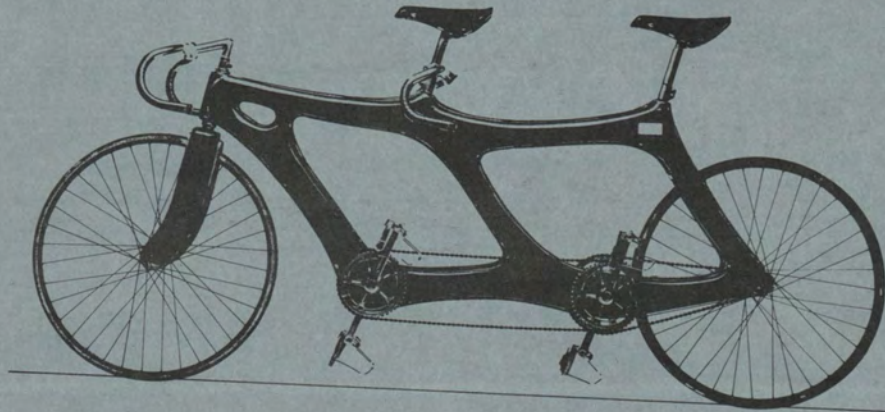


TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"
DOUBLETALK



SEPTEMBER-
OCTOBER, 1989

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

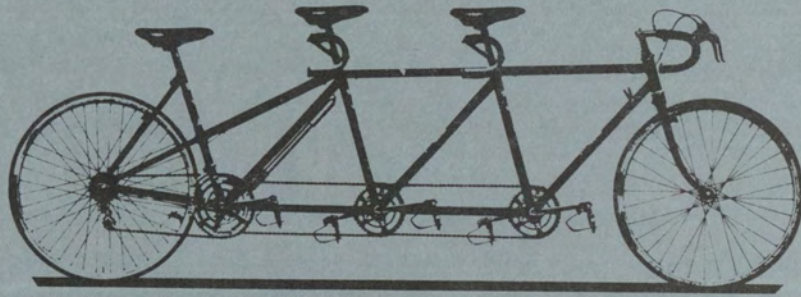
BULK RATE
U S POSTAGE
PAID
Birmingham, AL
Permit No. 387

Address Correction Requested

John Springfield
37 Parker Street
Newton Center, MA 02159

FINAL ISSUE
ISSUES REMAINING

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
Emery & Anne Glass, 1 Dodge Road, Marblehead, MA 01945 (617)-631-3239

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 NOVEMBER-DECEMBER, 1989,
DOUBLETALK IS OCTOBER 1, 1989

FROM THE EDITOR

Since you received the last issue, Susan and I have had the good fortune to attend two major rallies, the L.A.W. National Rally in Salisbury, MD, and the Eastern Tandem Rally in Elizabethtown, PA. Both were a blast, and allowed us to visit with a number of our old friends from the east coast.

This year's L.A.W. Rally was like attending a tandem rally within a rally, as there was special attention shown to all tandems. We saw lots of TCA T-shirts being proudly worn. They really look good. Be sure to read the Rally Review in this issue. Learn what you missed.

ETR was a delight, too! Elizabethtown College was small, and we shared the college with several other groups. The roads were excellent, but we sorely tested our skills as map-readers and navigators. Did anyone else miss a turn? We saw some hills twice, or was it three times?

Next we're off to the Midwest Tandem Rally. The folks from the Cleveland area have assured us that this is going to be the best MTR yet. They've also warned us that we should bring our "mountain goat gears", as northern Ohio ain't flat, like it is south of Columbus. We're even looking forward to seeing the Cuyahoga river valley and Lake Erie.

September will be a very busy month for us, as, in addition to MTR, Susan and I are planning on a 10-day tandem tour through Canada's Atlantic provinces, leaving right after MTR. Then it's back to Alabama for a week before heading west to visit family (in Oklahoma), attend my 20th H.S. class reunion, and then on to California to attend the fall Bicycle Dealer's Show. Wonder what new tandems will be shown this time?

We're still waiting for a report on last year's Tandem Tour from Warsaw to Moscow (Susan and I didn't have the opportunity to go). We've heard

it was a real experience, and we keep waiting to hear the real scoop. Any volunteers out there?

We've been getting lots of letters and articles, and we love it! That's what makes editing Doubletalk a real pleasure. Keep it up, as we enjoy reading about your adventures, you misadventures, and what you've been up to. We like to see your sketches and pictures, and we try to use all we receive. Just remember to (1) keep it about tandems, (2) write it legibly, and (3) send it to us. Then be patient, and we'll edit it for inclusion in Doubletalk just as soon as we can.

Last issue, and again this issue, we've added a line to the cover. "Address Correction Requested". Those three little words tell the post office to notify us when you move, but it costs the TCA money! In order to help keep TCA costs (and your dues) down, please, please notify us when you move! Send your address corrections to the editors.

Whoops, I've run on long enough. It's time to get this off to the printer, so we can get to MTR on time.

See you on the road!

Jack
x
Susan



LETTERS TO DOUBLETALK

Dear Doubletalk,

My wife and I just recently joined the Tandem Club of America. Mal & Jean Smith were kind enough to send us their old May-June issue of Doubletalk. That was a great tease -- perhaps one you should do to all new members -- as it made us want to order all the available back issues.

We recently purchased a Burley Rock'N'Roll tandem from a Rochester, NY, dealer. It was the only mountain-style tandem I could find in stock anywhere between Chicago and New York City that was small enough in the rear for my wife. I had back surgery several years ago, and now I can't ride more than 30 miles in a racing position, where 50+ miles are no problem on the mountain frame.

The Burley came with Suntour components, which I've switched to Shimano DeOre XT-II. I'm still waiting for a set of Phil Wood hubs to make up a new set of lighter weight wheels. The gearing, though, is giving me fits. I run 26" wheels on this mountain-style frame, and I find that the 52-13 seems to be the highest gear I can push above 80 RPM. On the low end, though, we find that 28-28 is not low enough when we hit some of our big hills. What do other members of TCA use for a low? Is it low enough for mountain riding?

Many thanks,
Bob & Jane Wynne
5618 East River Road
Grand Island, NY 14072

Dear Doubletalk,

My wife Karen and I just received your newsletter. Great! I personally found it interesting to read about another blind tandemists. I will tell you, however, that I am a novice compared to Mr. Patterson.

My first tandem was a Columbia, purchased in 1962. We recently purchased a Workman. It is

very heavy, but it seemed to answer a concern for us. Most tandems that I have seen are designed for the male -- or larger person -- to ride as captain. Since I can not be captain, not only for my safety, but for those around us, I wonder if anyone knows of any tandem that's smaller in front, so the female can be the captain, and the taller male can be stoker.

We are also interested in traveling with our tandem. We own an S-10 Blazer, and the tandem will not fit inside. We are looking for some type of carrier. If anyone has a suggestion, please let us know.

We eagerly are looking forward to the answers to these questions, and to the next issue of Doubletalk.

Sincerely,
Joe & Karen Seiler,
135 Cherry Hill Drive
Newington, CT 06111



RAILS
-TO-
TRAILS
CONSERVANCY



SUITE 300 • 1400 SIXTEENTH STREET, N. W. • WASHINGTON, D. C. 20036



Dear Doubletalk,

Please find a cheque enclosed for a year's membership to the Tandem Club of America.

We have organised a tandem club for the blind here in Adelaide, South Australia. Should any member of the TCA visit Adelaide, we would welcome contact with them. I may be able to assist them with our local knowledge, coffee, floor space (for a sleeping bag), or whatever .

Yours faithfully ,
Jim & Wanda Tilley
Box 761
Prospect East
South Australia 5082
ph: (08)-269-6485

Dear Doubletalk,

Hooray! Until the recent issue of Doubletalk arrived, I did not realize that other members enjoyed older tandems, too. I recently restored and have enjoyed riding a single-speed Columbia tandem. In doing so, I found these to be good sources for parts:

- (1) Jerry Peters
6060 Boardman Road
Almont, MI 48003
ph: (313)-798-3158

Mr. Peters specializes in hard to find old parts, and he has a catalogue available for \$6.00. He was very helpful

- (2) Columbia Manufacturing Company
One Cycle Street
P.O. Box 1230
Westfield, MA 01086-1230

Columbia was also helpful, even though they no longer manufacture a single speed tandem. Members are welcome to call me or write about their restoration

projects. I am a service manager for one of the "Top 100" bicycle shops, as chosen by Bicycle Dealer Showcase (a trade magazine).

Stanton S. Miller
6011 Majors Lane, #5
Columbia, MD 21045

Bicycle Boutique
presents

**STERLING
SILVER
\$25.95**



**14K
GOLD
\$49.95**

This lovely Tandem Charm in 14K Gold or Sterling Silver (Approximate Weight 2.0 Grams).

Satisfaction guaranteed or your money back if returned within thirty (30) days.

Please Send Check Or Money Order To:

Bicycle Boutique
5901 Warner Ave. Ste. 421
Huntington Beach, CA 92649

California Residents add 6% Sales Tax. All orders add \$3.00 for shipping/handling charges.

Sorry no COD's or Credit Cards accepted. Please allow three weeks for delivery. All prices subject to change without notice.

Send SASE for brochure on other jewelry items available from Bicycle Boutique.

Dear Doubletalk,

Several tandem riders in the San Francisco Bay area have expressed an interest in forming an informal group for tandem rides only. However, we don't want any organization. We don't wish to charge dues, or have presidents, or veeps, or newsletters, or meetings. We just want to be a coalition of people with tandems who are willing to



lead rides, for tandems only, near the San Francisco Bay area. If this describes you, please call any of the following people: Sandy, at (415)-728-7801; or Mimi, at (408)-732-3717; or Terri, at (408)-356-7443.

Thanks for helping us spread the word. And if we can be of assistance from this end of California, feel free to ask.

Sincerely,
Terri Gorman
Los Gatos, CA

Dear Doubletalk,

I am seeking feedback to see if there is any possible interest in a Tandem event as part of a weekend USCF stage race series, to be held in July, 1990, in northern Illinois. Tentatively we've planned for mixed and open categories.

The USCF has ruled that both captain and stoker must be licensed in a sanctioned event. We must have sufficient interest to schedule and hold this event. Please write or call me if you are interested. We need many responses before we can make this event a reality. If the race can be arranged, it will be offered to Doubletalk, to be listed in the TCA Racing Calendar.

I will be attending the Midwest Tandem Rally in Cleveland over the Labor Day Weekend. I hope to see many of the TCA there!

Thanks for your support,
Dixie DeVry
Route #4,
Ottawa, IL 61350
ph: (815)-434-6162, evenings before 10 p.m. CST

Dear Doubletalk,

Greetings! First, though, we'd like to thank all the contributors who make Doubletalk an ever-

growing issue. The articles are most informative, and we look forward to every issue.

We started tandemming some 15 years ago, with the "tank" Schwinn Twinn. After 5 years, we graduated to an excellent lightweight tandem. Now we see our touring habits changing again. We're not doing as many long tours, but we are enjoying more of the trails in Wisconsin, and many of the rides around the Chicago area. With that thought in mind, we are planning on selling our tandem to #1 son and his wife, and we'll buy a mountain bike tandem.

Thus, we would appreciate hearing from fellow tandemists about the pros and cons of mountain-style tandems. Surely someone else has done this, and we'd like to hear their opinions. Any information that can be given that would help us make a better decision would be greatly appreciated.

Thanks,
Jack Revord
804 Central
Wilmette, IL 60091

Dear Doubletalk,

After reading the letter from Mr. Joe Ruggiero (Letters, July-August, '89), I've taken the initiative to contact Mr. William F. Paleck, Superintendent of the Saguaro National Monument here in Tucson. I've asked Mr. Paleck to clarify the Park's position as it relates to bicycles, and if the policies and positions are not favorable to bicyclists, how I may work with the Park board to make them more equitable to all persons, both cyclists and non-cyclists. As I hear from Mr. Paleck, I'll keep you informed of what progresses.

Sincerely,
Richard Corbett
2230 East Ninth Street
Tucson, AZ 85719
ph: (602)-623-0017



Dear Doubletalk,

I just thought I would follow up on my letter (Letters, July-August, '89), concerning a problem we had trying to enter a Notional Monument using my Golden Eagle Passport. I sent a letter directly to William Paleck, Superintendent of the Saguaro National Monument. I presented him with the full scenario and asked him to clarify the Park Service' position.

Superintendent Paleck's response (see the following letter) seems to be very reasonable and has settled the issue in my mind. His explanation is logical, and I think even the most ardent tandemist would have to agree that, though the present Park Service policies may not be perfect, they are reasonably fair and they do look after the interests of cyclists. I would have preferred a different answer, but as far as I'm concerned right now, it's acceptable.

I would like to thank Richard Corbett of the League of American Wheelmen, a TCA member who lives here in Tucson, for his support and guidance. It is people like Richard who make cycling an enjoyable and safe activity for all of us.

Sincerely,
Joe Ruggiero
Tucson, AZ

Dear Mr. Ruggiero

We apologize for the late response to your letter regarding the entrance fee structure at the Saguaro National Monument. The Monument recently experienced the largest fire in its history and the staff has been very busy.

I appreciate your concerns and questions about the entrance fee structure, and I will try to explain why your passenger, on the tandem bicycle, was charged a fee.

Your concern centers around the definition of "motor vehicle". We agree that bicycles are vehicles, that they are in many respects a preferable

mode of transportation, that they are subject to the vehicle and traffic safety regulations of the National Park Service and the State of Arizona and that they are welcome to travel upon established roads in Saguaro National Monument.

For the purpose of collecting entrance fees, a vehicle is defined as: any motorized vehicle used for private recreation purposes.

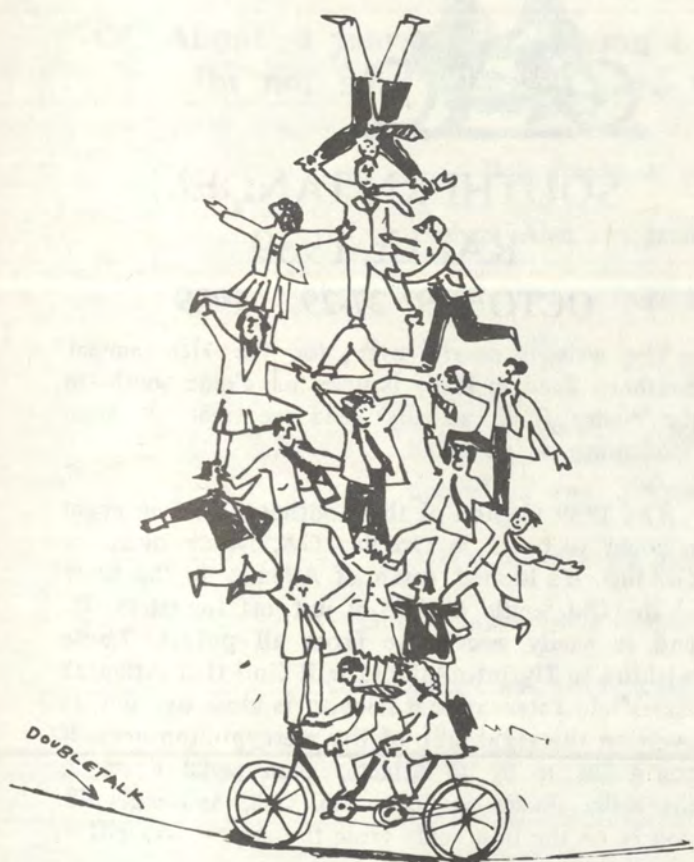
A Golden Eagle Passport admits the holder of the passport and any person who accompanies him in a single, private non-commercial vehicle entry into the monument. Also, the passport holder, spouse, children, or parents, may enter the monument when entry is by means other than private non-commercial vehicle.

Absent a Golden Eagle Passport, Golden Age Passport, or Annual Entrance Pass, bicyclists are charged the single-visit fee of \$1.00 per person. Changing the definition of private, non-commercial vehicles to include non-motorized vehicles such as bicycles would mean that individual bicyclists would be charged \$3.00 per vehicle. I think the present entrance fee structure is much more appropriate for the dominant number of bicyclists.

As much as we want to accommodate bicyclists at Saguaro National Monument, in this instance the ranger of the entrance station was correct. The regulation was applied correctly. We believe it is a fair regulation given the wide spectrum of areas the National Park Service administers.

I hope this explanation has shed some light on the logic of the fee structure used in the National Park Service and Saguaro National Monument and that your next visit to Saguaro is enjoyable.

Sincerely,
William F. Paleck
Superintendent



JIM REYNOLDS in memoriam

Bicycling in general and Tandeming in particular lost a true friend on July 3, 1989. On that date, Jim Reynolds, long-time bicyclist, bicycle activist, and tandemist suffered a heart attack and died while attending the League of American Wheelmen's National Rally. He was doing something he loved -- bicycling, talking to cyclists, and looking at other tandems.

Those who knew Jim will certainly miss him. (Ed: I know I will.) He was a frequent contributor to Doubletalk's "Letters to Doubletalk" column, where he shared many tandem tips with the TCA.

Ann, his widow, suggests that anyone who wishes to make a donation in Jim's honor should send it to

Jim Reynold's Memorial
Oklahoma State University
c/o Marlan Nelson, Director
OSU School of Journalism
Stillwater, OK 74078-0195

Checks should be payable to OSU
Foundation

Jim, we'll miss you!

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, patches, and t-shirts.

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:

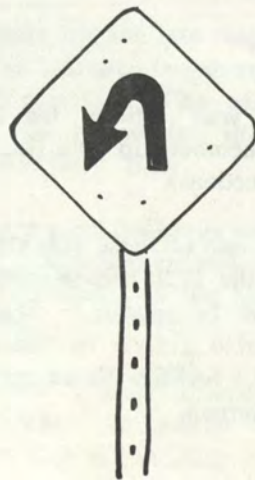
May-June, 1989
March - April, 1989
January - February, 1989

November - December, 1988

March - April, 1987
January - February, 1987

September - October, 1986
May - June, 1986
March - April, 1986
January - February, 1986

November - December, 1985
September - October, 1985
May - June, 1985



SOUTHERN TANDEM RALLY, 1989

OCTOBER 27-29, 1989

The wait is nearly over, for the 11th annual Southern Tandem Rally is upon us. Come South for the Winter (Fall, actually) and see what Southern Tandeming is all about.

The 1989 version of this Southern Tandem event is going to be based in Griffin, GA. Never heard of Griffin? It's located south of Atlanta, in the heart of the Old South. Griffin is just off Interstate 75, and is easily accessible from all points. Those wishing to fly into Atlanta will find that Atlanta's Hartsfield International Airport is close by, and it's even on the right side of the metropolitan area. If you'd like to fly to Atlanta, then pedal down to the Rally, that's possible, too. Call, and we'll fill you in on the best route from the airport to Griffin.

Griffin is an historic town, not too big and not too small. Sherman's infamous "March to the Sea" went through the area, and, as this is the 125th anniversary of Sherman's March, there will be rides to some of the historic areas. Rides of all lengths are planned. The terrain is gently rolling, with no major mountains to tackle.

STR has the entire Holiday Inn reserved for the weekend, so we'll be able to socialize and enjoy each other's company. The Griffin Country Club will be the hosts for Saturday's banquet. And, as it is Halloween weekend, be prepared for some rollicking good times.

Don't have your information packet yet? Send a Self-Addressed Stamped Envelope -- legal size, please -- to STR'89, Ben & Gay Quaintance, 417 Audubon Circle, Griffin, GA 30223. Or phone (404)-228-3132.



WILL THE REAL BOB FRIEDMAN PLEASE STAND UP?

(Ed: About 4 years ago, I thought I was seeing double. After receiving this, I'm not sure I wasn't. Are there really two Bob Friedman's??)

Bob Friedman #1

Robert Alan Friedman

Age 50

5'10" - 170 lbs

Born in April

Second of two children

Has an older brother

Grandfather was a butcher

Grandfather was from Russia

Has two children

Daughters Laura and Beth

Laura born March 8th

Computer Consultant

Hobby is bicycling

Favorite bicycle is a tandem

First tandem was a Motobecane

Current tandem has "Look" pedals

Wife rides a Terry bicycle

Other Bob looks like my brother

Owens a Minolta 7000 camera

Owens two Swedish cars, one is a SAAB

Thule Rack for tandem

Bob Friedman #2

Robert Allen Friedman

Age 46

5'10" - 170 lbs

Born in April

Second of two children

Has an older brother

Grandfather was a butcher

Grandfather was from Russia

Has two children

Daughter Laurie Beth

Son Barry born March 8th

Computer Consultant

Hobby is bicycling

Favorite bicycle is a tandem

First tandem was a Motobecane

Current tandem has "Look" pedals

Wife rides a Terry bicycle

Other Bob looks like my brother

Owens a Minolta 7000 camera

Owens two Swedish cars, one is a SAAB

Thule Rack for tandem



SCOTT-PEDERSEN SELF-ENERGIZING BRAKES

Five years ago we tried riding our tandem without a drum brake, using just Shimano DeOre cantilevers. No problem! It worked great, towing 40 pounds of bugger through Connecticut's hills, touring Nove Scotia, etcetera. We have never missed the drum.

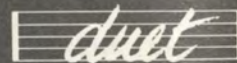
Shimano's DeOre Cantilevers are much more effective than Mafac cantilevers, the first cantilever brakes that we ever used. Splitting the cables between the two levers, instead of using a single lever to control both cantilevers, greatly increases the power available to each brake, and improves the ability to modulate the brakes. Still, though, we believe there is no such thing as too much brake on a tandem.

With that thought in mind, we bought a set of the Scott-Pedersen SE self-energizing cantilever brakes. With this design, the pads are forced together as they are pulled forward by the motion of the rim, thus increasing the available braking force substantially. It seems, without any proof or empirical measurement, that they are a factor of 2 or 3 times more effective. (ED: See the April-May issue of Mountain Bike Magazine for a comparison of many of today's caliper brake systems.)

A negative to the brake is their difficulty in adjusting. Pedersen would do well to design in two flats on each arm so that a cone wrench could be used to hold them in place when tightening. Also, the cable release fingers are too long. However, as I have mentioned earlier, they provide more braking that I ever felt with the Shimano DeOre cantilevers, with or without the Arai drum brake.

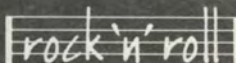
Hmmm, I wonder how the Mathauser Rolling Bellingfram hydraulic brake works?

Christian Bratina
New Britain, CT



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 **Burely 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.



VENTURE TO VEGAS

There are several events which are becoming "MUST DO" extravaganzas, both in the touring world and in the racing world. The Burley Duet Stage Races must be considered the premier tandem road race, then there is also the one-day 135-mile Mexicali to San Phillip road race in October, over what must be the finest tandem course imaginable--FLAT. The Mexicali draws top racers paired on tandems now. The last three years have seen the top solo riders blown away by the likes of Pete Penseyres and Rob Templin on tandem.

Fitting in a niche between high speed centuries and full-blown road races is another event, my favorite in the American tandem racing scene. This is the "Venture to Vegas". The Venture is run every year in late May or early June, and is a 300 mile endurance race. It leaves at 7 p.m. on a Friday evening from a site near the coast, and it ends 300 miles later in front of the Hacienda Hotel in Las Vegas.

I started this year's Venture on my Cannondale, behind John Cavanaugh. This was my third try at the course. I first attempted the Venture in 1987, riding behind my wife Bobbi on Tortue, our French tandem. We covered 198 miles before withdrawing in disgust at our performance. Last year I rode behind Pete Penseyres on his transcontinental Easton/Raleigh, one of the tandems that was used on the Penseyres/Haldeman record attempt. This year, though, I was determined to compete seriously with Pete & Jim Penseyres and with Bob Forney on his solo. My captain, John Cavanaugh, had qualified for this year's RAAM, and I believe he will do well this year. John had ample motivation this year, as he and Bob Forney dueled on solos in the 1986 JMO qualifier, with Forney nipping John at the wire. With luck (lots and lots of it), we felt we might be able to run Bob down on the 100 miles of flat desert between the two heavy climbs and gain a little satisfaction. We also thought we might, if Bob had just a wee bit of bad luck, see him again on the 60 miles of flat leading to the Vegas Strip and our finish.

The Steinbeck quote about planning held true. Our race was fast and everything was working well through the first sixty miles. We were right with the Penseyres, and Forney was only a quarter mile ahead. At this point our spirit was willing, even insistent that we could do it, but our flesh was twitching along at its maximum output. Meanwhile, Pete & Jim Penseyres looked like they were out on a Sunday ride. It was hopeless for us to hold on, but we still felt we had a chance to keep within 20 minutes of the leaders as we climbed the 4500-foot Cajun Pass. Maybe we could be like a lawyer or real estate agent and profit from the misfortunes of others.

After 100 miles we were only 20 minutes behind the Penseyres. Forney, though, was surprisingly consistent and did not seem to slow down over the pass. He may have even gained some on the climb. Pete and Jim began to have some of the bad luck we needed in order to place ahead of them, as they were besieged by broken spokes and flat tires, and then lost more time as they changed positions on the bike. Our luck was not any better, though, as our rear wheel disintegrated at the 170 mile mark, slightly over halfway into the race. Nuns from my childhood school would make much over the negative thoughts coursing through my mind, but I could only fault the builder of the wheel -- ME!!!

Sixteen hours and fifteen minutes after we began we arrived at the Hacienda Inn. It was none to soon, as my legs and lungs were near the bursting point. Bob Forney had arrived two hours ahead of us, setting a new record for the course, and on a solo! Jim & Pete Penseyres were second, ahead of us by one hour. We were glad to be in third place.

Next year I'd like to be starting in the midst of a large field of tandems. Anyone in the TCA interested in joining me?

Ray Patterson
1427 Gamble Lane
Escondido, CA 92025



TANDEMS HO!

The 1989 Northwest Tandem Rally

Dateline: BEND, OR, Memorial Day weekend, 1989

167 tandems -- some say even more -- assembled in this central Oregon town for the 4th annual Northwest Tandem Rally. Most were from Oregon and Washington, but a sizable California contingent had made the trek northward to enjoy the special companionship only found at a tandem rally. A Canadian couple made the rally truly International, and a particularly enterprising pair arrived with their Cannondale from Orlando, FL, which gave the Rally a Sea-to-Shining-Sea look (okay, okay, so neither Bend nor Orlando is on the Sea, but they're close!) Tandems began to arrive on Friday, carried in every conceivable way. Still more arrived Saturday morning. They were everywhere, on racks, in trucks, nestled in vans, riding atop cars smaller than the tandems themselves. Cycling aficionados could spot Davidsons, Ericsons, Cannondales, Counterpoints (strange beasts, those bikes with the small front wheels), Tangos, Santanas, Rodriguez (designer and designs), a Decker, Lippys, a Mel Pinto, Ritchey's, and more. From low-end production to custom-built, the tandem world was on parade. By noon, the host assembled the group at the local high school and welcomed us all. We then set forth on the Rally's first ride.

Keith and Pat Lippy and the AlpenGlo Velo Cycling Club had done a masterful job of preparation. The Registration fliers outlined the various activities, and listed a variety of motels. The Registrants had received maps of Bend, a schedule of rides and other events, and instructions to be prepared for ANYTHING in terms of weather. Boy, were they right! (More about the weather later). Check-in packages held detailed route maps, T-shirts, and our meal tickets.

Off in the distance we could see Mt. Bachelor, with its snow-covered peaks. After we'd claimed our packets and heard the welcome, we headed off on the first of the rides for the weekend, a 44-mile ride to Cline Falls State Park. The terrain was mostly rollers, through the high desert, rolling

through fields inhabited by llamas and horses. Lunch was beside a cold, rushing stream. The return was on roads with more uphill. We learned quickly that all ups are not rewarded with downs, at least not in Bend, as the trip back to town was also uphill.

Bend, OR, was a tandemist's paradise Saturday night. The Deschutes Station, a local pizzeria, was reserved exclusively for NWTR and the appropriately-named "Pizza Frenzy". Riders started arriving at 5:30, and staggered in until 8:00. A few probably continued their staggering once inside, too! By the end of the evening, children of all sizes and ages were playing on the slide in the center of the parlor.

Sunday dawned crisp and cold -- no matter, we'd been forewarned. The route took us to another state park, Smith Rocks, which featured an imposing canyon to tempt the climbers among us. On the way, we smoked down the highway as we descended a butte, then wound our way through a quiet valley with lush green fields which contrasted with the short scrubby vegetation of the higher altitudes. On the way back, some tandemists rode through rain, which turned to snow. Is this the first tandem rally to be snowed upon?

At last it was the annual Banquet. This year's edition was held at the Central Oregon Community College. The Lippy's certainly know the way to a tandemist's heart, as the tables were loaded with lasagne, chicken, fettucini, salads, greens, and brownies.

After dinner the show began. Brief speeches, a slide show of last year's rally, and it was time to select the recipient of the annual, and much-coveted, "Gutter Gift Award". What's the Gutter Gift, you ask? We newcomers sat on the edge of our chairs, as we didn't know, either. It turns out that this trophy is awarded annually to the rallyist who not only finds the most unusual object along the rally route, but who can tell the most outlandish story about the relic from the gutter.



Enter many stories -- the males were doing most of the talking, so you can imagine how long he speeches were. Most speeches mentioned a dead and very bloated cow lying in a farmer's driveway along Sunday's route. Various supposed relics of this cow were held up, with stories to go with them. Piranhas had eaten all but one small bone ... a hard-luck cowbow had poked the carcass, leaving only a tattered old boot in the resulting explosion ... dragging the cow behind a tandem left only a small piece of dried out leather. The winner of the award, Angel Rodriguez of R&E Cycles beat out even these tall tales, though.

Angel told how he and his stoker were hunting along the roadside for a trophy winner when they heard a voice from a nearby pasture. It was Mr. Ed, now retired to Oregon, and fascinated by the passing tandems. Finally here were four-footed creatures who could lift both right feet, then both left feet, in unison, and not fall over. And they had such bright, slick pelts, too! The admiring Mr. Ed gave Angel his own prototype of a clipless pedal -- and this horseshoe won the trophy. If you're in Seattle, drop by R&E to see this thing of beauty.

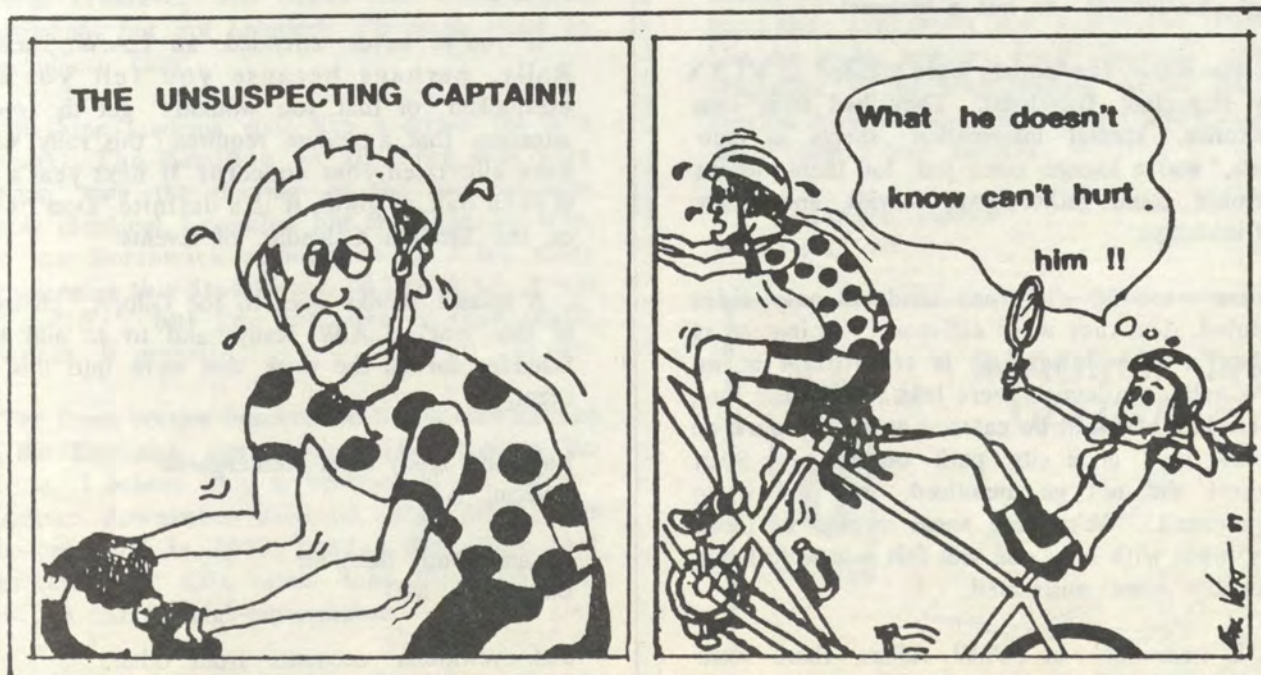
Monday's ride was a short tour through historic Bend, then back to the start for a sumptuous brunch at the Riverhouse Inn. A new Northwest Tandem Club was proposed, and an impromptu Club song regaled the crowd (and not all at the Riverhouse Inn were NWTR!):

"Oh, it cost us a barrel of money;
Some folks think we look funny,
As we pedal the road, sharing the load,
FRONT & BACK."

As the festivities concluded, a vote was taken for the location of the 1990 NWTR. The winning site was Halfway, Oregon. "Halfway to where?" we all asked. Well, it's halfway between Baker, OR, and the Idaho border, near the Hell's Canyon Recreation Area. We're already working on the logistics of getting there, and we're going to win that coveted Gutter Gift Award!

Compiled from eyewitness' accounts, submitted by:

Mimi St. Clair, Sunnyvale, CA
Terry & Bob Gorman, Los Gatos, CA
Susan & Sam Swan, Bend, OR
Joan & Duane Dennis, Walla Walla, WA





THE LEAGUE OF AMERICAN WHEELMEN'S
1989 NATIONAL RALLY
 Salisbury, Maryland
 Friday June 30 -- Tuesday July 4, 1989

TANDEM AT THE L.A.W. NATIONAL RALLY

The L.A.W. National Rally '89, held at Salisbury State College, MD, was a huge success. Of the 1200 Registrants, 220 -- 110 tandem teams -- were tandemists. That's nearly 20%!! Although records of this type are scarce, the L.A.W. thinks this is the largest turnout of tandem bicycles at a national Rally -- ever! It was almost like having a tandem rally within a rally.

The special events for tandems actually began before the Rally started. Al & Ruth Schaffer, Tandem Co-ordinators for the L.A.W. and long-time TCA members, led a tandems-only pre-tour through the Civil War battlefield regions of Maryland, West Virginia, and Pennsylvania. 15 tandems, one from as far away as California, joined the Schaffers for this historical journey. At least one couple stated, at the Rally, that they were glad the war was over, as they'd seen enough battlefields to last a lifetime!

At the Rally, tandemists were treated as V.I.B.'s (Very Important Bicyclists). They had their own dormitories, special information sheets in their packets, and a lounge open just for them, where tandemists could gather, swap stories, and renew old friendships.

There were 10 different tandems-only rides scheduled. And they were different! For instead of bagging a sack lunch, as is traditional at an L.A.W. rally, tandemists were told to skip the line, as their lunch would be catered at a state park on Saturday, and at a city park on Sunday. Such treatment did not go unnoticed, nor did it go unappreciated. We're sure some owners of those funny bikes with only one seat felt a little left out, or possibly even mistreated.

As is traditional at L.A.W. rallies, there were

plenty of workshops to choose from, when you were not riding your tandem, eating, or looking at all the other neat things. At this rally, there were six workshops devoted just to tandems. From what we saw, all were "standing room only". Tandem topics ranged from "Intro to Tandems", designed to introduce non-tandemists to the sport, to "Building a Custom Frame".

Al and Ruth also hosted a Tandem Town Meeting at the Sunday's lunch stop. Of considerable interest was the discussion on how the VIB treatment was perceived, and if it was worth it. The general consensus was that it was definitely appreciated, and that tandemists would -- and should -- pay a reasonable surcharge for the extra amenities they received. This concept will be further explored by Al and Ruth as they work with next year's L.A.W. National Rally hosts.

If you've never attended an L.A.W. National Rally, perhaps because you felt you'd be overlooked or that you wouldn't get the special attention that a tandem requires, this rally would have alleviated your concerns. If next year's rally is even half as good, it is a definite "Don't Miss!" on the Tandem Calendar of Events!

A special thanks goes to Joe Gilbert, chairman of this year's L.A.W. Rally, and to Al and Ruth Schaffer for all the work that went into this fine event.

Kay and Rudy Van Renterghem
 Tucson, AZ

Al and Ruth Schaffer
 Baltimore, MD

and eyewitness accounts from others



THE BORTHWICK CUSTOM TANDEM

After owning a Santana Classic for 12 years, I found myself longing for a new tandem. I considered several different brands, including a new Santana, but opted for the luxury of owning a pure custom tandem, one built by Gordon Borthwick of Marshalltown, IA.

Gordon is a small custom framebuilder who is well-known to midwesterners and to those fortunate enough to attend one of the last few L.A.W. National Rallies. He often presents workshops on how to size a tandem properly. Gordon starts with top-quality materials, and the idea that a tandem should express the tandem team's personality, and should fit like a glove, and then proceeds from there to make the bike for you. Because each bike is truly a custom, designed for you, each is different. The impressions expressed here may vary from impressions taken from another Borthwick.

I was able to compare my 19x18 Santana Classic with my new Borthwick and with a new 50x47 Santana Sovereign. It was an interesting comparison, to say the least. The Classic and the Borthwick were both the "Jack Taylor" double-diamond design, while the Sovereign was a direct-lateral frameset. All bikes had comparable equipment, but not identical. I'll speak more on this subject later.

All three tandems rode like a dream (or is it dreams). The handling on all three was very precise, with the steering on the two Santanas nearly identical. I couldn't put my finger on why, but the Borthwick seemed to be a bit more forgiving in this department. I'd like to say it was "friendlier", but I'm not sure if that really describes it properly.

The front bottom brackets on the Borthwick and on the Sovereign were both stiffer than on the Classic. I believe this is because of the larger-diameter downtubes used on these bikes. The Classic, back in 1978, used a downtube that measured 1.25" OD, rather than the 1.375" OD used on today's high-performance tandem.

Ellen (my not too tall stoker) and I am able to spin more easily on the Borthwick than on either of the Santanas. Upon reflecting on this, I believe this is a direct result of the 170 (front) by 165 (rear) crankarms on the Borthwick. After all, Ellen's legs aren't too long, and the 165mm cranks are certainly more appropriate for her than the 170mm cranks on the two Santanas.


The Borthwick can stop better than either Santana. It is equipped with the Scott-Pedersen SE (Self-Energizing) Cam-lock Cantilevers and an Arai RX drum. This combination is almost impossible to beat, at least with any brake setup I've tried.

Ellen, my stoker, feels much more comfortable on the Borthwick than she did on the Santanas. This is not unexpected, as Gordon built the rear of the Borthwick to Ellen's dimensions. It is as close to ideal as we can imagine.

All the bikes are first-quality bikes. The workmanship, finish, and component selection leaves little to chance. I personally prefer the "Jack Taylor" double-diamond design over the direct lateral design of the Sovereign, but both designs have their supporters and reasons for existence. I like the looks, and the double-diamond has ideal placement -- no long reaches -- for the water bottles. Any of these bikes would make the right-sized team a fine tandem.

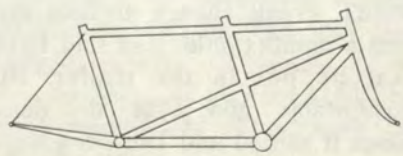
Ray and Ellen Fischer
West Allis, WI

HAND



CRAFTED

**IMAGINE THE
ULTIMATE**



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



DON' T ROCK THE TRAILER, DAD BICYCLE TOURING WITH CHILDREN

Mom and dad have driven all day to the Grand Canyon. My brother Carlo and I are going on a bicycle trip. There are a lot of people here to do the trip with us, more than I can count to. Mom and Dad bought a tandem bike this year. I'm a big boy now and Carlo is no longer a baby. Dad says we were becoming too heavy for him to pull up mountains himself.

There are at least 10 tandems on this trip and mom says there are over a hundred other bikes. There are no other kids on this trip though, except for Kimmie. She's from California, which is near Disneyland. Kimmie is seven and can ride on the back of a tandem bike. When I'm seven I'm going to ride on a tandem, too. My trailer is a lot of fun, though. Mom packs water and cookies for me and Carlo. We also have books and toys. When we stop to take a rest I collect rocks too, but Dad only lets me take the little ones.

Sometimes Carlo takes up too much room in the trailer, but he doesn't know much about riding yet, he's only two. I've done a bike trip already and that's the one I'm going to tell you about. I was almost two then. We went from Cedar City and through Zion and Bryce National Parks. Then we went back to our car in Cedar City.

Mom says we are going to have fun. We are doing this trip with about 10 other people. We are going to spend an extra day in each of the parks to go sightseeing. This is a good trip for kids because I can do a lot of different things. Dad is going to pull me by himself on this trip. He seems nervous.

I don't always like my trailer. When I was little, like six to 12 months, I bounced around too much. Dad said I wanted to see the sights but I wasn't strong enough to hold myself up. Before I was 6 months old, dad said I just slept in the car seat he put in the trailer. But the trailer is comfortable now. I stay dry during the couple of times it rained and I've been warm even when the temperatures weren't.

We started after loading our camping equipment into the sagging truck. Mom sure packs a lot. The weather was a little windy at first. We had to ride along the highway for a while. This part was the least amount of fun during the whole trip. I slept a lot. I catch up on a lot of sleep in my trailer. Mom and Dad talk to me while they ride when I'm awake or I just play with my toys.

We stopped for a break every hour or two so I can play. My parents always look for a park or someplace fun for me to stop. Today we spend a little more time than we like before taking a break. We took a longer lunch to make up for it and I also got some ice cream. We usually stop for a half hour or more. We stop at places that are so much fun I hate to go back in the trailer. Other times I cry because I am so tired from playing that I fall asleep.

After lunch we had to ride up a big hill before going into Zion Park. I threw my ball and watched it bounce down the hill. My other toys didn't bounce too well. Pretty soon my mom and some other riders brought my toys back to me at the top of the hill. Dad didn't think I should have fun doing that anymore. After a couple more stops, and more ice cream, we arrived in Zion. Dad was pretty tired. He usually likes to ride 40 miles when there are hills, but we went 60.

We had one flat tire today. Mom took me away from the road to watch. I wanted to help Dad but he said next time...always next time. Dad has all kinds of bike fixing stuff. He made extra sure the bike worked before we left on the trip, but you never know. He even has an extra tube for the trailer and a second pump. He keeps talking about different valves.

On the second day we went hiking in Zion. I love throwing stones in the water. It was warm so I could splash in the river. Mom and Dad went on a long hike while I rode in a backpack. I got to climb on the rocks when they took a break. After



noon we relaxed around the campground and played. A lot of of people there asked me if I liked to camp. Yeahhh!!!!

On the third day we left Zion. I wasn't too happy about leaving but my mom said that in two days we'd be in another park. Going through the tunnel was fun and we got to go on another hike. On the way out of the park, many cars slowed down to wave and I waved back. I always asked Dad if he knew them. They would drive on the other side of the road as they passed. I was never scared. Dad seemed less nervous also. We stayed at a KOA campground. Of course we made a few stops for, guess what! Ice cream!

I wanted to help Dad put up the tent. He let me for a while. Everyone else said they were fine and didn't need any help. Then my parents made me take a bath in the laundry sink. I even got my hair washed. Yuk! I cried, and Mom said the people in the bathrooms were afraid to come out. After dinner we went for a walk to see some horses.

On the fourth day we got to Bryce. At the top of a hill on the way to Bryce a man took our picture. At Ruby's Inn we stopped at the photo store to see the pictures. My dad said the man was going to use our photo for a brochure. After going to the campground we had dinner in the restaurant. I think I like eating in campgrounds better, I don't have to worry about dropping my food on the ground. I still had to wear a bib, but when I drop my food Dad just says, "That's O.K." Why doesn't he say that when we're in the restaurant.

After dinner it got colder. My mom made me stay in the tent. There is a lot of room for me to run around in the tent. My parents tried to settle me down by reading stories and doing other fun things. Dad's a good storyteller. My favorite is Pinocchio.

The next day the weather turned foggy and then rainy. We were supposed to spend the day playing in Bryce. We played in the morning but I had a hard time walking because of the mud. Dad left in



the sagging truck to get our car so we could go home. He said the weather was going to be yukky for two days. Mom said we could do another bike trip some day.

I hope you liked my bike story! The trip that we are going to do now could be just as much fun. My brother Carlo is coming this time. Mom said Carlo was born because of the last trip. I asked if we would get another brother after this trip, but Dad said no. After seeing the Grand Canyon we are going to see some Indian ruins. Wow! I can't wait to tell Grandpops!

Benjamin Melini, Age 5½
Salt Lake City, UT



THE BICYCLE TRAILER AND SAFETY

Taking children along may or may not be something most people consider safe. As my son said in the article "Don't Rock The Trailer, Dad!", most cars do seem to slow down and give plenty of room. Perhaps it's considered O.K. to injure an adult on a bike, but not a child. I find that when pulling the trailer I receive a different, much more courteous, attitude from drivers. Route selection, weather, and other aspects of an enjoyable bike ride need to be more carefully selected. My wife and I often find ourselves driving to Centerville, Utah, and riding out to the Great Salt Lake along rural, low traffic roads. The Southern Utah bike trip that my son described is also a safe trip during the off-season.

Most aspects of safety do not involve riding. Observation and supervision of children is essential. Clear communication between my wife and I has saved us from foolishly saying, "I thought it was your turn to watch the kids". If repairs need to be made along the road, pull safely off or walk to a safe area to make the repair.



I have ridden approximately 3,000 miles pulling one or both children. Pulling both children became quite difficult as my younger one grew quickly. Purchasing a tandem last year put the fun back into cycling with the kids.

I have owned two brands of trailer during this time; one Equinox and two Burley trailers. Trailers do not wear out, I simply wanted to try new models. It has been easy to resell used trailers, usually within a month of putting them up for sale at 80% to 90% of what I paid for them.

Overall bicycle trailers are designed well. They are quite stable, with a low center of gravity. The chance of them flipping is remote. Trailers come with two basic designs, low mounts or high mounts. I prefer the low-mounted style of trailers, although a tandem bicycle eliminates many of the stability problems associated with high mounts.

Campground safety is also a must. I don't build fires, however lanterns and camp stoves can also create quite a burn. Palm surface hand burns are quite serious in children. Safety around water is also important.

Louis Melini
Salt Lake City, Utah

PACKING FOR A TRIP WITH CHILDREN

For those of you who have camped with children, dealing with all of the little details has become familiar. For those of you who have backpacked, trying to condense all of your needs into a backpack can be a nightmare, especially if an item such as the diapers is left behind. Traveling by bike can be less frustrating, primarily because you can pick up food along the way.

To pack everything we feel essential to a tolerable bicycle trip, we prefer trips in which a "sag wagon" is provided to carry our gear. Perhaps a motel trip or one where you eat out all the time would be possible without a sag wagon.

Warm weather clothes for the daytime and cool weather clothes for the night. A different set for each day to anticipate the invisible dirt the kids get into. Have you ever pulled into a campground site, turned your back and then discover your children have located the campfire pit full of leftover ashes? Your only limitation on the amount of clothes is how far it is to the next laundromat. Hats for sun, hats for cold. Gloves and rainwear for protection against storms, bathing suits, sunglasses and sunscreen may be some other items your children should be wearing. An umbrella is a handy item not only for rain, but for shade in areas that lack trees.

You may have fun on a family bicycle outing, but unless your child has kid things to do they will hate the ride. Reading and coloring books, small toys appropriate for playing in the dirt, inflatable balls that save space when deflated, and a battery-powered tape player with cassette stories are some good take-along items. Hide and Seek is a fun game on hikes, and there are games to play along the road, like "Stop Sign".

Many other items, all heavy, will certainly make life easier on the road. Toddler seats that clamp or slide onto picnic tables make meals easier. Wet wipes and towels are needed if your child vomits and certainly if a sudden onset of diarrhea occurs. Your first aid kit should include children's medicines like acetaminophen and antihistamines for the occasional sting.

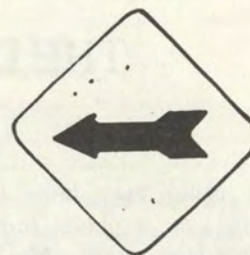
Additional luxuries include an extra flashlight for the children, in order to keep from always borrowing it back, or a thermos for warm formula in the middle of the night. It helped us avoid sleep deprivation when our children were younger. Now it helps provide hot chocolate on those cool days when a stove or store is not available.

My husband and I have no trouble joining group bicycle trips with our children. The organizers usually don't charge nor claim any responsibility. But how does one carry everything when you are generally limited to "one bag per person?" Simple, arrange with the organizers ahead of time and offer



a small but fair bribe for the kids bag. Most of the time the offer will be graciously refused, but at least make the offer.

Julie Melini
Salt Lake City



UPDATE FROM THE US ASSOCIATION FOR BLIND ATHLETES

On June 17th, in conjunction with the USABA Summer National Games, a meeting was held of the tandem cycling subtechnical committee. Blind athletes and some sighted captains from around the United States, from Virginia to Washington state, were present.

With the just-completed 80-km road race to draw upon, the committee set down to develop some guidelines, so that the tandem roadrace could continue to improve. Several ideas were discussed, including (1) drug-testing the top finishers, as is done with other USABA sports, (2) vision screening to ensure the captain can see clearly enough to safely pilot the tandem in a racing situation, (3) only allowing those who can provide their own tandem to enter on the day of the race, thus helping to ensure that no inexperienced captain/stoker teams enter and endanger the other racers, and (4) restricting the entrants to Cat. 4 captains, or to develop other subdivisions if enough Cat. 1, 2, or 3 captains showed up. This latter was

to prevent a "ringer" from riding, and to help keep the race from becoming a captain's race. USABA tandem cycling is intended to be a sport for blind athletes, and things should be kept as equitable as possible.

The committee also addressed the need to set up a committee to review the USABA rules for tandem racing. All USABA members are invited to review the rules and submit their comments as to any possible revisions which might be necessary to the National Office of the USABA.

Address any comments to the rules change or to the ideas expressed above to Simon Rose, c/o USABA, 33 North Institute, Brown Hall, Suite 015, Colorado Springs, CO 80903.

(Ed: The Tandem Club of America appreciates receiving news about tandeming with V.I.P. cyclists, both touring and racing. Please send us more articles, letters, comments).





THE DUET CYCLING CLASSIC

July 1-4, 1989

The 1989 Duet Cycling Classic was everything a racer or promoter could ever hope for: a close race (would you believe a photo finish?), a fast race, and an accident-free race. And if the good racing wasn't enough, this year's Classic had lots of spectators on hand, lots of ink in the local papers, television coverage, and the hometown team to root to victory. There is no doubt in the minds of those who helped with this year's Classic that Tandem Racing is special, in a class by itself. With the proper developing and promoting, tandem racing may even become a corner stone of bicycle racing in the 1990's.

The 1989 version of the Duet Cycling Classic had two fields, a long race and a short race. This duel Duet gave more tandem teams the opportunity to experience racing with other tandems. Mixed teams were dominant in the shorter races, but one mixed team's presence in the long race was felt in all stages.

All the top teams suffered bits of mechanical hijinks. On the first day, the lead team's eccentric bottom bracket worked loose, and with a lose connecting chain, they were unable to ride out of the saddle, so they just smoothly motored away from the pack, enroute to a 50-second victory. The short race had it's share of misfortunes, too, as the race helpers directed the field off the planned course by mistake.

The second day of racing featured a criterium race. Can you imagine racing tandems around a boulevard, with a .4-mile course, a 180-degree turn, then .4-mile back, and another 180-degree turn. And the fickle finger of fate struck again, this time in the short race, as the lead team broke the rear bottom bracket spindle, just as they entered the final sprint. The long race had one of the most exciting finishes ever seen in racing, a three-tandem photo finish, with no official camera! Local photogs quickly developed their shots, and the officials poured over them, hoping to find a clear-cut winner. It just wasn't possible.

Also on Sunday was the tandem hill-climb up

Kelly Butte, in Springfield, OR. This was a 1KM climb, with tricky turns and gradient changes. The corners were so steep that teams going through "out of the saddle" often found their rear wheel skidding sideways. Extra excitement was provided by the leaders' rear tire going soft and a broken timing chain on one of the contenders.

The SR Road Race of Champions was the order of the day for July 3. SR, the maker of many of the parts found on today's tandems, was on hand to congratulate the winners. The course was a real challenge -- a 10-mile circuit with two tough climbs per lap. There was a very steep climb one mile long, followed by a gradual climb of 3+ miles. Of course, the teams were rewarded with a 50 mph downhill each lap, too. There were no mechanical difficulties in this race.

The last stage of the Duet Classic was another road race, starting in Cottage Grove. July 4th couldn't have been better. The sun shown brightly, and a country band struck up a tune, to cheer their home-town captain, Matt Ritzow, on to victory. This course, although certainly not an alpine course, did feature one tough climb out of the valley and into the foothills. The captains had to give 100% of their attention to the course. Also, fate intervened again, as tires flatted, wheels broke, and even a chain ring broke. It began to look like the winner would be whoever could keep their tandem together. The race winners, Ritzow and Rosenburg of Eugene, OR, even had to overcome a flat tire and several stiff links in the chain.

In closing, one must note that the Pacific northwest has been the Cinderella of bicycle racing. Most top racers leave for greater challenges, but there is no better race than the Duet Classic when it comes to Tandem Stage Races in the United States. The 1990 Classic is a definite go, too, going to a 5-day race for the seniors. Can you imagine Greg LeMond and Andy Hampsten on a tandem, burning up the Duet course?

Russell Morton,
Eugene, OR



TANDEM CALENDAR ' 89

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 Blairsdén, CA.** Come to Blairsdén, 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.

September 22-24, 1989. **Aspen Fall Foliage Tour.** Sponsored by the Colorado Tandem Club. \$5.00 Registration fee -- Arrange you own lodging. Special rates through the Aspen Resort Association. T-shirts available for extra \$\$\$. Sunday brunch for \$13/person. For more information, call Harvey Hopkins, (303)-925-5842. Harvey's address is P.O. Box 9334, Aspen, CO 81612. For lodging, call the Aspen Resort Association, (800)-421-7145 in CO, or (800)-262-7736 outside CO.

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.

May 26-28, 1990. **Northwest Tandem Rally.** Baker, OR. More information as it becomes available. Watch Doubletalk!

August 3-5, 1990. **Eastern Tandem Rally.** University of Massachusetts- Amherst. For more information, send a SASE to Al Shane & Marion Gorham, RFD#3, Two Mile Road, Amherst, MA 01002.

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



NO YOU CAN'T TURN THE TANDEM INTO THE BATMOBILE!



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

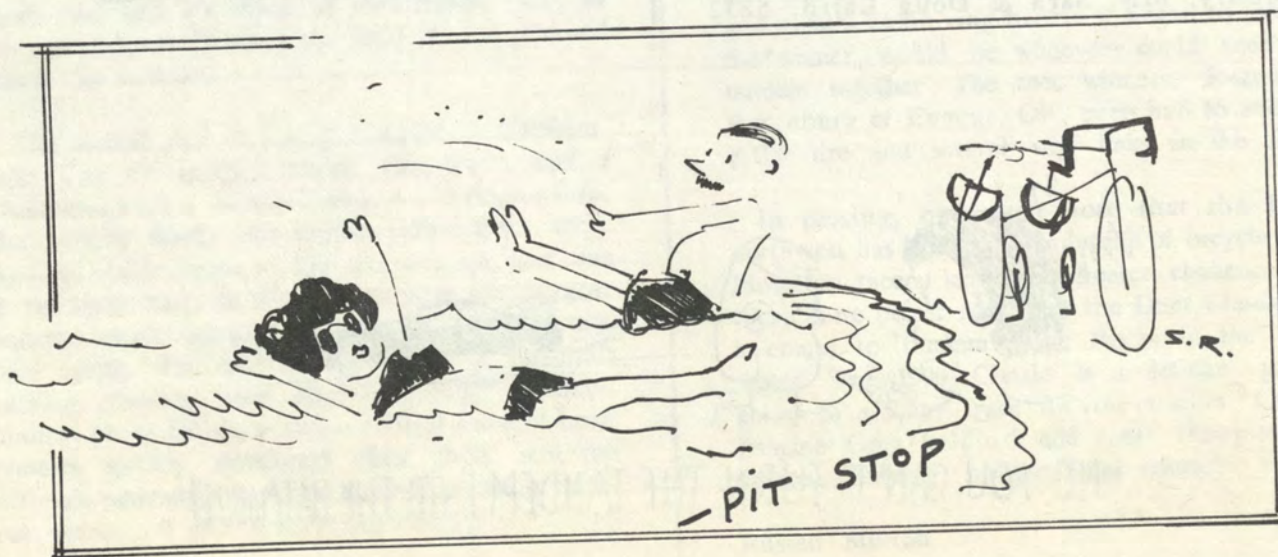
- September 30, 1989 Eugene Celebration Road Race. 44 miles. Lowell, OR. Open class, \$100 Cash Prize. Top 4 Tandems.
- October 8, 1989 Italian Festival Criterium. Open, short distance. Seattle, WA. \$100 Cash Prize. Top 4 Tandems.
- October 21-22, 1989 World Corporate Games, Time Trials, and Road Race. 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.





CLASSIFIEDS

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. 20x19+ 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: 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: Kuwahara 18-speed Deluxe touring tandem. Like new. Ocean blue paint. 23x21. Drop bars with bar-con shifters. Fully equipped, ready to ride. Asking \$1700. Dave. (219)-269-7118. 11/89

FOR SALE: Custom touring tandem made by Colian Lang. 22x19.5. Reynolds 531 tubing, Shimano cantilever brakes, Phil Wood 48-spoke wheels, Phil Wood Disc on the rear, Sugino crank set, fully loaded, with front/rear racks, water bottle cages and bottles, pump, Cateye cyclocomputer, four-color fade paint (white to dark blue). Less than 100 miles. Must sell (Captain no longer able to ride). Bike is ready to ride! Contact Tom Osborne, 318 Humphrey, Monroe, MI 48161. ph: (313)-242-5538 after 5:00 p.m. EST. 11/89

FOR SALE: 1986 Mercian Custom Tandem. 23x19. Reynolds 531 Tandem Tubeset. All braze-ons, including DT shifter bosses. Mauve, w/blue trim paint. Mafac cantilevers f/r with DeOre XT pads. Phil Wood Disc on the rear. Sugino ATT

crankset. SIS shifters (Shimano DeOre rear derailleur & fw). Phil Wood 48-hole hubs/Super Champion 700c rims. Look pedals on the front. Blackburn racks f/r. Eclipse panniers f/r included. Over \$3300 invested, will sell for \$1995. Call (214)-821-6212 evenings, please. 11/89

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 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

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! 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 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.

T-shirts



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

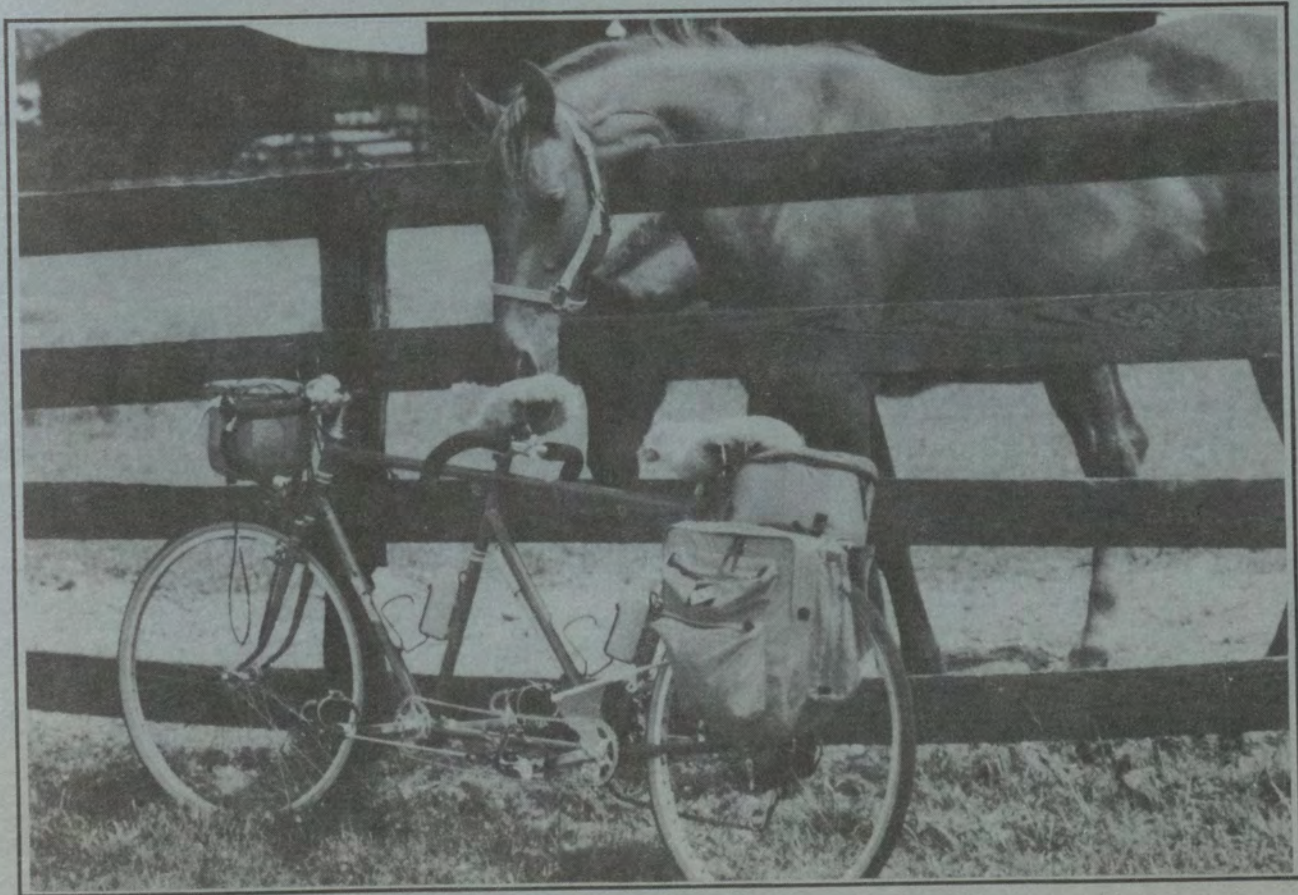
Child Sm (6-8) _____ Child Med (10-12) _____ Adult Sm _____ Adult Med _____ Adult Lg _____ Adult XL _____

Amount Enclosed: _____

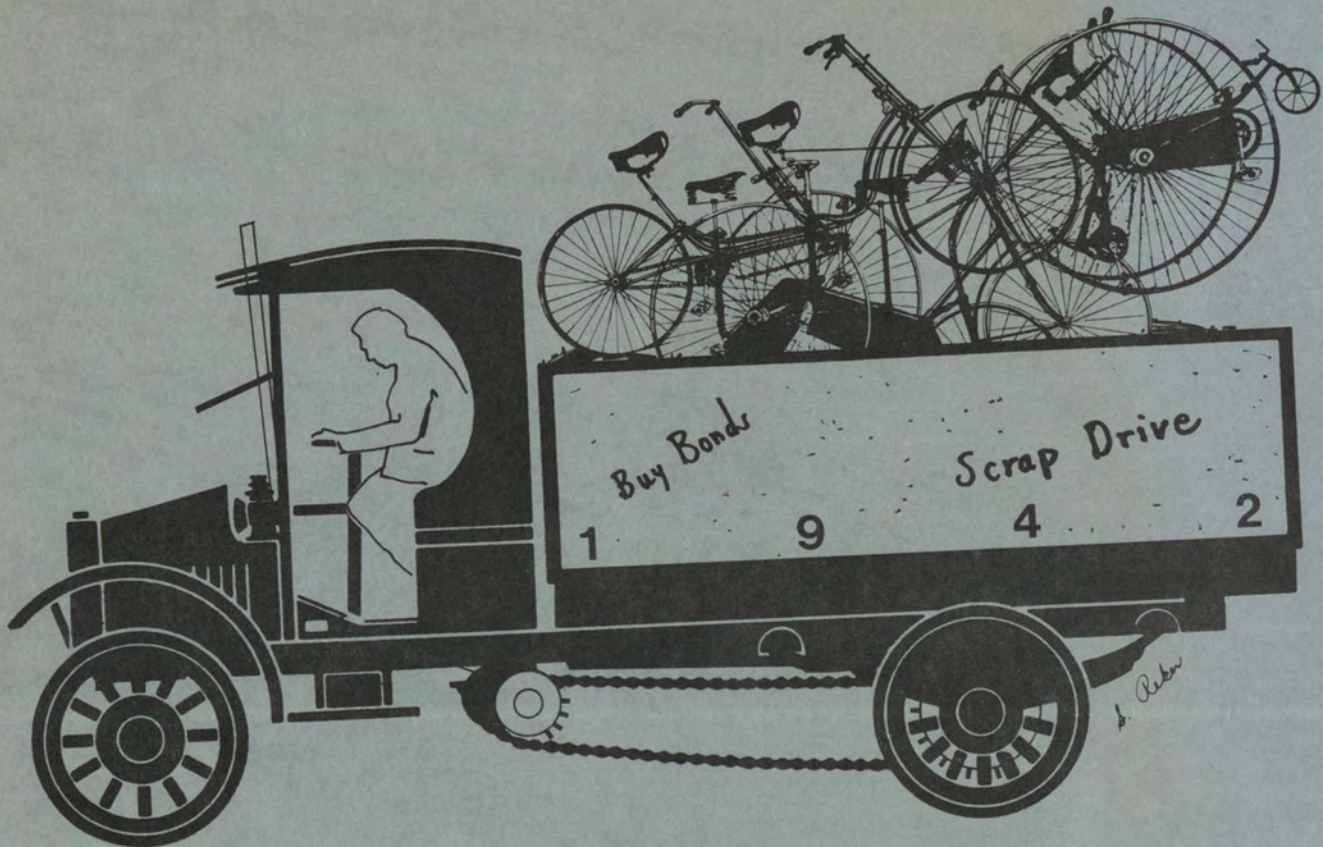
Indicate quantities above and include \$8.50 (US Dollars) for each shirt ordered. Canadian and foreign orders should include appropriate postage.

SHIP TO:

Name _____
Address _____
City _____
State _____ Zip _____



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? _____