an interest in joining us, and we would like to extend a welcome to another six couples.



A NEW CYCLIST !



Tentative plans call for a flight from Boston to Munich where we will rent a van to serve as our luggage shuttle for the duration. Driving will be shared by all on the tour. The van will be used to move the boxed tandems to a gasthof approximately a dozen miles from the airport where we can reassemble our tandems and store the boxes. We will ride from there, spending more than half our trip in the Tyrolean Alps.

Generally we will head south toward Innsbruck, then northeast toward Linz, where we pick up the Danube and follow it west. Then it's southwest back to Munich. Points of interest include the Krimmler Waterfall, the resort of Zell am See (with lunch in a castle), Berchtesgaden (Hitler's Eagle Nest hideaway), and the salt mines of Salzburg.

This trip is similar to one in which we participated two years ago. As was that trip, this one is organized by Bud Zahn, a member of our local club. Bud has been sponsoring Austrian trips through the Granite State Wheelmen for the past several years. He has delighted past participants by

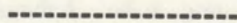


managing to find out-of-the-way places to stay where few Americans are likely to be seen. Daily mileage should be about 50, with three layover days.

We will require some sort of commitment by the end of 1989 from anyone wishing to join us. As for the cost, the price of Bud's 1989 October trip is pegged at approximately \$1700 per person. This includes all transportation, lodging, and meals. The time shift from October to August and future value of the dollar will have an obvious impact on our 1990 trip.

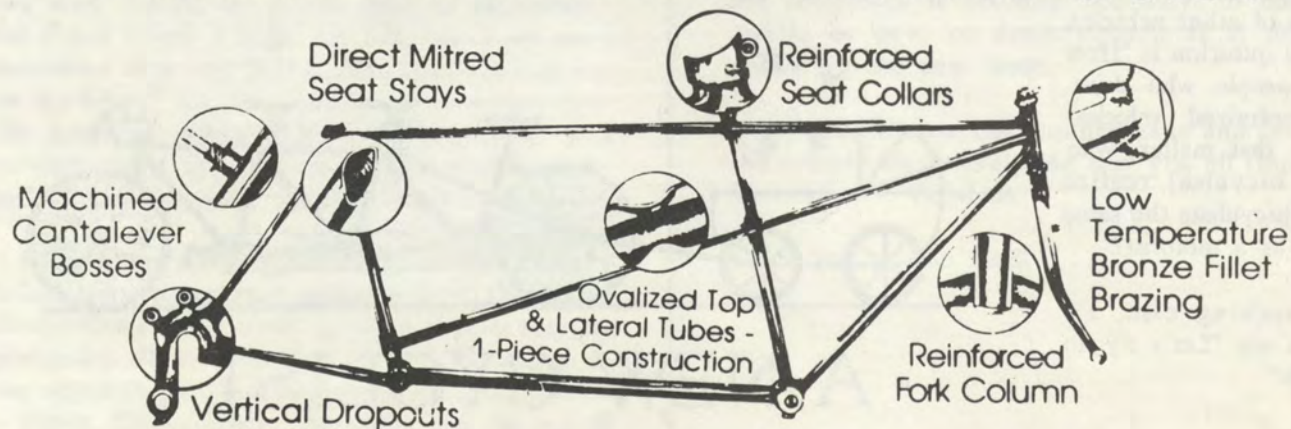
Anyone interested should contact us for the proposed itinerary. Our telephone number is (603)-898-5285.

Sincerely,
Linda & Bob Harvey
16 Clinton Street
Salem, NH 03079-2052



STERLING

COMPARE OUR ANATOMY



Sterling Tandems - Luxury You Can Afford

Sterling Cycle Co. • 115 Carson St., Phila. Pa. 19127 • 215-487-1063



Dear Doubletalk,

Marjorie, my wife of 47 years, and I will be driving to the East Coast this fall after taking in the IHPV (International Human-Powered Vehicle Association) doings in Adrian, MI this mid-September. We are both products of the West Coast, and have no experience at all traveling east of Amarillo, TX, and Denver, CO. In fact, in Eugene, OR, Albuquerque is "Back East", so we feel at a real loss in planning our trip. We have nearly unlimited time, and money is no real problem. However, we we are warm weather people, and are committed to going south to our winter home in Mexico about mid-November. Thus we have available 30 to 50 days to see the whole East Coast.

Realizing that this is too big an order, we need help in limiting ourselves to those things and places most important and most interesting. Our interests do not run to cities and their sights, thus we expect to avoid most of them, with the exception of Washington, DC, where we will spend some days as I especially want to see the Smithsonian. Generally our route will be from MI to VT, then south along the Atlantic coast to Morehead City, SC, where we will head west back to AZ on a fairly direct line.

Ideally we would stay 3 or 4 days in each of ten locales, where we could use our tandem every day in connection with seeing the sights, or at least where we would be able to get in our daily 15-25 mile ride, or where we could make a 3-4 day bike trip around an area of interest (this is probably especially true of the New England fall color area). We are very experienced bike tourists; however, on this trip we will not make any effort to be self-contained as it involves too much in the way of logistics, and we find, except in very rare situations, we no longer enjoy either the additional load, nor the less than comfortable bed. So we seek day trips from an established motel base, or tours where we will encounter a motel/hotel every 50-60 miles.

We do not seek housing or hospitality. However, we would enjoy some personal contact, as these friendships often remain the most remembered



event of a journey . It occurs to us that some of you just may have some special place, trip, or information which you would share with us as we plan our trip. We would consider such information invaluable and it would generate our everlasting appreciation.

Sam & Marjorie Cox
P.O. Box 1476
Tubac, AZ 85645

Dear Doubletalk,

My girlfriend, Karen, and I recently moved to Tucson. We are within easy cycling distance of the Saguaro National Monument, which offers a 9-mile roller-coaster loop, a challenging uphill, and a thrilling descent. It makes an enjoyable after work ramble.

The National Park Service charges \$3.00/car and \$1.00/pedestrian or cyclist to enter the Monument. They also offer "The Golden Eagle Passport" for \$25.00 which "...will admit the permittee and any accompany persons in a single, private, non-commercial vehicle...to any designated entrance fee area of the National Park System..." Well, that all sounds pretty straight forward. I purchased a Golden Eagle Pass when I was at the Grand Canyon in March, figuring that, not only could I use it for other National Parks as I travel around, but that it also would come in handy on our evening rides through the Monument.

I wondered what kind of reaction we would get from the entrance station ranger as we rode up on our tandem and pulled out our Golden Eagle Pass. I expected a chuckle. I didn't expect a hassle. The gate attendant refused to let us in on the Pass. First I could not believe she was serious and then I began to get angry. The Ranger explained that if my girlfriend and I were married there would have been no problem. She went on to say that the Pass allowed me to get in for free, but that an additional dollar was required for my other half. A Golden Eagle Pass will allow a driver and everybody he can stuff in his car, related or not, to get into a National Park. It will also allow a



motorcyclist and passenger admittance. But it will not allow a tandem and passengers to enter!!

The whole thing didn't make any sense to me. I asked to speak to a supervisor . He explained that the Park Service does not recognize bicycles, any bicycles, as vehicles. A pamphlet handed out that describes your rights as a pass holder confirms this with an asterisk "** A private non-commercial vehicle is defined as any passenger car, station wagon, pickup, camper truck, recreation vehicle, motorcycle, or other motor vehicle used for private recreation purposes."

What do we do now? I'm sure there must be another un-married tandem couple out there who has faced this situation. Or am I the only jerk who insists on fighting this on principle? This is not an earth-shaking issue, but it is one that could affect a lot of tандаemists. What is TCA's position? If any one has National Park Service or any U.S. government literature that recognizes bicycles as vehicles, I would appreciate a copy of it. I am trying to build a case here so if anyone can offer any information, I would like to hear it.

This could be just a local variance. Or maybe we were the victims of an entrance Ranger trying to do her job to the letter. I think the Park Service just needs to practice a little discretion and have a little sense of humor. But more than that now, I would like to have this issue officially settled and bicycles recognized as vehicles by the National Park Service.

Sincerely ,
 Joe Ruggiero
 350 North Harrison Road, Apt. 218
 Tucson, AZ 85748

Ed: Joe, the TCA has never been asked for a "position", and it would probably be hard for us to attain a consensus, as loosely organized as we are. However, I will venture a guess that most members of TCA are on your side. And as a club affiliated with the League of American Wheelmen, I can state that the LAW's position is that the bicycle is a vehicle, and it is recognized as such in all 50 states, including AZ. Perhaps the LAW's local representative, Richard Corbett (who's also a



TCA member) can help you with this case. Keep us posted.

Dear Doubletalk,

For about ten years we have been leading youth bicycle trips. Usually we have between 15 & 30 teenagers and 3 to 5 adult leaders. We always take our tandem with us, and this year there will be 2 tandems on the trip.

Two of the adult leaders are strong riders who take turns as tandem captains. We always have several very non-athletic teenagers in the group, yet since we have had the tandem along we seldom need to give anyone a ride in the sag wagon. During the week most of the kids will take a short turn as tandem stoker. If someone is really struggling, they may ride as much as 20 or 30 miles during the day as a stoker. Occasionally we have had someone with a minor illness or injury who has been able to ride as stoker for a day or two, who could not have ridden their own bike at all. Sometimes we have been able to have long talks with a troubled teenager while on the tandem, without anyone else knowing about it. In camp, it would be very obvious what was happening if we even were able to find the time to have such a talk, with all the usual duties and distractions.

Teenagers are very sensitive about failure, and a ride in the sag wagon would be viewed as a failure. However, even the best riders vie for a chance to ride on the tandem. It's very seldom that we see the tandem on the road without a stoker on these trips.

On some trips we have recruited "non-cycling" adults as our sag wagon drivers. After a turn as stoker, they sometimes decide it's more fun to ride than to drive, and we end up sharing the driving!

Rick and Carolyn Dwight
 Palmer, AK



Dear Doubletalk,

We owe much of the enjoyment of cycling to the manufacturers who make our tandems and accessories. With so many companies competing in the market place with high quality products, sales and customer service can be the key to growth and success. It is obvious that the Yakima people of Arcata, CA, are paying attention to this fact.


I was having difficulty ordering a part for my Yakima tandem rack through local bicycle shops. Within two days of placing a special order for the part, I received a telephone message from Yakima to call them. Ms. Kim St. Louis, Consumer Relations Representative from Yakima, advised me that the part I needed was not a standard production item. I immediately felt the pain of despair that comes with moments like this, but my grief was short-lived.

Ms. St. Louis put me on hold for a moment, and after rummaging through a drawer she found the part I needed. I received it just two days later, just as Ms. St. Louis promised.

I just wanted Doubletalk's readers to know that some very special people stand behind some of the products we purchase for cycling.


Sincerely,
Greg Jewell
8622 Laramie Circle
Westminster, CA 92683

HAND



CRAFTED

**IMAGINE THE
ULTIMATE**



BORTHWICK FRAMESETS, INC.
214 RAINBOW DR. MARSHALLTOWN, IOWA 50158



Dear Doubletalk,

Recently my wife and I purchased a new tandem equipped with Campagnolo Super Record components. The crankset is a 42x55 double. I live in a very hilly area of south central Indiana -- the home of the "Hilly Hundred" -- where a triple is a necessity for a tandem.

Prior to purchasing our new tandem we had been riding my father's 15-year old Paramount tandem with Campagnolo Record components and the crank was drilled, by Campagnolo, to handle a triple but only as small as a 36T. About seven years ago my father purchased a triple adapter which fit onto the Campy Record crank in the inner chainring position of a double and extended the inner range dow to accept a six-bolt small chainring, such as a 30T, making a double crankset into a triple.

So I began to search for another one of these adapters. I found this particular adapter was called the Merz triple adapter, and was made by a fella' named Jim Merz who now works for Specialized. I checked, through my neighborhood bikeshop, with almost every supplier in the country but to no avail. Most of the suppliers told us we would have to find it at a bike shop. We called nearly 15 notable bike shops. All remembered this innovative piece of serrated metal, but no one had had it in stock for several years. My last resort, outside of drilling my crank arms, is to ask the members of the TCA if anyone owns or knows where I can locate such a chainring. I'm not sure if the Merz triple adapter was available in different sizes, but the one I know of is a 42T. I'd prefer a 42T, 46T, or 48T.

Sincerely,
Charles & Linda McClary
5853 South Handy Road
Bloomington, IN 47401
(812)-824-7487



Dear Doubletalk,

I am a member of the Tandem Club (of the UK) and, having seen your advertisement in the club magazine, I am writing to you for some advice. I am in the British Army, currently on loan to the Sultan of Oman's Army in the Middle East, hence the slightly strange address!

Last year I and two other soldier rode a triplet across the States (New York - Washington - Atlanta - Memphis - New Orleans - Austin - Grand Canyon - San Diego - Los Angeles - San Francisco) and next year I am returning to the States for another trip. Next time we are going North to South, from Vancouver down to Mexico, then across to New Orleans and Florida. Hopefully this will be with the wind, rather than against it!

The bike was specially made for us by Swallow Cycles, of whom you have probably heard. It won the silver award at Cyclex '88 (the British Bicycle Exhibition) and is "state of the art," with Columbus tubing and no expense spared. I am having it re-built at the moment as, for example, the gearing was too low: the top of 55x13 was too low once we had built up momentum fully loaded with all our kit (tents, sleeping bags, etcetera) so it is being replaced by a 55x11!!

The main reason I am writing to you is for some help over our route. We plan on using the Pacific Coast Bicentennial route all the way down the West Coast. I bought an excellent booklet in California, produced by CalTrans, on the route in California, but I have not been able to get any details of the route, campsites, etcetera on the route in Oregon or Washington, even though I have written to the Oregon Department of transportation and the Washington State Department of Highways. If you could help me with this I would be most grateful.

Thanks for your help.

Major John C. F. Gamlin
HQ Southern Oman Brigade
P.O. Box 1729
CPO SEEB
Sultanate of Oman

WHO DOES WHAT

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

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

GRAPHICS DESIGNER: Artwork & graphics for DoubleTalk.

TREASURER: DUES and patches.

SECRETARY: Contact point between TCA and the outside world.

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

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

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:

May-June, 1989
March - April, 1989
January - February, 1989

March - April, 1988
January - February, 1988

September - October, 1986
May - June, 1986



ACHIEVING HARMONY ON A BICYCLE BUILT FOR TWO

My first ride on the back of a tandem was nearly my last. We were heading east toward Dumbarton Bridge in the bike lane when a car passed and turned a corner dangerously close, tires squealing. The driver had misjudged our speed, which was about 25 mph on the flat road.

Our trip went more smoothly afterwards. We rode over the bridge's wide bike lane and through the national wildlife refuge and Coyote Hills Regional Park on paths and lightly traveled frontage roads.

My friend, who owns the tandem, is looking for ride partners. He's single, so anyone will do as long as he or she is not too tall or too short to fit the bike.

To further investigate the art of tandem cycling, I joined my friend on another ride, this time to Half Moon Bay. We climbed over Highway 92 reasonably well with me on back as the "stoker." I imagined myself as a grimy, sweaty, soot-covered brute tending a ship's furnace.

It wasn't nearly that bad, though. This particular bike is cramped in the back, but at least you don't have to worry about steering. You take in the sights and enjoy the ride, praying that captain knows what he's doing.

Our tandem felt stable when descending at high speed. Some tandem riders get a thrill out of riding fast. They're usually the first finishers at the Davis Double Century. In fact, a tandem holds the

transcontinental cycling record, some 18 hours faster than the single bike record.

When I took over as captain it was a different story; we lurched forward, weaving down Highway 1. I finally gained control, but steering felt as sluggish as a bike with 200 pounds of baggage.

At the bottom of a hill with a sharp left turn followed by a hill, I didn't shift before turning and we quickly lost speed as I fished for the shift lever. It was too late, though; we teetered to a complete stop. Tandems are at the mercy of momentum.

When it came time to climb Tunitas Creek Road out of the saddle, we were like a Laurel and Hardy comedy act. So we sat down and climbed in the saddle all the way. However, for the amount of effort we put forth, the climbing speed seemed about equal to a single bike. As we climbed, I kept wondering which one of us was working harder.

Most tandems are owned by married couples, like Mike and Jean Higgins of Palo Alto. They bought a Tom Ritchey hand-built tandem in 1978, their third tandem. "We started with an inexpensive tandem to see if we'd like it," Mike said.

After years of experience they feel comfortable riding together. "We can stand and work up a hill. It's like dancing. It feels good when it works well."

Jean said she enjoys tandem riding because "I don't have to worry about keeping up constantly, and I can sightsee easier." Jean, who's 5 feet 2 inches tall, always stokes.

For other riders, the tandem's appeal is speed. On the flat, on gentle climbs, an on downhill runs the tandem has an edge over a single bike. On average, it's an 8 to 10% advantage.

Tandem riding has its own special needs, starting with the high cost of a tandem and ending with more frequent breakdowns. Wheels take a beating, as do tires and brakes. Many tandems have two sets of brakes, rim and hub.

JACK TAYLOR *makes a Good Show*

- Cycles
- Tandems
- Touring Equipment

Write for NEW Catalogue to

JACK TAYLOR CYCLES,

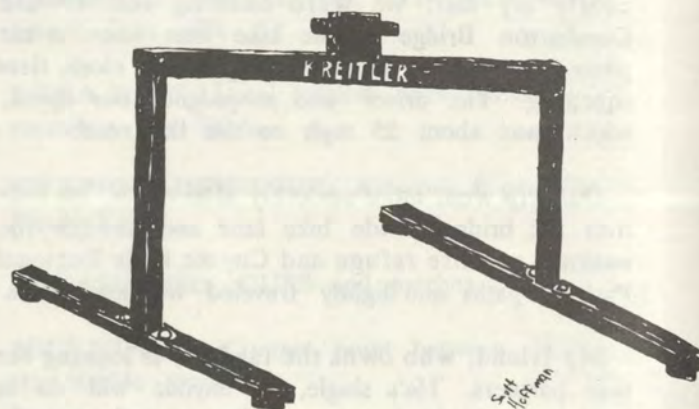
105 Church Road, Stockton-on Tees,
TS18 2LY, Cleveland County, England.
Telephone: 0642-607615



Finding a quality tandem in a bicycle shop requires shopping around; many shops don't even carry them. A hand-built tandem costs at least \$2500. Inexpensive one-speed tandems sold by department stores can be found for as low as \$500, but they're strictly for casual riding on flat ground, and they weigh a ton.

Recently mountain bike tandems have become popular. Several manufacturers are making them, starting at about \$1300.

Ray Hosler,
San Francisco Bay Area editor



MIDWEST TANDEM RALLY' 89 SPONSORED BY TANDEM OF OHIO September 1-4, 1989

Join other Tandemists in "Ohio...the Heart of it all!" for three days of bicycling, sight-seeing, feasting, and fun!

MTR'89 will be based in Willoughby, Ohio (just 20 miles east of Cleveland, near Lake Erie). The natural beauty of this area may well be the best kept secret in the nation.

We'll provide the routes, maps, tour guides, and some of the best scenery in all of the Midwest. There will even be occasional sustenance. You provide the pedal power and the joi de vivre.

MTR'89 presents a choice of several rides of varying difficulty and terrain each day. We'll have the option of a 25-mile historic-site tour to *Lawnfield*, President James A. Garfield's mansion. Also nearby is historic Kirtland Temple, home of the first Mormon Church in the U.S. Guided tours and admission fees to both sites are included in the Rally Registration fees.

The shores of Lake Erie provide the ideal climate for producing grapes of a superior quality. Therein lies the secret of many small Ohio

vintners. We'll sample the "elixir of the god" from one or many of the Ohio wineries. How many will depend on your persuasion and endurance as we do a progressive tour of several wineries. Also available will be the freshest grape juice you've ever tasted.

The charm of the lush, green countryside on a crisp September morning will make this tour as memorable as some of the hills you'll encounter. Bring your granny gear to this rally. A choice of distances and the option to do a satellite start will make MTR's rides fun for cyclists of all ages and abilities.

And for you ice cream fanatics, we're offering the Ice Cream Mania Ride. It's short, but challenging. For the compulsive spenders, we'll go by an expensive village in a quaint river valley. There's a home-made sweets shop that's too good to pass by!

For more information, call Candy/Ken Roehl (216)-291-5036; or Laura/Earle Reynolds (216)-953-1888; or Becky/Jeff Farmer (216)-234-6520. But hurry! Registrations are going fast!



THE KREITLER FORK STAND, a review

In the May-June, 1988 issue of Doubletalk we reviewed the Kreidler Tandem Roller System with the headwind unit. Since then we have met some tandemists who questioned our sanity, and who had some questions about the unit. The most prevalent questions seemed to be this: "Isn't it easy to ride off the rollers?" Well, yes and no. With practice, you can ride rollers successfully, without many problems. It does take a fair amount of work and concentration to keep it upright. You can't look at what you are doing while you are doing it.

This past fall we decided to try the Kreidler Fork Stand to make it easier to stay on the rollers. Yes, even those of us who have spent a lot of time riding rollers do, occasionally, ride off the edge every once in awhile. It is an abrupt change, that's for sure.

The first thing that strikes you about the Kreidler Fork Stand is its mass. Like most Kreidler products, the stand is probably overbuilt. This makes it great for tandems. The bike is attached to

the unit by two large hex bolts. Once attached, the bike stays attached, no matter how many "gonzo" sprints or other fun and games you try. The bike and stand does not flex. We've tried a number of "Mo and Curly" maneuvers during our evaluation, and we're pleased to report that the stand just sits there, without shaking, wobbling, or anything. It is as stable as riding on the open road.

Using a fork stand in conjunction with some tandem-length rollers is an excellent way to stay in shape. Both the captain and the stoker can exercise together and work on that off-season cadence. It doesn't matter whether it's daylight or dark, raining or snowing. The Kreidler Fork Stand, teamed with a Kreidler Tandem Roller Unit, may just be the final answer to all tandemists who live where there is winter, and who wish to stay in the same shape all winter. It's a combination that works!

Scott & Amy Hoffman
Lancaster, PA

THE BURLEY CHILD CONVERSION

Last fall, Doubletalk ran a reprint of an article from the Tandem Club (of the UK) Journal on Child Conversions for tandems. After reading it, I thought you might be interested in the Burley Conversion, which is typical of the American school of thought on fitting a tandem with a Child Stoker Crank.

The Burley Child Crank is made to be used with children between 5 and 10 years old, who are too short to reach the pedals even if the stoker seat is fully lowered. We've seen children as young as 2½ ride child stoker conversions, but we feel that 4 and 5 year old children are more aware of what's expected, and less likely to fall asleep "at the wheel". For safety, it is essential that your child is confident and capable of riding with you, and is wearing an approved helmet at all times. (For tips on accomplishing this last trick, see "Children And Helmets" in the May-June, 1989 issue of Doubletalk).

After the initial installation, the conversion may be removed or re-installed in as little as 10 minutes. Properly installed, and with a minimum of maintenance, a child conversion can give you and your child years of enjoyable cycling together.

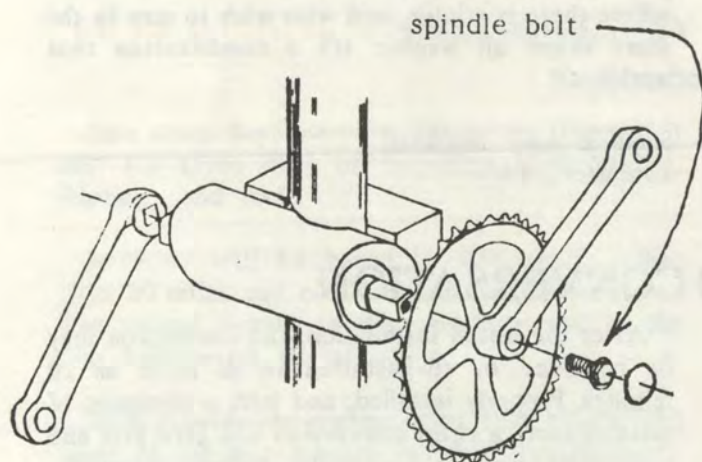
The Burley kit consists of a bottom bracket assembly, with spindle and sealed bearings, a child-crank with 5-inch arms, a chainring to be installed on the left rear crank, and the requisite number of chainring bolts and spacers to hook all the parts together. Burley's kit is designed to work with the SR cranks used on the Burley Duet, but the kit may be mounted on other brands of tandems having a 1 1/8" seat tube and a cross-over crank capable of accepting a 40-tooth chainring with a 110mm (AT-pattern) bolt circle (to match the 40t ring on the child-crank).

To install the child conversion, first install the crank arms on the spindle. Mount the bottom bracket assembly onto the rear seat tube, with the



chainring on the left (crossover) side. Raise the assembly so that the arms clear the top of the bike's rear crank arms by 1/4" minimum. The actual position will be determined by the length of the child's legs.

Add the second chainring to the rear cross-over crank, mounting one of the two rings on the inside of the spider and the other ring on the outside of the spider. It may be necessary to add an extra space between one set of rings and the spider to gain enough clearance so that the chains do not rub. We usually recommend the spacers go on the outside of the spider. If necessary, move the front cross-over chainring to the inside of the spider to insure the cross-over chain stays in proper alignment.



Child Crank mounted on rear seat tube

Align the child crank arms so that they are parallel to the bottom (standard stoker) crank arms. Install a pair of pedals on the child crank arms. As the Burley option uses a standard threaded (right-hand threads on the chain-wheel arm) crankset, it will be necessary to swap spindles with the child pedals. Be sure you use a thread-locking compound to insure the pedals don't back out during riding. Check them and re-tighten as necessary. Don't forget to remove the lower set of pedals.



Make sure the child crank is positioned so that you can adjust the saddle to the proper height for the child's leg length. Raise or lower the bottom bracket assembly as necessary. The saddle should NOT be at maximum height when properly adjusted for your child. If it is, lower the bottom bracketed assemble two or three inches and then re-adjust the saddle height. If you are unable to lower the bottom bracket far enough (remember the necessary clearance between the conversion crank and the standard crank), you probably should forgo the conversion and opt for a set of crank shorteners.

Install the chain on the child's chainring and the outside chainring on the cross-over crank. Remove links to attain the proper chainlength. Raise the bottom bracket assemble to tighten the conversion chain, carefully align the child crank arms with the standard stoker cranks. Tighten the allen bolts holding the bottom bracket assembly to the tandem, taking care not to change the alignment of the cranks. If you cannot align the child-conversion crank with the outside cross-over chainring, use the inner ring (don't forget to move the front cross-over ring back to the outside of the front crank arms to keep the cross-over rings aligned); however, using the inner ring (as shown) requires that you break the conversion connecting chain to remove the conversion cranks. This adds several minutes to the adult-to-child stoker conversion.

After installation, make sure that the inner cross-over ring is not interfering with the paint on the left chainstay. If it is, it will be necessary to move the entire stoker spindle to the left. If you are installing the option on a Burley, it may be necessary to contact your nearest authorized Burley dealer for instructions. Before riding your converted tandem with your child, make sure that you double check chain tension, chain alignment, and all other bolts. Adjust the alignment as necessary, and do a final check of the tandem.

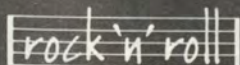
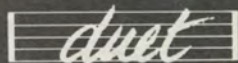
Good Luck, and happy cycling with your child.

Bruce Creps
Burley Design Cooperative
Eugene, OR 97402



Check out a **Burley Duet**

and you'll find a serious tandem at a not-so-serious price. Discover the bicycling thrill you've been missing all along!



If you're a fat-tire enthusiast, get ready to romp with the **Burley Rock'n' Roll!** This sure-footed tandem's equally at home on city streets or backroads.

REKNOWN TANDEM RACERS AND ENTHUSIASTS:



"We put over 6,000 miles on our Burley Duet last summer. We love it! It's proven to be a great tandem, equal in comfort and performance to any other tandem we've ridden."

—Lon Haldeman and Susan Notorangelo



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

Serious, USA-built tandems in 3 models starting at under \$1200.00.

Call or write for free color brochure and nearest dealer.

TANDEM TRANSCONTINENTAL TRIP

Sleeping in cow pastures may be stretching a point, but those austere accommodations didn't bother James Reynolds and Beckie Melancon during their 1988 trip across the U.S.

The Charleston, SC, pair flew to Portland, OR, on August 9, then rode their tandem 4,000 miles from Portland back to Charleston, via Virginia, a trek that took 10 weeks. (Compare that with Bruce & Becky Perry's 17-day PAC'88 tour chronicled in the May-June, '88 Doubletalk). Along the way, James & Becky slept in parks, a church, a day-care center, a police station, a cabin, and occasionally in a motel.

The trip was Reynolds' idea, as he has been a long-time cyclist. Ms. Melancon went along just because it "sounded exciting". "James usually rides his solo from Charleston to Ravenel twice a week. I didn't start taking long rides on my bicycle until a year ago," Ms. Melancon said. "I was going to drive a car on the trip to keep him company, but then I decided to ride with him."

Reynolds quit his job as manager of a bicycle shop, and Melancon quit her job as a tour guide in order to make the trip. "We learned that this country is united, despite its diverse makeup of people," Reynolds said. "We also learned that this is a beautiful country with green meadows, clear rushing streams and rivers, and majestic mountains."

They planned the trip for six months. Their equipment included a lightweight stove, tent, sleeping bags, cooking utensils, a few T-shirts and shorts, jackets, tools to repair the bike, and flip-flops (shoes). "We planned every detail carefully because this isn't a trip where you just get up and go," he said. "We followed the Bikecentennial Trail, which was inaugurated in 1976. We left the trail in Virginia and headed south."

They pedaled their way through Idaho, Montana, Wyoming, Colorado, Kansas, Missouri, Illinois, Kentucky, Virginia, North Carolina, and South Carolina. Ms. Melancon said their southern accents were noticed right away. "A man in Astoria asked



us if we were from Portland and we told him yes," she said with a grin. "You two must be from southern Portland then," he replied.

They met genuine cowboys in Montana, and hit Yellowstone National Park during its fire season. Reynolds said they rode through snow in Yellowstone, and once repaired bikes in return for the use of a cabin in which to spend the night. One town had a population of three and a country store, they remembered.

He said they biked 60 miles each day through rural areas, taking their meals in the wide-open spaces. A typical meal consisted of canned chicken, potatoes or rice, and lots of cookies.

It would be four or five days between showers, but they'd rent a motel room to remove the dirt and grime of the road.

Reynolds said the first 10 days of the trip was especially difficult because people kept telling them, "You've got a long way to go."

They had 10 flat tires on their trip and a few other mechanical problems, but people along the way were always willing to lend a hand, they said. A man in Virginia drove them 50 miles to have



their tandem repaired, and then he refused to accept any money in return for his troubles.

Reynolds and Melancon also received kindness from a trucker in Wyoming who stopped to offer a cold drink of water and a woman in Colorado who gave them soft drinks. "You hear about bad things going on in this country, but all we met were nice people who were willing to help us," she said.

Among their most pleasant memories are going down the roads of Oregon, the Cascades, the Rockies, the rolling hills of Missouri, and the flat land of Kansas. Traveling through the Ozarks was the toughest part of the trip. Reynolds said the longest climb of the trip was a 25-mile climb in the Ozarks.

The two arrived back in Charleston on October 25, and Ms. Melancon said the first thing she did was slip into a pair of blue jeans. "I missed wearing my jeans," she said.

What's their next trip? They are talking about either biking from Alaska to Mexico, or perhaps a trip across Europe is in the plans. Keep tuned in.

Charles Francis
Charleston, SC, Post-Courier

THE ETERNAL TANDEM

Folks across the street are really with-it types. They jog and scarf bean sprouts and recycle everything but the air they breathe. Liberation is a big thing with them, too. Both men's and women's. They aren't married -- they have a "contract" -- and lead independent lives. Their consciousness is so raised they float. Nice folks. Give the neighborhood a progressive tone. Well, so.

They bought themselves an 18-speed mountain bicycle. Tandem. On the grounds of economy and efficiency. They've been riding it every day. In matching cycle suits and helmets, with jugs of go-juice and everything. He always rides in front, I notice. He always steers. Always. Not very libby, really.

Conversations with each of them separately reveal the age-old truth. Privately, he thinks he's stronger and has a better sense of direction. She lets him. Because she gets to look around and enjoy the scenery; because she can stop pedaling and he doesn't notice; and if they crash, he's good padding.

The everlasting tandem. Men in front, women to the rear. It's probably true that men are stronger. But women are smarter -- at least this one is. Liberation, I guess, is everybody getting what they think they want, without knowing the whole truth. Or in other words, liberation finally amounts to being free from things we don't like in order to be enslaved by things we approve of. Here's to the eternal tandem.



THE TANDEM TRIP: BIKE, MOTHER, & SON

Last summer, Dad helped us box our tandem. We carefully wrapped the tubes, then carefully packed the bike into one of those enormously long tandem boxes. Would it fit in the airplane? We wondered. Yes, and the trip from our airport to San Jose, where we began our bicycle odyssey, was uneventful. There was absolutely no problem in flying with our tandem!

We pedaled about 500 miles from San Jose back to our home in Huntington Beach. We averaged about 80 miles per day, every day. It was a fun trip, but pretty tiring, too. We camped a few days and we stayed in hotels & B&B's the rest of the time.

After the first two days on the road, it seemed the uphill were harder than they should have been. We discussed the situation and decided we had



When you said bike rally, I thought you meant bicycle rally.

The newspaper headline read "Bicyclists are crazy". As a general statement this might draw a bit of criticism, but in this specific instance most people were in complete agreement with the Des Moines (IA) Register headline. The event was BRR, the 12th annual Bike Ride to Ripey, sponsored by the Perry (IA) Chamber of Commerce the first Saturday of February each year. There were about 300 riders this year, and about 75 of us completed the 23-mile round trip. The Register reported a high temperature of 6 degrees below zero (that's Fahrenheit, folks), several inches of snow, and a 20 mph wind (which was a

packed 'way more than we really needed. What to do? We did what any really sensible duo would have done. We mailed our camping gear home and broke out the credit card! The remainder of the trip was terrific! We really enjoyed seeing the miles of the beautiful California countryside.

Major memories include Pebble Beach, Monterey, and Big Sur. The weather during the week couldn't have been better. It was a little overcast, and it was cool -- perfect weather for biking. At one point I noticed we were going 45 miles an hour -- was I ever scared! My constant cry was "Not so fast! My legs won't go so fast." Excellent communication between captain and stoker, and much patience on the part of the captain, made our trip a success. I can still hear Marc saying, "Freewheel...sharp right...sharp left." This constant talking between us was the real secret of our great teamwork. Sometimes it was so effortless that it felt like we were flying!

As I finish this, I want to take a public opportunity to thank my son Marc Thomas for asking me to be his stoker. And for dragging me up all those hills! Thanks, Marc! I really enjoyed it. Where are we going this year?

Marc Thomas' Mom
Huntington Beach, CA

B-R-R!!!!

headwind for 1/2 the ride, of course). The wind and cold combined to produce a wind chill of 60' below zero. A dozen cases of frostbite were reported, and there were people walking around all over with their own pet icicles hanging off of them.

Even now I ask myself, "Self, why did you do that?" The intensity of white noise produced by that wind against the outside of our hoods while we were riding into the headwind impresses me even now, in July. What was I doing there? It really wasn't my fault, a series of events all



ganged up on me. Normally I am not crazy enough to ride in the weather of this type. The day before the ride, Dave Schoeller, a co-worker, came to me and said that he needed a captain for his tandem. Dave had ridden a tandem only once before when he was making the big purchasing decision. He had a Santana Visa on order, but it had not arrived in time for BRR. The local Santana dealer, Bike World of Ames, had graciously loaned Dave a Santana Elan for the event. Dave was ready to ride his first major tandem event, but other things were not working out as planned. The captain he had lined up, a mutual friend, came down with the flu (or was it a case of good sense?). Out of desperation, Dave came to me and tempted me with a number of side benefits to the ride. He had paid my registration fee for the ride, and registration included free hot chocolate, all of the pizza you could eat after the ride, and a free T-shirt (which only cost \$7.00). The pizza was the clincher. I believe it caused temporary insanity, as I agreed to go.

Riding a tandem dressed in woolen underwear, blue jeans, a snowmobile suit, a snorkel parka, and with heavy snow boots (packs) on your feet takes a special skill. I recommend trying it on dry pavement before you try it in 3 inches of packed snow. The ride was like nothing I have ever done before. Communication, so important on a tandem, was virtually impossible during the first half of the trip, which was into the wind.

The break at the halfway point was an experience in itself. I removed my balaclava and gloves, and couldn't put them back on because they were immediately frozen stiff. Fortunately, I had an extra pair of mittens along, and Dave had brought Kmart's entire stock of chemical hand-warming packets. We spent some time lacing the hand-warming packets into our boots, and put some inside our mittens for the return trip. After we had used all of the hand warmers we could possibly use, we still had a large quantity of the warming packets. Dave wandered through the crowd dispensing these to all parties who looked like they were not too macho to stoop to using hand warmer. The additional warmth at the extremities

was welcome. As we left the rest stop, I developed a new appreciation for what it means to be "blessed." I realized that the headwind would now be a tailwind.

Some of the conversation on the trip was worth noting:

"Dave, I am going to shift. Lighten up."
"What?" "I am shifting." "What?" (So I shift.)
"Hey, why didn't you say you were going to shift?" "What?"

20 miles into the ride, with a 20 mph tailwind, we were sitting up in our saddles with our hoods off, just cruising into the final stretch and almost dying of heat exhaustion. Seriously! We were dressed for the arctic, and only our fingers and toes even realized it was winter. A car going the other way stopped, turned around, and came back. A lady leaned out of the car and said, "You boys should have your hoods up! Don't you know it's cold out ther?" We said, "Thank you," and spent the rest of the trip basking in the relative warmth of knowing that someone had cared enough to tell us it was cold out. It must have been obvious to the casual observer that we were too crazy to draw that conclusion for ourselves.

When we got back into Perry, we decided to take a short cut. We turned onto a street packed with snow about three inches deep. 100 psi tires get pretty skittish on that stuff. Dave, at one point, said, "Hey! the back of this thing just went sideways 6 inches! Is it supposed to do that?" I didn't answer him. I was kind of busy.

Yes, BRR was fun in its own way. No, I don't know if we will do it again next year. Yes, you are all invited to Perry, IA, on the first Saturday of February, 1990. We saw two other tandems there this year, so even if we aren't there, you will still have some tandem company.

Adrian T. Hanson
Ames, IA



COLUMBIA MODEL 43 TANDEM BICYCLE, 1896

After the drop frame, adapting the bicycle to women's use, was invented, the combination of the diamond frame and the drop frame, thus forming a tandem bicycle, became very popular.

This Model 43 Columbia bicycle, manufactured by the Pope Manufacturing Company, Hartford, CT, was purchased in Washington, DC, in the spring of 1896 for \$150, and was then used by Mr. & Mrs. Goldwin Goldsmith for a honeymoon tour through Europe.

The frame is made of high-carbon steel and nickel-steel tubing, the handlebars are tubular with vulcanite-tipped cork handles, and the wheel rims are of laminated wood.

The diameter of each wheel with tire is the same, 28 inches, the front wheel containing 36 tangentially laced steel spokes and the rear 44. The hubs are machined from solid drop forgings of steel; and are fitted with detachable ball cases for the bearing. The tires on the cycle when it was presented to the Smithsonian Museum were 1-3/4" single tube pneumatics made by the Hartford Rubber Works Company, a subsidiary of the Pope Manufacturing Company. These were in such deteriorated condition that they were replaced when the bicycle was restored in 1961 by Henry W. Mathis of the Southeast Cycle Shop.

The rear-wheel sprocket, on the right side of the hub, is driven by a block chain from the larger of the two-center sprockets. Another block chain connects the smaller sprocket of the center pair to the front sprocket. Tension of the rear chain is adjusted by moving the rear axle backward or forward in slots at the rear ends of the rear fork and that of the front chain by turning the eccentrically mounted front-crank bearing bushing in the frame, thus moving the front sprocket backward or forward. The throw of the pedals is not adjustable, that of the front pedals being 6 inches and of the rear, 7-1/2".

There is no coaster attachment, and the pedals always turn while the bicycle is in motion. No footrests are attached to the front fork for use

while coasting.

The rear handlebars turn in unison with the front, a drag link connecting short arms attached to the lower ends of the steering posts.

A warning bell is secured to the left front handlebar, and a lever for hand operation of the front-wheel brake spoon is pivoted on the right handlebar. A small coil spring at the pivot normally holds the spoon away from the tire.

The two saddles are fully adjustable for position, and are made of leather and metal. In addition, the front saddle has a wooden base. A hand-operated pump is secured to the center section of the diamond part of the frame. There are no mudguards and no chainguard for the front sprocket, though both were originally available as optional equipment. The machine weighs approximately 46 pounds.

--from *Wheels & Wheeling*, published by the Smithsonian Institution, and describing the Tandem on display. This is the tandem featured on the USPS 24.1¢ stamp.



The "Tandem" — 1900



THE MOSSMAN QUAD

Several years ago I struggled with the question of "How do I take all my family with me?" To solve it, I built my own "Quad." The gearing is SunTour's Accushift, with a triple up front and a SunTour 6-speed in the rear, for a total of 18-speed. For strength, I built the wheels using 48-spoke hubs and 20-inch rims, as found on the super-trick BMX bikes. I used all different lengths of cranks, from 180mm for me down to 3.625" for my youngest.

Brakes are critical. Even though most of my stokers are light, I wanted plenty of braking power. I brazed on fittings for three PowerCams, then added in a Sturmey-Archer drum, in the front wheel, just for a little more peace-of-mind. It's connected to a shift lever so that I can adjust it to drag on long down-hill runs.

The frame is very stiff. The top-tube is 1 1/2" O.D., while the downtube is a full 2". The rear triangle is made of fork blades (for the chainstays) and standard chainstays (for the seat stays). The wheelbase is a very tight 98". This can be compared to a standard Santana tandem wheelbase of 65", or a standard Jack Taylor Quad wheelbase of 118".

It took me most of a year to finish this bike, but I feel my time was well spent. The kids and I ride all over the San Fernando Valley, and we get waves and friendly comments from more than 90% of the people who notice us (and 99.9% of the people do notice us).

The Quad is very easy to ride. It's stable at high speed, but it can also be ridden slower than a normal walking pace. With a few minutes practice, you can turn circles in an average residential street. It's even been ridden by many of my wife's girlfriends.

I think most of the problems reported concerning big multiples (bent forks, squashed headsets, twisted wheels, sloppy handling, etcetera) come from trying to make a big multiple that's nothing more than a long version of a traditional single bike. Using wide tires, an oversize frame, and including a front suspension system have made my version a dream to ride.

Tom Mossman
13003 Herrick Avenue
Sylmar, CA 91342





CLICK-CLICK SHIFTING

Several years ago I helped a friend put Dura Ace SIS downtube shifters and a Dura Ace rear derailleur on his Pogliaghi tandem. Since then, I have been anxiously awaiting the advent of click-click bar end shifters. Last year SunTour came out with theirs, available for regular 6-speed or Ultra-7. Shimano announced their version in January, and finally began shipping in May. Putting the SunTour Accushift barcons on my Roberts tandem has worked beautifully. My Roberts is a double internal lateral design, and the derailleur cables run down the "direct lateral" to the rear bottom bracket and above it. The rear derailleur is a SunTour XCD 6000, using a 13-15-17-19-22-26 New Winner freewheel and a SunTour Superbe Pro chain. It shifts beautifully and has been trouble free. SunTour includes adjustable downtube shifter/cable stop adapters, and my set even came with tandem length cables! Neither SunTour nor Shimano click-click their front derailleurs yet.



At the same time I indexed my own tandem, I also installed a set of Accushift barcons on a friend's Santana Classic, with the original marathon frame design. With the cables going under the bottom brackets, we could not get the Accushift to work at all. Finally I put a barcon stop on the marathon tube and a chain stay stop on the marathon chain stay along with a top-tube cable housing guide in between, and it worked perfectly the first time!

SunTour's Accushift literature contains the following recommendations which one should be aware:

- Keep the cable housing as short as possible, without creating sharp bends.
- Use SIS cable housing, it contracts less.
- Avoid running cables under the bottom bracket if possible, as the cable friction increases substantially.
- Use SunTour freewheels, chains, and rear derailleurs.

I understand that other Santana owners have successfully run their cables under the bottom brackets. If that doesn't work well for you, other options are to run cable housing under the bottom bracket, or use delrin bottom bracket guides. No one recommends interchanging brands of components, though I have seen this work on solo bikes.

SunTour's Accushift barcons have been a great success. I never struggle to find the right gear, nor try to look back to see what cog I'm in. I'm hoping to learn more about, and maybe try, Shimano's new Hyperglide system next.

Christian Bratina
New Britain, CT



THE CANNONDALE TANDEM 1,500 MILE REPORT

My wife and stoker had a back problem aggravated by the cramped stoker position on our old 1972 Gitane tandem, so in May of last year we screwed up our courage and ordered a Cannondale tandem from our local dealer. Cannondale sells only the frame and lets you do the rest, so we scoured the country for components and built it up.

We now have over 1,500 miles on it, including touring and commuting. It's such a great bike that we think it will be a classic.

First the bad news. The Cannondale frame retails for \$1,500, and getting a discount will not be easy. Components will set you back roughly another thousand if you build it up yourself. Ouch. Once past that, the rest is a delight.

Cannondale makes the frame out of aluminum tubing, and uses it in **huge** diameters. The "boob tube" joining the two bottom brackets is a full 2.375" in diameter. The top tube diameter is 1.625". In the small frame sizes this can make the tubing look out of proportion, but the scale is just right to my eye in the 25"/23" frame size we have. Steel tube tandems in large frame sizes are beginning to strike us as having very skinny tubes! The aluminum tubes are welded in an inert gas atmosphere and then the frame is heat-treated to eliminate internal stresses at the joints from the welding heat. At this point nobody really knows whether or not it will last as long as a steel frame under actual use. Cannondale's aluminum singles seem to be holding up well.

The aluminum tubing gives the Cannondale a nice ride by absorbing the hard edges on the bumps. At the same time, the frame is very stiff where it should be, despite an incredibly long top tube that gives my wife a full 19 inches of room from the back of her handlebars to the nose of her saddle. (The seat tube centers on our frame are 29+ inches apart.) That gave her 8 inches more space than our old Gitane. The combination of smoother ride and better position has cured Barbara's back problem. Cannondale has also

placed her bottom bracket 1" higher than mine, moving her whole riding position that much higher. Barbara notices that small difference and says she can see more of the scenery ahead. Crossing over humps the captain's lower pedal will scrape before the stoker's does. The bottom brackets on our frame measure 11" (front) and 12," (rear) from the ground to the center of the bottom bracket axle.

The stiffness of the frame really contributes to the fun of riding the bike, since it seems to channel more of your energy into forward motion. I am sure that measurements would show this to be a minimal gain in efficiency, but we feel it anyway, which has a big psychological effect. On one ride with a very powerful 185-pound male stoker I found the bike still stable and controllable, and it went like the wind!

Low speed maneuvers seem more stable too, probably because of the Cannondale's very long 71 inch axle-to-axle wheelbase. The extra length makes us turn the bike crosswise in our Plymouth mini-van, but it still fits in without taking anything apart. (A mini-van is the most expensive tandem accessory. You see mobs of them at tandem rallies.) The total length from tire tread to tire tread is 98" -- that's just over 8 feet, about six inches longer than our old Gitane. It will be a challenge to get the Cannondale on an airplane if we can ever resign ourselves to handing it over to baggage handlers. I found that riding on a bike this long took some adjustment from our old tandem to avoid cutting corners and scraping the stoker off on a tree.

Cannondale has equipped this fabulous frame with an ordinary steel solo mountain bike fork. It looks skinny. It feels fine to me, even with the heavy stoker on board, but Bill McCready tells me he thinks it is too light and can feel it flex inward in hard turns on downhills. Bill owns Santana Cycles, which of course gives him a vested interest in finding fault with the competition, but he knows more about tandems than anybody else I have ever talked to, and he may be right. (He makes a fine



heavy tandem-gauge fork, and would be pleased to sell you one for your new Cannondale.)

Cannondale says its aluminum frame is lighter than normal steel tandem frames by 2 pounds. That may be so, but I did not strip our old Gitane to find out. We chose not to emphasize light weight in the selection of components, since reliability is important to us. Our Cannondale is about 40 pounds stripped. That goes up probably to about 45 pounds with pump, front bag, rear bag, cyclometers, and depending on how much water we have in our 4 waterbottles. It feels light on the road when we take off the commuting lights and racks. The actual weight will depend more on what you add on than the frame weight. Even the frame weight will differ depending on the frame size. Cannondale quotes the weight of a 23x21 at 9 pounds 14 oz., but ours with fork, headset and bottom bracket wedge weighed in at 14 pounds even.

Cannondale's frames are advertised in combinations of 25x23, 25x21, 23x21, 23x19 and 21x19. The stokers top tube is as much as two inches shorter in the smaller sizes, but should be plenty long enough for most riders, and too long for many. The cure is a longer stoker stem.

Probably the bike's main drawback aside from the high price is the lack of custom sizes for couples who do not fit on a regular size. Cannondale measures frame size a little differently from the traditional way, probably because the traditional measurements would be misleading with the fat aluminum tubing. Our own nominal 25"/23" frame measures 23"/20+" when measured from the center of the bottom bracket axle to the middle of the top tube, and 24"/21" to the top of the top tubes. The seat tube comes up well above the top tube, however, giving a final distance from bottom bracket center to top of seat tube of 26/22+" We just have room for the stoker's stem to fit between my saddle and the top of the seat tube. With 27" rims and Specialized Touring X 27x1" tires, the top of the captain's top tube is 34" off the ground, and the stoker's is 32 3/4" off the ground, both measured at the point on the frame right in front of the bottom bracket axle.



Cannondale's frame alignment is very precise, although I have been told that sometimes the tubes do not seem to be perfectly straight between the joints, an aesthetic problem. The frame is so precisely aligned that Cannondale was able to use vertical dropouts in the rear. Vertical dropouts keep your wheel from twisting in the frame under power, but few framebuilders like to use them due to the necessity for precise placement.

Cannondale welded on cantilever brake mounts and a generous 6 water bottle cage mounts. That's good, because they tell you not to drill the aluminum tubes for anything. They also give you welded-on stops for bar-end or regular shift levers, an Arai rear hub brake, cable guides and two nifty brass pulleys under the rear bottom bracket for the derailleur cables. The pulleys have a bad habit of picking up grit when you ride in the rain, and ours freeze up, fraying the cables, unless we flush them with lube after every rain ride. I took one off to clean it and stripped the aluminum threads where it mounts on the frame. Here I had my only bad experience with Cannondale, who have otherwise provided excellent service. They told me the stripping was not covered by the warranty, even though I believe it was caused by poor design, and that I could ship it back to them for some "expensive" repair. I took a deep breath and tapped the hole out larger, using a large screw that would not strip as easily. It worked, so I did not ruin our \$1,500 frame. Whew!

There have also been complaints about the cable routing, since on some frame sizes the cable run to the rear hub brake hits the chainwheels. People have developed some ingenious workarounds for that one, including routing the cable through a nylon cable tie loosely fitted to the right chainstay. The right chainstay also lacks a stop for a Phil Wood disk brake. At least one owner has one on his Cannondale anyway, mounting the cable stop with a hideous automotive radiator hose clamp wrapped around his elegant hi-tech frame.

It is hard to understand why a bicycle in this price range comes with no provision for internal routing of the cyclecomputer cables. Few of these bikes will be built up without one, and ours has two. By now you would think that framebuilders



would know that the computer is a normal accessory and make provisions for neat wiring.

Aside from those minor beefs, every tandem couple we know with a Cannondale is very happy with it. I ride ours solo to work in the morning so we can ride home together in the afternoon, and find that it handles very well without a stoker, although the unweighted rear wheel will skip in turns under power.

If you want one but need to have it built up, both Rodney Moseman's Bicycle World shop in Lititz, PA, Angel Rodriguez' R&E Cycles in Seattle, WA, and Jack Goertz' Tandems, Limited in Birmingham, AL, have had experience with them. Cannondale has no plans to sell a complete bicycle because they think tandemists are an opinionated lot who want to choose their own components.

Aluminum tandem frames, including the Cannondale, will probably be the hot tandems for a few years until carbon fiber tandem frames come along. Riding the Cannondale in the inner city you get all sorts of hoots and hollers, mostly including "How much did you pay for that bike, dude?" Elsewhere the cognoscenti recognize it instantly, but others just can't figure it out, like the lady who thought it must be very heavy with those big tubes. If status is your thing, this is the tandem for you this year. But don't let that put you off--this is a terrific road machine and well worth your consideration if you want a new tandem.

Components on Randy and Barbara's Cannondale

We chose most of the components on our bike for reliability and good function, than for elegance and light weight. Cost figured in there somewhere too. We could not locate a Sugino AT crankset or a Shimano Sante front skewer. Our first choice was available somewhere in the United States for everything else.

We equipped the tandem with low gears and evenly spaced the changes throughout the range. The seven cog freewheel is mostly for fun to wow

novices when they ask how many gears we have. In practice we have been using 16 of the 21 gears without chain alignment problems and the range (22 to 104 inches, or 8.19 to 1.73 meters development) has been adequate for our riding. Shifting is good except for the shift up to the center chainring. The Shimano non-indexed bar end shifters are spring loaded to reduce shifting effort, have no clicky ratchet, and are no longer sold here.

Traditional cable routings ensure good function, and the teflon-lined Uni-Glide housings (no longer available) reduce friction to a minimum. Braking is superb without a hub brake, but we will add a Phil Wood hub brake if we tour in mountainous country with gear, since care is necessary to avoid heating up the rims when braking on very long downhills. Sealed bearings in the hubs, pedals and bottom brackets reduce maintenance.

The tires are heavy enough for tandem safety and handle 100 pounds of pressure well. We like traditional toe straps to accommodate walking shoes. The front bars were selected for the randonneur bend which curves upward at the corners, and padded only on top. The rear bars give very wide clearance of the captain's legs, springiness and light weight. The stoker prefers fully padded bars. The two cyclometers let the captain keep track of cadence while the stoker watches distance to the next turn on the que sheet, and both operate from one set of sensors.

Everything fits, everything works for us. Nothing got on the bicycle by accident. Here is what we chose:

Crankset: Sugino AP110 (50x38x26)

Bottom brackets: Phil Wood sealed bearing

Bottom bracket eccentric: Cannondale wedge (comes with frame)

Chains: Sedisport Grand Tourisme gold

Pedals: Suntour sealed bearing

Toe Clips: Ale anodized alloy

Straps: Laminated leather/fiberglass

Hubs: Phil Wood 48 spoke tandem

Front Skewer: Suntour

Spokes: DT 14 ga plain

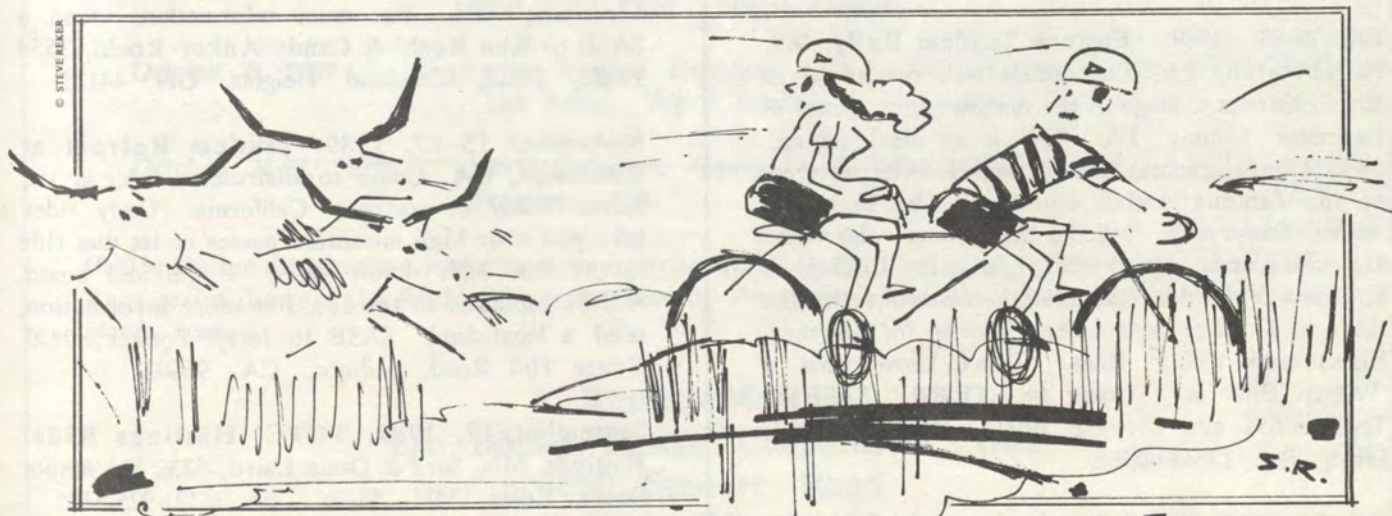


Rims: Super Champion Model 59 hard anodized
Tubes: Performance standard butyl
Tires: Specialized Touring X 27x1,"
Freewheel: Suntour Winner Pro 13-15-17-19-21-24-32
Brakes and pads: Shimano Deore XT cantilever
Brake cables: Wescon Uni-Glide teflon lined
Front derailleur: Suntour XC high normal
Rear derailleur: Suntour Superbe Tech GT
Headset: Tange G-Master roller bearing (comes with frame)
Brake levers: Shimano Dura Ace
Shifters: Shimano bar-end
Seatposts: SR Laprade
Saddles: Turbo alloy rails/Brooks B-78 with Breeze seatpost adapter
Saddle covers: generic black spandex
Bars: SR Randonneur bend 420/TTT Superleggero
Front stem: SR
Rear stem: TTT alloy adjustable
Stoker handrests: Dia-Compe
Bar covering: Cotton tape/Grab-On
Cyclometers: Cateye Micro
Bottle cages: Blackburn white
Water Bottles: Specialized

Bottle covers: Cotton, custom knitted by Fran's Fashions
Pump: Silca framefit with Campagnolo plastic head (you knew it would have something from Campy!)
Bell: Reich alloy
Rear view mirror (stoker): Cateye
Bags-- Light Touring: Cannondale Roundhouse/Performance Wedge
-- Heavy Touring: Cannondale Trestle/Specialized Tailwind panniers
Commuting lights: Automotive 12v halogen headlight/7" flashing barricade light, 2" Far-Out-Flasher, supplemented by leg lights.
Batteries: 11 Nicad 4AH D cells for headlight/5 nicad 1.2AH sub-C cells for flashers and 2 in each leg light.

Total cost: Classified. The stoker never knew.
Total time to assemble components and mount: It was fun.

Randy Swart
 Arlington, VA



Dear- ATB is a loT more Fun.



TANDEM CALENDAR '89

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 Elizabethtown 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 15-17, 1989. **Tandem Retreat at Blairsdan, CA.** Come to Blairsdan, CA, in the Sierra Valley of northern California. Daily rides take you over high mountain passes or let you ride in the flat, high desert valley. Room and board will be included in the fee. For more information, send a legal-sized SASE to Jerry Forster, 9490 Crater Hill Road, Auburn, CA 95603.

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.



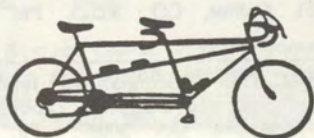
October 27-29, 1989. **Southern Tandem Rally.**
 Central Georgia. SASE to Ben & Gay Quaintance,
 417 Audubon Circle, Griffin, GA 30223. Ph:
 (404)-228-3132.



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

- | | |
|---------------------|---|
| 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

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

CYCO-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! We stock Santana, Sterling, Rodriguez, and low-cost trail tandems. Tandem parts and accessories, plus Equinox trailers. Sales & Rentals. 1624 So. Lemay, Suite 11, Ft. Collins, CO 80525. Ph: (800)-747-2719 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

SOURCE BICYCLE SHOP. 35229 State Rd 54W, Zephyrhills, FL 33541-1941. Ph: (813)-783-6699. Call **THE SOURCE** for your quality tandem needs. We ship anything anywhere. 09/90

.....
 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, 2220 Vanessa Drive, Birmingham, AL 35242-4430 for full information on the TCA Dealer Member Program.

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: 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 triple, 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 Arriva, 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 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 knobies, 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: 56cm Serotta Tandem Frame. Never built up. All Columbus tubing, Campagnolo headset and dropouts (Vertical dropouts on the rear). Cinelli fork crown. \$800 firm. 09/89

FOR SALE: Jack Taylor 50th Anniversary Tandem. 20x18.5 Center-to-top of seat-tube. TA Cranks. Maxicar Hubset. Full complement of braze-ons. 400 miles only. Measured wrong and purchased bike too small for us. Ph: (318)-322-1265 days. Ask for Mike. 09/89

FOR SALE: Santana Classic. 20+x19+ Sonoma Burgundy color. Phil Wood hubs and bottom brackets. Blackburn racks and water bottle cages. \$1885. Ray Fischer, 1927 South 69th Street, West Allis, WI 53219. Ph: (414)-327-3943 09/89

FOR SALE: '84 Fuji tandem. 24x20. Bar-con shifters. Blue paint. Caliper brakes and rear drum. Rear rack & fenders included. \$900. Bill Griffin, 3213 Parkcliff, Kingsport, TN 37664. Ph: (615)-378-3110 09/89

FOR SALE: 23x21 Sterling DeLuxe. Dark Jade Green Metallic. Specialized Cranks/Hubs. SunTour derailleurs/freewheel. Bike has been ridden only 6 months by dealer and wife. \$2300. Jack Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430. Ph: (205)-991-5519. 09/89

FOR SALE: 1988 Santana Picante All-Terrain-Tandem (ATT). 18.5x16.5 frame with Shimano DeOre XT components. Blue Imron paint in perfect condition. 4 months old, like new. \$2200. Frank Lum, San Francisco. Ph: (415)-668-3898. 09/89



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: Peugeot, MotoBecane, Paramount or other quality tandem from the mid-to-late '70's. Need 22x20 frame (or close), 15-speed. Alloy components, 48-spokes, drum brake & cantilevers. Send picture/letter/info to Paul, P.O. Box 413, Ithaca, NY 14851. Ph: (607)-272-2869. 09/89

WANTED: Lightweight, high-quality tandem, 21x20 or close. Dan & Leann Waldron, 300 South Goodwin, Apt. 308, Urbana, IL 61801. Ph: (217)-332-4594. 09/89

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 _____

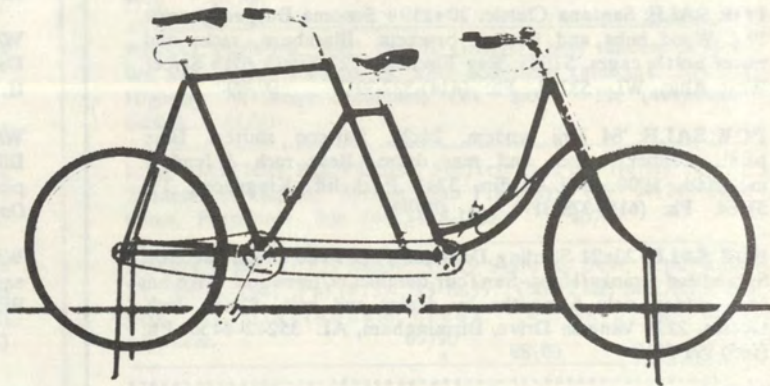
Amount Enclosed: _____

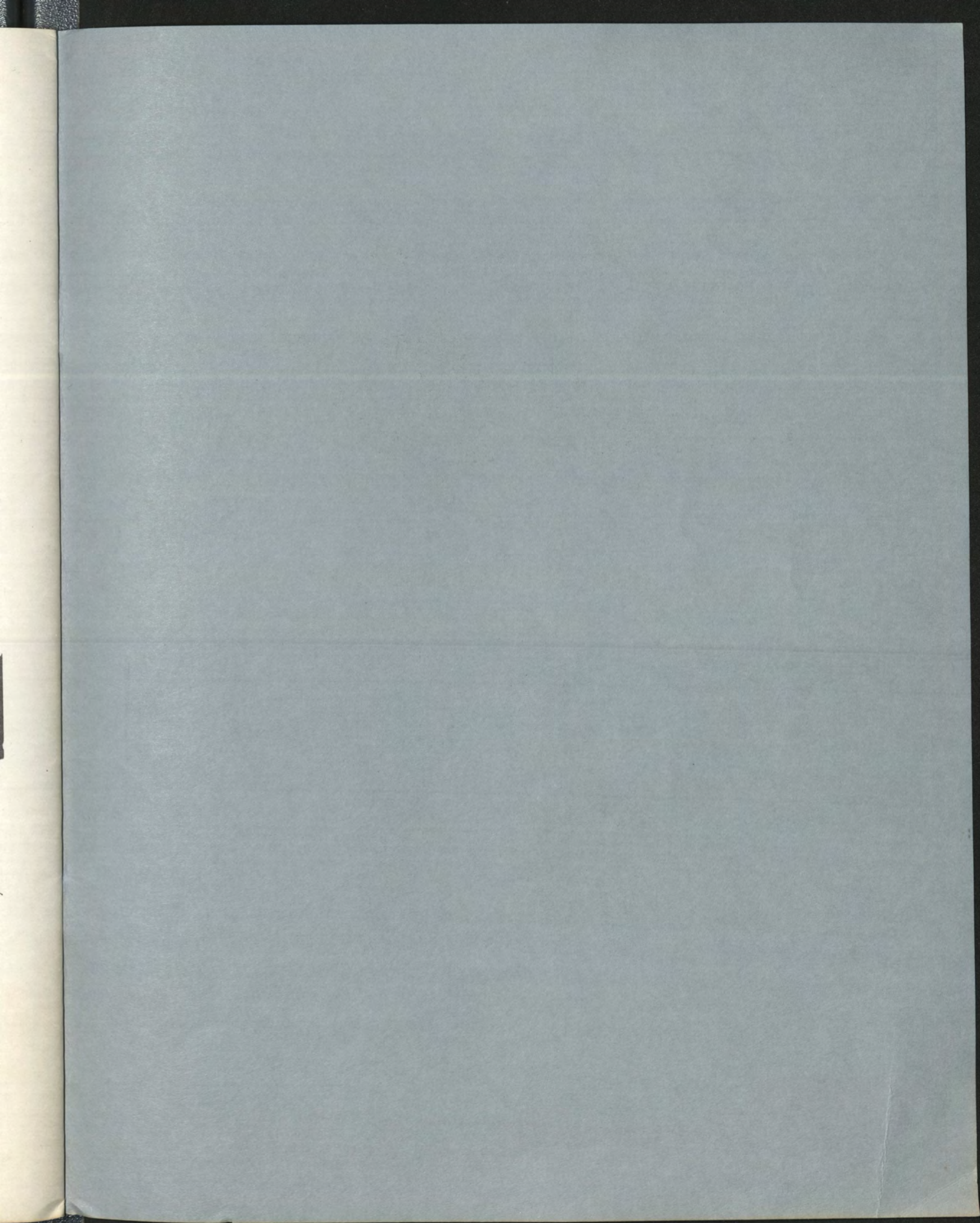
Indicate quantities above and include \$8.50 (US Dollars) for each shirt ordered. Canadian and foreign orders should include appropriate postage.

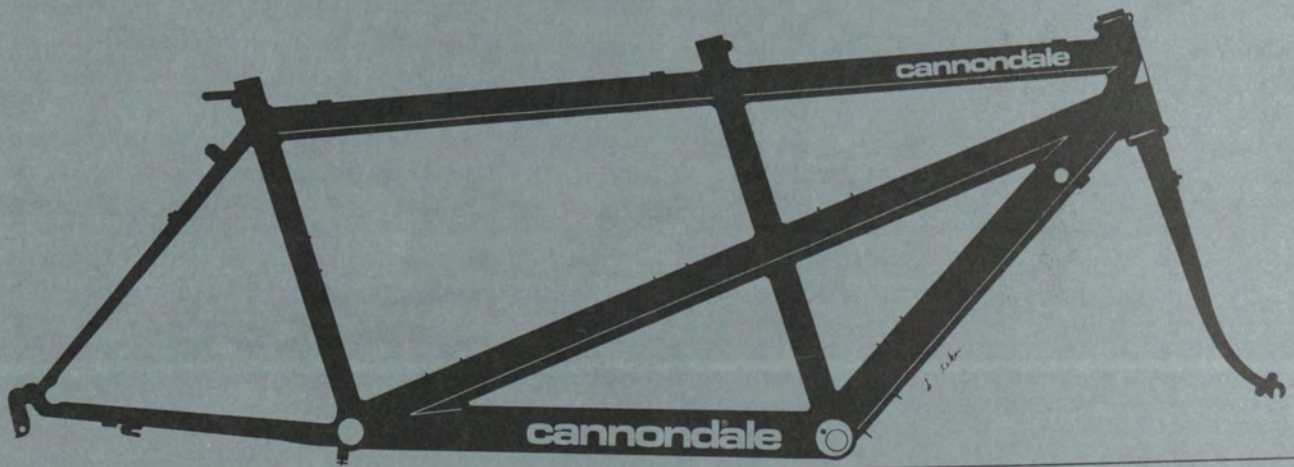
SHIP TO:

Name _____
Address _____
City _____
State _____ Zip _____

Columbia Model 43 tandem bicycle of 1896, as restored in 1961. Inset, the donors, Mr. and Mrs. Goldsmith, in Paris on their 1896 honeymoon tour of Europe with this bicycle.







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? _____