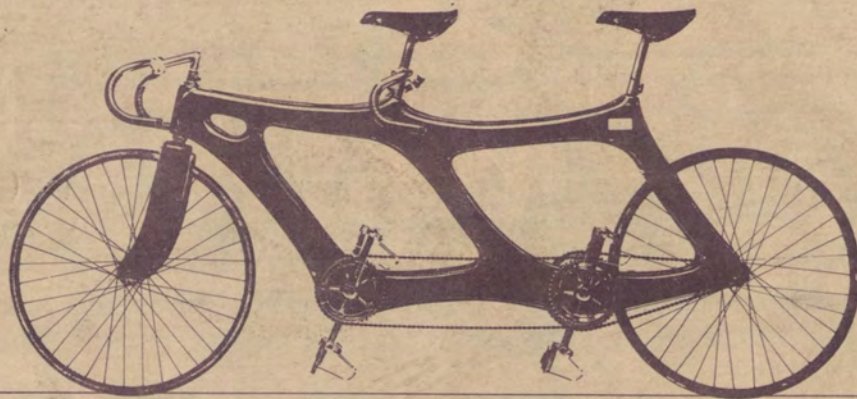


TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"
DOUBLETALK



JULY-AUGUST
1990

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

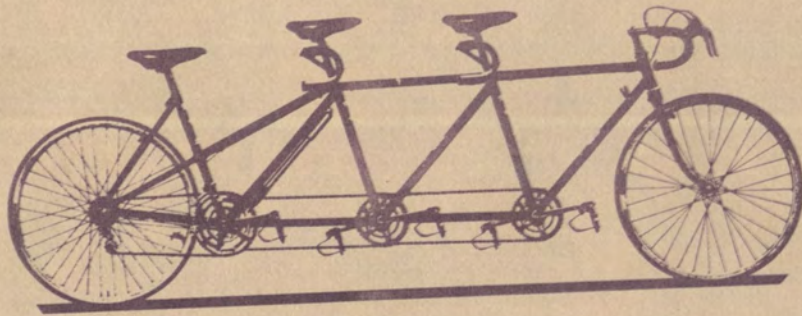
BULK RATE
U S POSTAGE
PAID
Birmingham, AL
Permit No. 387

Address Correction Requested

689
Sheldon Brown
& Harriet Fell & Tova & George
384 Linwood Avenue
Newtonville, MA 02160

RENEW NOW
1 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 © 1990 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 (408)-735-1151
Treasurer Malcolm Boyd & Judy Allison, 19 Lakeside Drive NW, Medford, NJ 08055 (609)-654-7063
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, 46 Lakhota Crescent W., Lethbridge, AB T1K 6J2 (403)-381-6238

Ontario, Quebec, New Brunswick, Nova Scotia, Newfoundland, Prince Edward Island
Dave & Brenda Vandevelde, 2964 Keynes Crescent, Mississauga, ON L5N 3A1

Published since 1976



DEADLINE FOR THE SEPTEMBER-OCTOBER ISSUE OF DOUBLETALK IS JULY 31, 1990

FROM THE EDITOR

Mea Culpa! I just noticed, as I started to type this editorial, that we had said the deadline for the issue that's in your hands now was June 30, 1990. Since we mailed this issue in June, that's an impossible deadline! Anyone who may have missed this issue because of my typo (and my proofreader takes partial blame here, too), I can only apologize and say "We'll try to do better next time!" Rest assured, July 31 is the correct deadline for the next issue!

The year's already half over. A lot of the rallies are now past, and from what we've hear through the grapevine, the ones already history have been terrific. Now, if you folks who attended these rallies in Oregon, Florida, California, Texas, New Jersey, and many other points of the country will just write us of your rally experiences, we'd like to share them with those TCA members who aren't fortunate to have gone to any, yet. If you'd like to take in the rally fun, flip back to the TCA Calendar and choose one, two, or more of them. But hurry, the deadlines are drawing near for many of these great events!

We hope you had the opportunity to see some, or all, of the great publicity tandem cycling, and the Tandem Club of America, has been receiving lately. Just to mention the few that we've seen, find the article in the March 25 issue of the Washington Post, or the May 7 article in the New York Times, or the June 7 issue of USA Today, or the June 18 issue of US News and World Report, or the July issue of Bicycling. And these are just the ones we've seen. We've heard reports of articles on tandem bicycling in Stars and Stripes, in Town and Country, and in the Alaska Airlines magazine, too. All of the articles that we've seen have been excellent, with only minor fallacies that will probably go unnoticed by the non-tandemming public, or the tandemists who are just beginning. Did you know that stokers are supposed to watch for road hazards? -- USA Today. Or that the eccentric, used to tighten the timing (crossover) chain is in the rear bottom

bracket? -- Bicycling magazine. A hearty thanks to all responsible for "spreading the word" about tandem cycling and the Tandem Club of America.

We'd like to welcome all the new members who've joined the TCA as a result of these articles, and also to remind everyone the Tandem Club is your club. It's only as good as the articles you send in, and we really would like to hear from many of you. Let us know what's on your mind, what's been happening in your area, where you've been, what tricks you've learned, what you'd like to know from other members! Mostly, just send us letters and articles. We'll edit them, if necessary, and use as many of them as we can. Remember, we can accept 5.25-in diskettes with articles, too, as long as they are plain ASCII files on an IBM-formatted 360k diskette (3.5-inch capability coming soon!) Please include a printed copy of your article, just in case. We're sorry, but we're not able to return your diskettes.

With all the new members joining us, we'd like to take just a few words and remind everyone that DoubleTalk is a copyrighted publication. The graphics and cartoons are also copyrighted by the authors/artists, and are used in DoubleTalk only with their permission. Please help us get more artwork and illustrations by honoring these copyrights. Don't borrow without permission.

It's time to wind up another column. Susan and I will be heading up to the LAW National Convention in Slippery Rock, PA, over the Fourth of July holidays. Later in the summer we'll be up in Minneapolis for the Midwest Tandem Rally, and in the fall we'll be down in Florida at the Southern Tandem Rally. If you are attending one of these, look us up and say Hello! We like to shake hands and meet other Tandem Club members, too.

See you on the road!



LETTERS TO DOUBLETALK

Dear Doubletalk,

The membership issue of Doubletalk (January-February of each year) prompts me to write and tell you of our new address in Oxford (U.K.) and also to say again that any Tandem Club of America members who are touring the U.K. are cordially invited to visit us here in Oxford.

Better still would be to time your visit to Oxford to coincide with the fourth Sunday of the month. This is when we, as regional organizers, have a Tandem Club (of the U.K.) ride starting from Oxford and it would be really good to meet TCA members. We look forward to meeting you!

Best Wishes!

Stephen Stuart & Fiona Hedges
51 Hill View Road
Oxford, United Kingdom
OX2 ODA

Dear Doubletalk,

I am a boy of 17 years. For a long time I am interested in cyclist. I would like to ask you kindly to send me some prospects with bicycles you to ride.

Thank you in advance.

Tadeusz Lepitak
S. P. - 83
55-200 Ottawa
Poland

Dear Tadeusz,

I received and read your letter with great interest. Yours is the first letter I have ever received from a cyclist in Poland, and it is my pleasure to sign you up as our first Tandem Club Member in Poland. Perhaps our club newsletter, Doubletalk, will help inform you about the sport of tandeming in the US.

I would like to know something about cycling in Poland. What sort of cycling do you do? What is the terrain like around your area? Do you bicycle off the pavement, as well as on the roads? Are there any tandem bicycles, clubs, or organized rides in Poland? What sort of equipment do you have?

As for us, I am 37, a chemical engineer by training. I manage a process control engineering group for a major chemical manufacturer in Philadelphia, PA. My wife, Judy, is a chemist for the same company. In our spare time, we ride one of (four, I am embarrassed to say) tandems. We have a 1972 curved-tube Jack Taylor (England), a 1983 Moseman (Pennsylvania) touring tandem, a 1985 Moseman racing tandem, and a 1985 Santana (California) off-road tandem. We don't ride the Taylor much anymore, but we can't bring ourselves to sell it after riding it some 40,000 miles. The racing bike we use on training rides with our local club, and we take the touring bike with us on vacation each year. We typically travel by car or airplane with bike, put on the touring bags (panniers), and go tour for 400 to 600 miles in two or three weeks. We have been fortunate to have toured in 35 states in the USA, plus Canada, Mexico, Scotland, Switzerland, and West Germany. Our favorite places to go touring are into the



High Performance Tandems

"Experience the Ecstasy"

Lippy Cycles, Inc.

60265 Faugarwee O Bend, Oregon 97702
Send \$2.00 for color brochure



mountains, such as the Appalachians in the East, or the Rocky Mountains in the West. It is a bit of wonder we are any good at the hills. Southern New Jersey, where we live, is very flat.

In the winter months, when it gets down below the 40-degree Fahrenheit mark, we use the Santana off-road tandem to ride on sand roads in the Pine Barrens of South Jersey. The Barrens are a state forest that is approximately 40 miles by 50 miles in extent. There is almost no development in the forest, just a maze of sand roads among pines, oaks, and cedar swamps and bogs...a very pretty, but wet, place to ride a bicycle. The sand roads are much slower than the asphalt pavement, so the riding in the woods is comparatively warm.

Some time this year we will pass our 100,000 mile mark together by tandem -- we have been riding now for 16 years -- and we still enjoy it very much.

I'm looking forward to receiving your next letter, and will, of course, share it with the rest of our readers in Doubletalk. While I would prefer that you write it in English, Polish is fine, too. I work in a Polish neighborhood of Philadelphia, called Bridesburg, and a goodly number of my coworkers speak Polish. They would help me translate it.

Happy Riding!

Malcolm Boyd,
TCA Treasurer

Dear Doubletalk,

Thanks for a wonderful newsletter. We're glad we joined!

Our first experience on a tandem was a rental Schwinn Twinn. It was slow and flexible, but we had lots of fun. Even before we returned it, we began thinking of getting one for ourselves. We researched the market for almost a year and decided to purchase a Cannondale. Other than the brake shoe in the Arai drum brake scraping the drum occasionally (I took it apart and sanded the

offending corner, once I discovered the cause), we love it. Although we've had our tandem for only half a year, we wonder if we'll ever ride our single bikes again. We have a few tandem-related questions we hope you can help us with.

What exactly are out-of-phase cranks? The only thing we know about out-of-phase up cranks in that way is that the crankarms are not parallel. We'd like to know what the advantages and disadvantages are.

How do you climb a hill on a tandem? Is it safe to climb out of the saddle? Can you climb out of the saddle with out-of-phase cranks?

What 7-speed freewheels would you recommend for a Shimano DeOre XT-II Indexed Shifting (SIS) setup?

We'd also like to know how we could get a reprint of the review of the Bike-Pro tandem case that you mentioned in the March-April 1990 issue. We'd also appreciate any other info you may have on tandem cases.

Here's a trick way I discovered to loosen the wedge in the front bottom bracket shell of a Cannondale tandem. I have not tried it on other similar designs. I first tried loosening the wedge with a mallet, but was not successful. What worked for me was this:

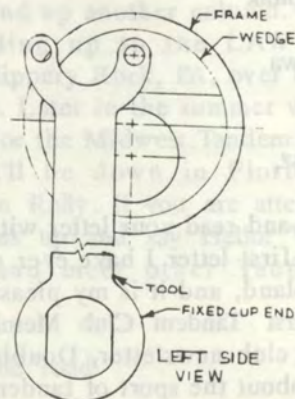


FIG 1

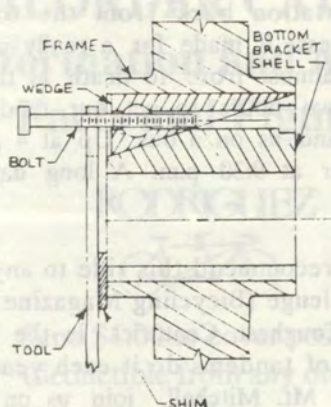


FIG 2

- (1) Remove the bolt from the shell.
- (2) Take a Park fixed cup/adjusting cup tool (Park #HCW4) and unscrew both pins.
- (3) Place the tool over the left side of the shell as shown in Figure 1, with one of the pin holes directly over the hole in the wedge.
- (4) Thread the bolt (removed in step 1) through the pin hole in the wrench. The pin holes have the same thread dimensions. Thread it into the T-nut inside the wedge. Keep the tool as close to the face of the shell as possible. Screw the bolt in as far as it can go (the bolt head will NOT touch the tool since the bolt is not threaded along its entire length).
- (5) Place shims between the tool and shell as needed to make them just about parallel (Figure 2).
- (6) Push inward (toward the shell) on the fixed-cup end of the tool to loosen the wedge. The tool will provide lots of leverage, so you might want to be careful.

I hope this can help others.

Sincerely,
Wade T. Shimoda
Kaneohe, HI 96744

P.S. What does the TCA patch look like?

Dear Doubletalk,

Shirley and I were experienced touring cyclists before we purchased our tandem. We basically applied the "single" touring skills that we'd learned over the years to tandem touring. Since we've got two sets of panniers, and since we have always toured with panniers on our "singles", we had our tandem fitted for panniers. We've tandem toured twice that way (the distances involved were a very mountainous 800 km and a hilly 420 km).

Tandem touring with panniers hasn't been a problem for us per se, but panniers tend to make the bike all that more awkward. We would like to hear from any other tandemists who have toured with panniers and "buggers" (bicycle trailers) and who can offer a critique or list of pros and cons for each method. We're considering the purchase of a bicycle trailer, and we would like some feedback before we take the plunge.

Shirley Szilvasy & Ted Przyborowski
9608 - 79th Street
Edmonton, AB Canada
T6C 2R9



"The fog is lifting!
I can see your back now."

Dear Doubletalk,

WE DID IT! We made believers out of nonbelievers! We successfully assaulted Mt. Mitchell last May 20, 1990! We heard many comments like, "Gosh, you're going to have a hard time" "Good



luck, you're going to need it" "Don't you know you're not supposed to ride a tandem up a mountain?" "Oh, Wow! Look! A tandem" "Wow, that must really be true love!" Even the hot-shot fast bikers, coming back down the mountain, would stare, then smile, and give us a thumbs up!

Our tandem is a 1989 Santana Arriva, with a 32-42-53 front and a 13-30 freewheel (7-speed). We did the 102-mile ride from Spartanburg, SC, to the 6,684' top of Mt. Mitchell, NC, in 10 hours and 20 minutes. This included about 5 miscellaneous stops and about a 40-minute lunch break in Marion. There were about 1700 entrants, and we are only aware of 6 tandems of which we know two finished, two that didn't finish, and two that were never heard of again.

We have been riding in the rain almost every weekend this year, so our spirits weren't dampened as we rode 50 of the first 70 miles in the rain. We were very impressed with the quality of bikers on this ride...you could tell they were experienced bikers, and that was a plus. We were very unhappy about the lack of restroom facilities along the route, and what few there were, were not indicated on the furnished map.

The only close mishap we had on the ride was going up the mountain. Someone ahead of us was walking with his single when he dropped his helmet. It rolled down the mountain right in front of us...Luckily we made it around without a crash. It was a real inspiration to us as we went up the mountain -- we were slowly passing people on singles and people who were walking their bikes. They would always do a double take when they saw we were on a tandem.

We figured our first 70 miles took about 5 hours, and the last 32 miles took about 5 hours, too. The really hard part came at the finish. A big black cloud, gloom and doom, was hanging over Mt. Mitchell. Just as we approached the finish line it let loose, pouring rain, thunder, lightening, the works! We were so excited about our accomplishment, and we were looking forward to a great reception, but everyone was scattering for what little shelter there was. Only the workers were at the finish line, marking us off the list and handing us our finishers' patches.

The transportation back from the top was a disorganized mess. It made for a really miserable afternoon. We almost froze to death at the top. It took us over two hours to get our tandem on a truck (safely) and us on a bus. Up at 4 a.m., and back to our car at 9:30 p.m. A long day, but it was worth it.

We really do recommend this ride to anyone who likes a real challenge (Bicycling Magazine calls this one of the 10 Toughest Centuries in the US), and only a handful of tandems do it each year. And if you can't make Mt. Mitchell, join us on the ride up Grandfather's Mountain this September 16 on the "Bridge to Bridge Incredible Challenge."

Paul & Barb Beach
Jeffersonville, IN

WHO DOES WHAT

MEMBERS: Write articles, draw cartoons, send letters, host rides and 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.



MAILORDER CATALOG
Information and Advice
Facts and Figures

RODRIGUEZ



Send \$1.00 to cover postage
(deductible from any order)



5627 University Way NE Seattle, WA 98105
(206) 527-4822

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:

- March - April, 1990
- January - February, 1990
- November - December, 1989
- September - October, 1989
- January - February, 1989
- November - December, 1988
- March - April, 1987
- January - February, 1987

COUPLES ON WHEELS
"MOO"VE ON OUT!

Wisconsin's COWs (Couples On Wheels) held their annual Spring Rally this past May 19-20, 1990. Greg & Wendy Brock were the organizers, and did an excellent job scouting out the Village Haus Motel in Shawano, WI. It was a good thing they picked out such comfortable accommodations: hot tub, heated pool, large meeting rooms, and attached restaurant--because they forgot to arrange for warm, dry weather. Saturday was 43 degrees with a steady rain driven by strong north winds. Ideal weather for TOSRV, maybe, but not for a tandem rally.

One or two die-hards mumbled something about not knowing what they were "going to do if we can't ride?" It soon became apparent that the hot tub and little retail therapy would soothe our disappointment. While soaking, a number of COWs were heard praying for warmer weather for Sunday. Later that evening all COWs grazed on a tasty banquet served in the restaurant, and took part in a lively discussion about the 1991 Midwest Tandem Rally, to be held in Oconomowoc, WI. Plans are already well underway, and we are looking forward to what surely will be a great rally.

Sunday dawned still cold and windy, but no rain. So the herd bundled up and moooved out. By the time we had gone a few miles it was easy to see that the saturated ground had driven all the worms to the surface of the roads, where they were picked up, flung, and deposited on our tandems, water bottles (you had to watch what you were drinking), and persons. This led to a lot of gross discussion and speculation that prayers for warmer weather had been misinterpreted somewhere, and what we got was "wormer" weather. But at least the rains held off and eventually the skies cleared. The scenic, low traffic roads and fun-loving camaraderie with our fellow cyclists made for an enjoyable and relaxing weekend. We're looking forward to next year!

Paul & Flo Walker
Wautoma, WI

T

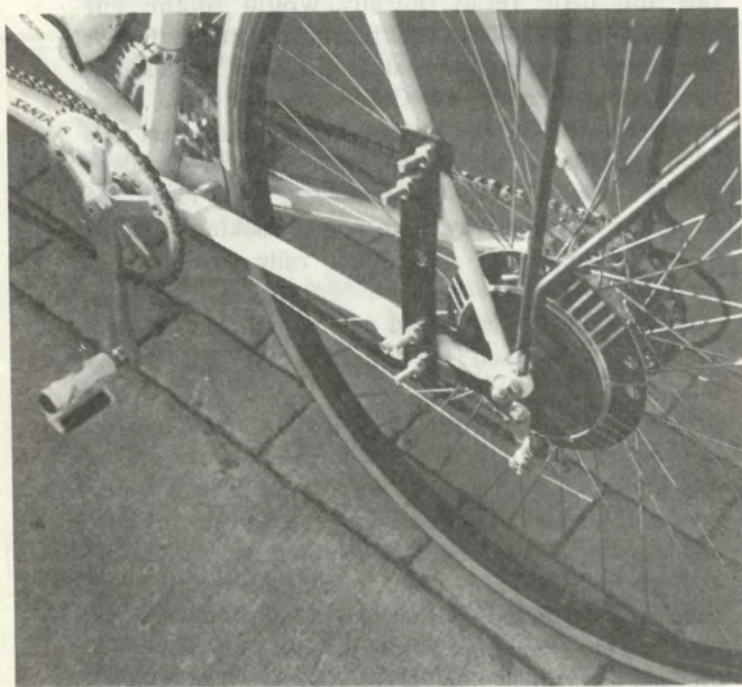
A

N

FITTING A BURLEY TRAILER TO A SANTANA

Tom and Courtenay Willcox asked for suggestions/ideas for fitting a Burley trailer on their Santana tandem, with its drum brake in place. We, too, faced that problem, and we feel we arrived at a very workable solution, one that was economic, safe, and also "looked right" when we were finished.

We took delivery of our new Santana Arriva in May, 1989. We already owned a Burley trailer, one which had the old style hitch. Before we bought our new Arriva, though, we had called both Burley and Santana, asking about the ability to use one with the other. Neither could say for sure, but both groups said that it could probably be done (Sure it can. Anything is possible, isn't it?)



The old hitch would not work. It interfered with the drum brake. It might have worked, had we removed the drum, but we felt the need to keep all the brakes we could, especially while we were pulling a trailer. Our next step was to order Burley's new style hitch, hoping that it would fit between the stays and the drum brake. Needless to



say, it didn't work (if it had worked, we wouldn't be offering this article). The new hitch even interfered with Santana's "Pac-Man" fitting under the chain stay. We later learned that was why Burley's tandems have the brake fitting on top of the chain stay! We tried to file down the ribs on the inside of the new hitch, but couldn't file enough off to fit and still have the hitch hold together safely.

Our next tactic was to try rigging a hitch from an Equinox trailer. This had ropes that went around the stays. It worked, but we were not happy with the lash-up. It looked like something one rigs together, hoping it lasts just long enough for you to



return home from a tour, or to allow you to limp in to the nearest bike shop for repairs. Also, we couldn't get it tight enough to not move around when we rode.

We then had a string of ideas that led us to the idea of bolting the old hitch to a metal plate that was attached to the stays. We sawed one leg off of a piece of angle iron (given to us by a friend) to make a plate about 1/8 inch thick, 1-1/4" wide and 7-1/2" long. We then drilled holes in the plate and used U-bolts (from the unused mounting hardware of a front Blackburn Low-Rider Rack) to attach the plate to the stays. The U-bolts fit between the stays and the drum brake and were coated with plastic which helps to protect the stays (the plastic helps protect the forks when used to mount the low-rider rack).

One big hole drilled in the center of the plate is used to bolt the hitch to the plate (we found the bolt in that box of junk that everybody has in their garage, full of stuff that you just know you will need some day). We left the U-bolts full length in case we need to use them for their intended

purpose or in case we find something better to use on our makeshift hitch. They stick out a tad, but not enough to harm anything. When we connect the trailer to the tandem, the hole in the end of the hitch fits over the end of one of the bolts and makes a rigid connection. We hope you can see how it all fits together in the pictures.

This hitch cost us nothing and so far works great. We hope this will help you and maybe it will lead you to an idea that works even better. If so, we'd love to hear about it. Let Doubletalk know. Or if you hear of a better idea from someone else, who (heaven forbid!) is not a TCA member, we'd love to hear those ideas, too.

Nolan and Mary Randall
Redding, CA



RAILS
-TO-
TRAILS
CONSERVANCY



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



MISS ICEBERG? I THINK I WENT TO SCHOOL WITH HER!

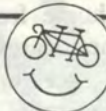
It was all too familiar to Bobbi and me, carrying a tandem up two flights of stairs. It had been done for subways and trains, and, just like this time, for a pedestrian bridge across the traffic. This time, though, we were in Phoenix for the Iceberg Gran Prix, and the traffic was Alan Prost's Ferrari shooting under the bridge at 150 mph, followed by Nelson Piquet. Both of these gentlemen are World Champions in their chosen sport of motor racing. At the other end of the bridge were the Trans Am pits, with the atypical scene of tandems riding up and down between the long rows of race cars. We had our own World Champion with us, in the person of Mariann Berglund, and in one hour we would be shooting under that same pedestrian bridge, only at a speed somewhat slower than the 150 mph of the cars.

When perusing the list of events leading up to Sunday's Formula I Race, one noticed the Miss Iceberg Pageant, and the equally unlikely spectacle of tandems racing on the Formula I course. My idea had finally come to fruition, and I was drinking in the music of 750 horsepower engines at speed, and the muffled roar of the Trans Am sedans tuning up for a race later that day. From behind I heard those words which quicken the pulse of all tandem owners -- "I'll tighten up the chain." We all know the joys of making a very big mistake, but it is tempered when it is done in your own garage with every tool an arm's length away, and no real deadline. I tried to yell over the roar of the race cars, "Don't let the bolt ... clink ... clink ... come completely out!" It was going to be one of those days. But Yankee ingenuity, in this case Mariann Berglund from Sweden and Martin Graf from Switzerland, cajoled the eccentric back in place and we were ready to race.

Twenty-three tandems rolled up to the concrete barricades to await being marshalled onto the course. As we sat astride our tandems, we were five feet from the Formula I cars hurtling past at 150 mph, the concussive waves from their engines vibrating our bodies. The four wheelers pulled off and the real show took over-- did I mention that I promoted this race?

The gran prix course is a street course, using the pavement from curb to curb. It was smooth in bicycle terms, with no glass or garbage to contend with. The race comprised the best riders in the country, and arguably some of those who are not the best. The field quickly divided into two groups: the ones really racing and the ones just having fun! Jonas Carney, cyclist of the month from the USCF, and Lance Armstrong, riding my Cannondale, were in front at the end of the first lap, followed by a dozen or so tandems, including Tucson frame builder Andy Gilmore with me on the back as stoker. After one lap of intense high speed winnowing, it was a nine-bike affair, including the Gomez brothers from Los Angeles and Russell Morton on his wildly-painted Burley down from Eugene, OR. Russell was trolling for tandems to come up to Eugene for the Burley Stage Race, being held this Fourth of July weekend.

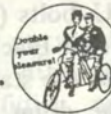
Seeing double?



Button up with these nifty 2 1/4" badges. Lots of colors! \$1 each, or 6 for \$5 ppd.



Stamp pin, golden metal, white & black trim. \$4 ppd. Postage stamp, 25¢.



Catalog of bicycle-motif gifts 'n goodies, 50¢.



Who else but...

Pedal  **phernalia bicycle curios**

PO Box 2566T, Ann Arbor, MI 48106



The real stories were back in the pack, and they typify what we already know about tandeming, namely that it is FUN! A father/son team surprised many by hanging on to the lead pack to the halfway mark. A pair of mountain bikers on a department store tandem were flagged off after only two laps, but they were enjoying the day and will be back up on a tandem at first opportunity.

One story in which the names have been omitted to protect me, holds that a mixed team failed to take full advantage of the rolling start as the stoker, she, or he (as the case may be) had pulled one foot out of the clips. In the frenetic pace to try to hold on to Carney and Armstrong, the two Shaklee teams, and Mariann, he (or she) on the front had not noticed the three-quarters efficiency factor. Yelling rectified this and the teams got it all together with all four feet in place, and they caught on to the pack. Apprehension, a state induced by being a first time ever (and maybe last time?) stoker, caused verbal querying in abundance. Does any of this sound familiar? Andy and I watched the final sprint to the finish from a distance, having been flagged off the course on the last lap.

It was an amazing sprint to the finish, with the Subaru team of Carney and Armstrong first on my Cannondale, followed by the Shaklee team of John Frey from the the US National Team and Rod Bush on a Gilmore. Third was Mariann Burglund and Martin Graf on another Cannondale. Fourth was the Shaklee team of Frank Scoscia and Kent Bostic. The local Phoenix-based Cannondale was ridden by Dan Shoemaker and Bart Robbins, followed by yet another Cannondale ridden by Ultramarathoners Marvin Christy and Beat Wyrsh (Beat's from Switzerland, here to ride this year's RAAM).

As we sat around eating, drinking, and doing the "post-mortem" of the race, and handing out the prizes from Spenco, Mavic, and SunTour, I overheard two solo riders remarking to each other, "I'm going to get me one of these!"

Our race was a success -- tandems, fun, and Formula II!

Ray Patterson
Escondido, CA

MORE ON TANDEM BRAKING

FRICION, Friction, friction! Often the key to not having friction within the tandem team is to have adequate friction on the bicycle. Specifically, having adequate friction between the brakes, wheels, and road.

Much has been written on the subject of tandem braking over the years. Many things have been tried, and new technologies have been tested and are being introduced (and refined and re-introduced). As 1/2 of an experienced tandem team with over 34,000 miles logged, and nearly 12,000 of that with a full load of touring gear, I'd like to share with you my experiences, my discoveries, and my recommendations.

I have said that I had not gone wanting for more braking power with my two cantilever brakes on our first tandem. Our custom Borthwick had cantilevers, using Mathauser's pads, and we had no

fears while cycling under load (Pat: except for the time a coal truck pulled out in front of us on a curve while touring in Pennsylvania!) However, with the prospect of many long mountain descents in Wyoming and Oregon ahead of us (our last year's tour), I somewhat hesitantly yielded to stoker pressure and installed an Arai drum brake that had been collecting dust since our tandem's planning stages. It's history now. Let me tell you the results and what we did about it.

First, though, a bit of technical talk. Two brake levers, two brakes. The strength of each hand on each lever, controlling one set of brakes. The front brake, being more efficient, is controlled with the right hand, my stonger hand. I added the Arai drum, and set up the cables in what is probably the "standard" method: the right hand now controls both cantilevers with a dual-cable lever, and the left hand controls just the Arai. The braking action is



not the same between and Arai and a cantilever, so you should not connect both of the rear brakes to the right lever. The strength of the hand that was putting full force into just the front brake now is realistically putting just half that same force into each of the wheel rims.

In Pennsylvania, using only my two cantilever brakes, and in a mountain range famous for 15%-20% grades as normal fare, my stoker urged me to stop for a photographic opportunity, and some good scenic viewing. We stopped in what I considered good order, taking into account the speed, the grade, and our load. This past summer, though, we were touring in Oregon when we spotted a roadside store, the first we had seen in over 70 miles!. I leaned into both levers hard, actuating all three brakes, on the 5% downgrade. I will tell you honestly that we climbed a good bit more of the hill to get back to the store than I had planned.

Needless to say, when we got back to our van and some serious bike tools, the Arai drum came off and the cables switch back to right/front left/rear cable routing. Now, I would be the first to say that the drum would be of great value to someone riding in the rain. It is nearly impervious to wet weather, while rim brakes loose much of their efficiency on wet, slippery rims. Yet, so very little of our cycling is done in wet conditions that I did not hesitate to return to just a rim brake for each hand.

While touring in Bend, OR, we visited with Keith Lippy, builder of the Lippy tandems. We had the opportunity to ride one of his creations. While I personally liked the more relaxed steering of ours (Keith tends to design his bikes more for the racing or high speed cyclist), his brakes were something else! I nearly had Pat in my lap when I hit the brakes hard just before we came to a complete stop!

We carefully looked over the braking arrangement Keith had used, and asked many questions. When we returned home, we decided to switch ours to match the setup on the Lippy tandem we had tested. We are now using Shimano SLR Aero brakes and Shimano DeOre XT-II SLR cantilevers.

Shimano has designed a system they call Shimano Linear Response, which is intended to give the proper feel to braking over the entire range of lever travel. Our old Mafac levers, cantilevers, and Matthausen pads are now in storage.

Just recently Gordon Borthwick, a tandem builder for Marshalltown, IA, has told us of something even newer. Scott-Pedersen has developed a manually-activated cantilever brake system that utilizes a twisted spline design. This is similar to the splines used in the Maillard Helio-comatic hub-freewheel design used on some high-performance European singles some years ago. The idea behind the Scott-Pedersen SE brakes is that, as the pads contact the rim, the rim pulls them forward and the splines twist the pads into the rim, multiplying ("energizing") the braking force. Couple these Scott-Pedersen SE cantilevers with Shimano's SLR brake levers should make a really nice system, one where you can increase friction when you want to and decrease it when you don't.

Whether you choose to install a drum brake or not, change to one of the new styles of cantilevers or not, or whatever, I certainly recommend that you stay true to the adage: "One Brake -- One Brake Lever". You'll have much better control over the type of friction you experience on your tandem!

Ernie & Pat Fisher
West Des Moines, IA 50265





THE WORLD'S FASTEST TANDEM?

In May, 1986, Fast Freddy Markham set the **LAND SPEED RECORD** for human powered vehicles while riding a streamlined recumbent bicycle -- The **GOLD RUSH I**. His speed? 65.4 miles per hour over a certified 200 meter course. His prize? The \$18,000 duPont Prize to the first HPV team to break the 65 mile per hour barrier under specified conditions of wind and slope. No HPV has reached the 65 mph barrier since, although others have come close.

The **GOLD RUSH** Team is not satisfied with owning just the Solo HPV record. Computer simulations have indicated that a two-man team, in a properly designed stretched out version of the **GOLD RUSH I**, should be able to break the 70 mph barrier at our high altitude (8,000 ft. elevation) test track. So our goal is Mach .1, 1/10 the speed of sound. This works out to be about 72 mph.

We have not yet had the opportunity to make a 200 meter record attempt, but in October, 1989, we did try the **GOLD RUSH II**, our tandem version, at the Bonneville Salt Flats during the "World of Speed" record attempts for cars and motorcycles. Instead of a 200 meter run, we had to run through the traps at one kilometer and one mile.

With two former Olympians, Fast Freddy Markham (the **GOLD RUSH I** pilot and record holder) at the controls and John Howard stoking from the rear-facing seat, the **GOLD RUSH II** was clocked at 60.5 mph through the kilo and 58.6 through the mile. These runs were straight as an arrow!

The frame is built for the riders to sit back to back. This allows the center of gravity of both riders to be as close together as possible. Both riders pedal in a mirror image of each other, which provides a very stable ride. The stoker pedals in his normal direction, which is backwards to the front rider. The drive chain is figure eighted twice to accommodate the backward pedalling rear rider.

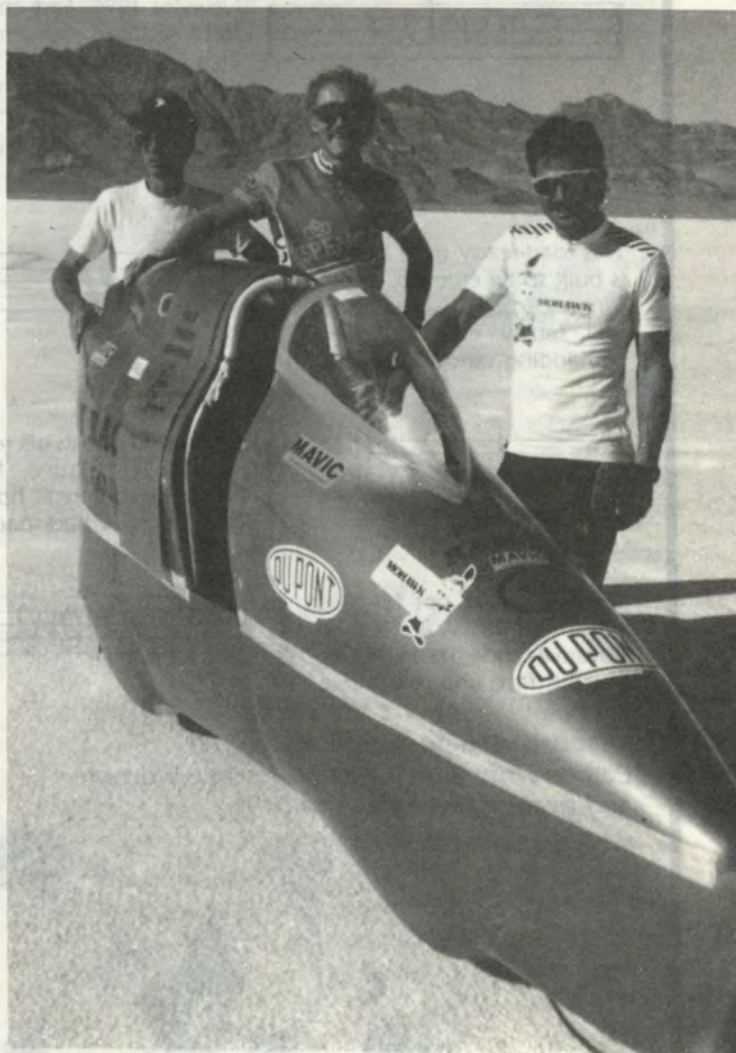
The **GOLD RUSH II** frame is heliarc'ed aluminum. The final drive is stepped up with a jack

shaft. Low Gear is a steep 165 inches, and the high gear is an even-steeper 250 inches. Total weight, with the streamlined Kevlar shell in place, is 75 pounds.

Wish us luck on our record attempt. We really do want to be the first tandem to hit Mach .1. Then comes the Human-powered Moon Shot!

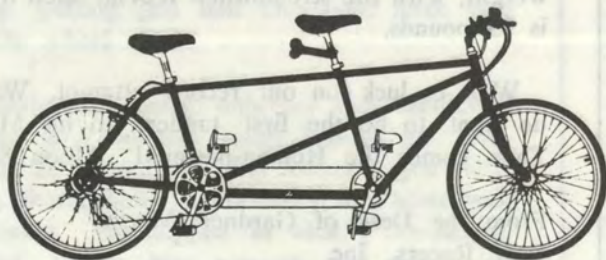
From the Desk of Gardner Martin
Easy Racers, Inc.
Watsonville, CA 95076

Submitted by Keith Ely
Newton, CT 06470

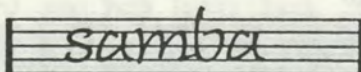




WORD'S OUT!



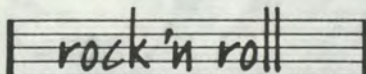
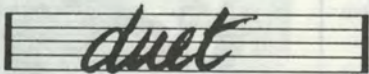
Serious, USA built tandems are available at not so serious prices.



New for 1990. Fast and comfortable road tandem with 26 x 1.5 tires. It's an exceptional value just waiting for a test ride.

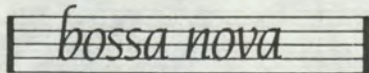
SAMBA MIXTE-X The only performance mixte tandem on the market.

This road-ready sport tandem is built to be enjoyed. Its performance, quality, and features will satisfy even the most demanding tandemists.



Fat tire enthusiasts get ready to romp. This sure footed tandem's equally at home on city streets or backroads.

For those who opt for "first class" all the way. This innovative tandem is impressively light, fast, and responsive.



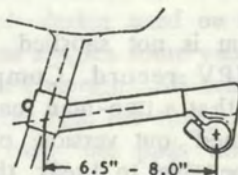
5 models starting at under \$1000.00.
Call or write Burley Design for free brochure and nearest dealer.



Tandem Goodies for all Tandem Enthusiasts

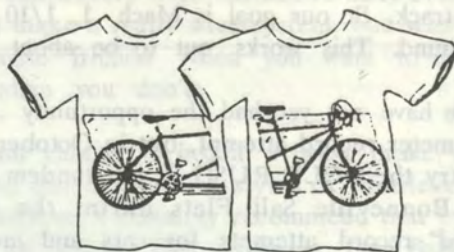
Burley Child Crank Option

This option allows adults to ride with children 4-10 years old who are too short to reach the pedals. We also make a Child Crank for Cannondale's 1 1/4" tandem seat tube. Retail for \$160-\$200.



Burley Adjustable Stoker Stem

This can be used with the Child Crank or by itself to allow for different stokers, or to adjust for comfortable stoker positions. The stem range is 6.5"-8.0". It can be ordered for 26.6 mm or 27.2 mm seat posts. Retail for \$42-\$50. (add \$11 for chrome)

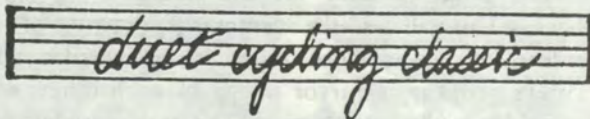


Tandem T-Shirts For Captain and Stoker

Just for the fun of it! Brilliant colors printed on white 100% cotton T-shirts. These one of a kind T-shirts are sold only as a pair. Cost is \$25/pair, postage paid. Available in S, M, L, XL (also child sizes for the stoker); please specify size for captain and stoker. Available with or without a Burley Design Logo on back.

Burley's Guide to Tandeming

Here's the definitive guide—something we tandemists have gone too many years without. Author John Schubert has an extensive bicycle road-testing background, and has owned a tandem since 1981. He brings his expertise as technical editor of *Bike Report* and past editor of *Bicycling* and *Bicycle Guide*. This manual has useful information for novice and experienced tandemists alike, and will be available Spring 1990 at a nominal cost.



A Stage Race For Tandemists

If you love to ride your tandem competitively try this event: North America's only stage race held in Eugene, Oregon! Plan to join us next year over the 4th of July weekend for the 3rd Annual Duet Cycling Classic. Each year it gets bigger and better, and there is excitement for all levels of racers (USCF license required). Check out the articles in "Winning 4-89" and "Bicycle Guide 6-89".

Call or write for more information:
Burley Design Cooperative
4080 Stewart Road
Eugene, Oregon 97402
503-687-1644





Installing a Child Conversion (or How to Kick Mom Off the Tandem)

Once upon a time, we were a happy tandeming family. Mom and Dad riding on our Santana tandem and pulling our two children (now six and four years old) in a Burley trailer. We had fun riding; we gave the kids snacks to eat along the way, and a cassette player to listen to Sesame Street and Chipmunk songs. They also soon became fond of the Beach Boys and other great oldies. In fact, how many six-year olds now know who sings "Wooly Bully?" Do you know? (the answer is below).

But one day last year our son said he was getting too cramped in the trailer with his little sister. His head was getting smushed at the top of the trailer cover. Funny thing about kids, they tend to grow up. So, being the smart parents that we are, we told him that if he shut up for now, we would get the kid-back kit for the tandem so he can ride -- next year. That kept him quiet for a few rides.

This year we hoped that Cathy and I could still ride together. But we should have known: Justin remembered my promise, and promptly reminded us this spring that it's his turn to ride the tandem. In order not to hurt daughter Casey's feelings, we had to carefully convince her that she wanted to be in the trailer by herself. She soon became positive about having more room, having both pockets to store things, taking her doll with her, etcetera, and best of all: not being picked on by Brother. But I think the most enjoyment came when each one of them teased Mom about being "kicked off the tandem so that she would have to ride her own bike!"

In order not to hurt Mom's feelings, too, we had to promise that she would get a new bicycle of her very own. We had to get that before we could get the conversion kit for the tandem so she could get used to it before she's kicked off the tandem. Cathy got her bike earlier this year, and has ridden it several times when the weather was nice.

We ordered our child conversion kit only after much discussion with Jack at Tandems, Limited. Jack was very helpful in describing the parts involved and deciphering my descriptions of my tandem and the cranks that I have. We ordered the complete kit because I wasn't sure what I really needed. I was very surprised when the kit came back so fast, only eight days after mailing the check.

I couldn't wait to get home from work and see what I had bought. It was like being a kid at Christmas and waking up at dawn to open the first present you see. Boy, was I excited! I got home, rushed in, and screamed! Cathy had already opened the box. Justin was also excited that he was finally going to get to ride the tandem.

I couldn't put off the installation at all. I had to install it right now, tonight! The way the dealer had described the kit, though, I expected the installation would take awhile, and I had been warned not to get too frustrated. He said to feel free to call him and we'd talk our way through any difficulties. I wasn't really sure what I was getting into.

Being well organized (or, as Cathy says, "a pain in the butt!"), I placed all the parts and a few tools on a table next to the tandem. As we keep our tandem in the living room (doesn't everybody?), there is always a table nearby. I put newspapers under the tandem so the chain wouldn't get grease on the carpet. I was now ready to go. The tools used were various-sized allen wrenches, a chain tool, and a 14mm socket wrench.

I figured I would do the easy things first, then tackle the hard stuff. Then my long distance call to the dealer wouldn't be so high. I removed the stoker's pedals so they wouldn't hit the ground, then I removed my seatpost from the frame (after I had marked where it was). I loosened the stoker's stem and handlebars together. Don't change the stoker's handlebars, as you'll want to reinstall them if and when you get your former stoker back.



Off to the side, I put the new extended stem onto the smaller handlebars. First, loosen or remove the stem's binder bolt. You'll need lots of room to wiggle the stem around the bends of the bars. Then place the new stem and bars on the captain's seatpost and reset the assembly back on the tandem.

On of the other "deals" I had made, as Justin reminded me, was to let Justin pick out the color of handlebar tape he wanted. So at this time, Justin, Casey, and I toiled down to our local bike shop. "What color would a hip six-year-old choose, one who already wears neon green and orange laces in his black high tops?" I wondered aloud as we entered the store. Why, Hot Pink was the logical (and probably only) choice! We also had to get a few other parts and accessories in, what else, neon colors. On our silver-grey Santana, I must admit, it does look nice, and we do stand out. And it's also important that other vehicles see us.

After we returned, we continued working on the bike. I broke the connecting chain: that is, I removed a rivet from the long chain on the left side of the tandem. I then moved the existing timing rings to the inside of the cranks' spiders on both the front and rear crank arms. The front was easy, but boy, does it look funny!

The new conversion ring was placed on the outside of the spider at the rear. I had to replace the chainring bolts with longer ones (supplied with the kit) and I also had to add some spacers (looked like washers to me) in order to add enough space between the rings so the two chains won't rub. The extra spacers went between the new ring and the spider.

I then tried to put the connecting chain back on, after I had cleaned it and relubed it. I had reconnected this chain once before, and it was a real pain in the butt. I needed three extra hands to hold the chain together while I drove the rivet back in. There must be a better way! I finally figured out that I could remove four of the five chainring bolts on the front chainring, and loosened the fifth. This let the chainring pivot enough that I was able to reconnect the chain. Then I easily realigned the holes on the crankarm with the holes in the chainring and put everything back together. Is this



how other people do this, or did I just think up a revolutionary new way?

The child conversion bottom bracket was also easy to install. It has four allen bolts that hold it on the stoker's seat tube, and two more to tighten the bottom bracket axle itself in the shell. There is also a plastic spacer inside which protects the paint on your tandem. The thing here that was tricky was aligning the top and bottom chainrings and making sure the cranks on each side have enough clearance. When I first installed it, the right side crankarm was hitting the front derailleur. A small adjustment was all that was needed. The new chain was shortened so the two crankarms (kiddy crankarms and original stoker crankarms) wouldn't hit together.

The reason behind moving the chainrings to the inside of the spider and adding the new kid-back ring on the outside was to keep from replacing the bottom bracket spindle with a new, longer (and very expensive) one, and to allow the easy removal of the whole assembly so you can switch back to an adult-size stoker whenever you want to (or whenever you can get away with it). All you have to do is remove the four allen bolts holding the bottom bracket shell to the seat tube, then just flip the chain off the outer chainring, leaving it intact. Put the stoker pedals back in to the lower cranks, change the stoker handlebars again, and presto! You've got an adult tandem again!

Up to this point, I had taken about four hours. This includes the time spent going to the bicycle shop, and catching a few moments of the Tour de Trump on TV. I had wanted to watch more of the TdT, but Justin was bugging me, I mean reminding me, nicely to get back to the tandem because he wanted to RIDE.

As I had mentioned earlier, I had been warned to expect a somewhat difficult job. I found to be relatively simple, as long as I took my time, didn't get excited, and did only one thing at a time. The advice I received from the dealer who sold me the kit was helpful, and most appreciated. It was with a feeling of pride when I was able to finally stand over the tandem and say, "It's done!"



But my greatest feeling was saved for riding the bike for the first time with Justin. We put on our helmets and took the tandem out to the driveway. I put Justin on the seat, and he immediately got nervous. He had never been that high on a bicycle before, and it was unsteady until I got on. His knuckles were turning white, he was holding onto the bars so tightly. As we started down the driveway, Justin began yelling that he was scared! But, about 20 feet away from the end of the driveway, he told me "Hey, this is neat!" We rode a few circles in front of the house so he could get used to it, and for Mom to take some pictures. I

suggested we ride around the block, and he was all for it. Then, about three-quarters around, he said he wanted to go by Tiffany's house! Tiffany is a girl in his class that he likes a lot. She wasn't home, but we did go the next night. He now wants to go riding every night. We are now a happy tandeming family again, even though Mom has to ride her new single bike.

Answer to the Trivia question: Sam the Sham and the Pharoahs

Fred, Cathy, Justin, and Casey Jelonek
Colorado Springs, Colorado

THINGS WE HAVE HEARD

These are some of the comments and sayings we've heard while riding our tandems and trailer. We've heard these comments over the years we've been riding, and they've come from other riders as well as from people on the street.

"Awesome!"

"Radical!" (from all ages)

"The one in back isn't pedaling!"

(Heard many times. don't you really hate this one? Cathy would like to really smack them!)

"How do you coast?"

"The kids have it made!"

"Cool dude!"

"Cool"

"Wow!"

"Dudical!"

"Hey, that's neat"

(an older people's expression)

"Are the two pedals connected?"

"How fast do you go?"

"Like your music"

(we always listen to oldies music while we ride, although an occasional Sesame Street or Chipmunks song slips in!)

"Can I have a ride?"

(Cute comment from little kids, but we would like to whack the older kids for saying it)

"Alright!"

"I like that!"

"Isn't that hard to pull?"

"Where did you get that?"

(Usually with this one we promote our local bike shop, wherever we happen to live)

"It's nice the whole family goes together"

This year Justin is riding on the stoker seat. So Justin and I have to pull Casey in the trailer. This has prompted several "new and improved" comments.

"Hey, the one in front isn't pedaling!" (said to Justin)

"How come you're doing all the work?" (said to Justin)

"Boy, you sure have to push a big load" (said to Justin halfway up a hill)

"Cowabunga!" (Must have been from a Teenage Mutant Ninja Turtle Fan)

Almost all of our replies consist of a wave, a smile, and a "Hello", but to others, well, we can't publish it here. This is a family publication!

We're sure you have heard other comments. Why not send them in to Doubletalk? From time to time, maybe they'll be published (maybe in a new column?)

Fred, Cathy, Justin, and Casey Jelonek
Colorado Springs, CO

T**A****N**

SCANDINAVIAN DELIGHT!

We did it! On a tandem! Mother and son pedaling 900 miles in Denmark, Norway, Sweden, Finland, and then back in Denmark. These countries, arrayed in the hues of autumn, were fantastic when viewed from the saddles on our tandem. What an adventure! What a privilege!

We left Tallahassee, FL, on September 7, 1989, by car, bound for Orlando. From Orlando we flew

to Iceland, and then to Copenhagen, Denmark. My son, James, and I had reboxed his 7-month old Burley in its original container. We also packed 70 pounds of tent, sleeping bags, cooking equipment, cold-weather attire, tools, tires, and more into one of L. L. Bean's 2-in-1 pack and 4 panniers. For portage between cycling excursions, everything -- panniers, tents, bottles, pump, octopus bungee, pads, etcetera -- went into a gargantuan duffle bag, so we





only had the bike, the duffle, and the L. L. Bean bag to manage.

We reassembled the Burley at a Copenhagen Youth Hostel. We stayed in Denmark for two days, sampling the local culture. Then it was to Oslo! We pedaled our tandem into the hold of a ferry and settled back for the crossing.

James had modified the tandem by adding an Arai drum brake, switching the pedals to Looks, changing to a 12-28 7-speed freewheel, going to bar-end shiftlevers, and swapping the standard chainwheel to a 54t ring. The wide range of gears helped, but the tandem was not a good mountain climber, and neither was I! We quickly decided to leave the Norwegian higher lands and headed toward the flatter, warmer, and drier lands of Sweden. We biked in Stockholm for 4 days, then took a boat to Turku, Finland.

The photo accompanying this article was taken along a Finnish highway, between Turku and Helsinki, by a fellow tandemist and newspaper photographer. This kindred soul stopped us, took our picture, then invited us to dinner and an overnight stay -- including a Sauna -- with his wife and two children. What a marvelous ending to our only 100 mile day. He also introduced us to the TC Journal, the bimonthly magazine produced by the Tandem Club (of the UK).

All too soon, we rendezvoused with our Burley box back in Copenhagen. With great sadness at leaving a beautiful land, we returned to Orlando on October 6, 1989.

My son James brought considerable biking experience to this great venture. He had NORBA racing experience (He was in the Expert class), and he had made a 1985 solo trip when he was



just 17 through 9 European countries. This trip covered over 4500 miles. Two years ago, he cycled with a companion through Yugoslavia, traveling from one end to the other. Today James is a 22-year old carpenter and a Cat III USCF racer.

I hadn't been out of the United States before this trip, and my bicycling experience was very limited. I received a 15-speed touring bicycle for my 50th birthday from my five children. The idea for the Scandinavian trip came shortly after I found out how much I enjoyed the cycling.

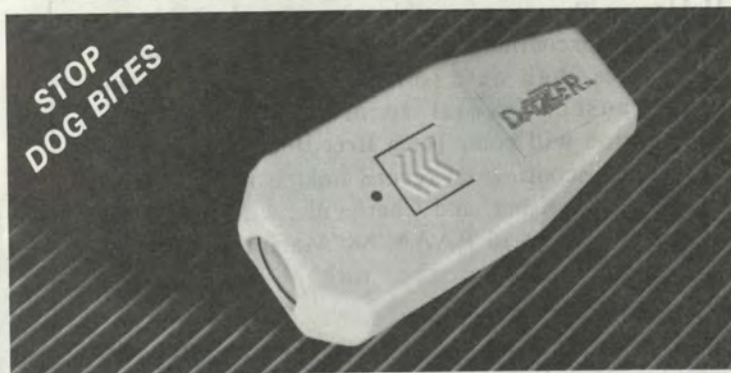
Our trip cost just under \$2000 per person, including about \$1000 per person sea and air travel. We didn't stay in a single motel or hotel, but we did frequent youth hostels, campgrounds, and cabins.

We did it! And I'd do it again -- easily!

Marlene Brudenell
Tallahassee, FL



THE DAZER™ FROM K-II ENTERPRISES



THE DAZER™, THE ONLY HAND HELD ULTRASONIC DOG DETERRENT

Using the latest ultrasonic technology, the DAZER™ produces a discomforting but not harmful, high frequency sound, audible to dogs but not to humans. Helps stop the approach of unwanted dogs at up to 15 feet. Also a useful aid in training dogs. Made of lightweight high impact plastic, the DAZER™ features a belt clip and low battery indicator, includes a long life 9 volt ENERGIZER® battery and is **MADE IN USA**. The DAZER™ makes a great gift idea.

TO ORDER CALL:
1-800-262-3963
\$30 (P&H incl.)
VISA - MASTERCARD
K-II PD Box 306
Camillus, NY 13031



THE RACE ACROSS AMERICA -- RAAM 1990

For the first time the Race Across AMERICA (RAAM) 1990 will include a separate tandem division, in addition to the regular men's and women's solo divisions. Actually, there are three classes within the tandem division: Men's, Women's, and Mixed Teams. Teams will not have to qualify, but an entry fee of \$1500 per team is required to help cover the logistical costs. RAAM Director John Marino believes that the fee will not deter any riders who feel they really have a chance to do well. "Good riders are more apt to attract financial support to help defray the entry fee and other costs." Marino goes on to say, "If you really want to cycle across America in pursuit of a record, you're not going to let \$1500 per tandem stand in the way of your goal. You'll find a way."

Apparently, that's also the belief of the three teams who have already entered by submitting their \$250 deposit (refundable if they don't race). Thus far, two of the strongest men's teams in America have entered: Lon Haldeman and Pete Penseyres versus Drs. Bob Breedlove and Roger Charleville. Anyone who has followed RAAM knows that the Haldeman/Penseyres combination already holds the tandem transcontinental record of 7 days, 14 hours, 55 minutes. Both were former RAAM winners and solo transcontinental record holders. Their competition will come from Breedlove, the current double transcontinental record holder and two-time top RAAM finisher, and Charleville, who placed 4th as a rookie rider in RAAM'88. Marino states, "It's sure to be a close, exciting race -- impossible to predict the winners!"

If no other mixed teams enter, Sue Pavlat, Mt. Clements, MI and Ron Dossenbach, Windsor, Ontario, Canada have no competition other than the clock for bettering the only other previous mixed tandem record, currently held by Lon Haldeman and his wife Susan Notorangelo: 9 days, 20 hours, 7 minutes. Individually, Pavlat and Dossenbach are record holders of long distance cycling: Pavlat currently is the stoker half of the mixed tandem 24-hour record and Dossenbach is the trans-Canadian record holder.

If additional teams enter the race, Marino will lower the fee to \$1250 per team if four teams enter, and to \$1000 per team if five or more teams enter. Marino puts the challenge out to two women's teams and one more mixed team. However, anyone who pays the fee will be allowed in the race, even Kermit the Frog and Miss Piggy!

And if you aren't interested in racing, perhaps you would like to assist at one of the 49 Time Stations located along the new RAAM course. This year's route starts in Irvine, CA, and ends in Savannah, GA. The race starts August 5 and will end sometime between August 13-17 (although one of the tandem teams may finish on August 12th!)

Interested persons -- either helpers or racers -- may contact John Marino, UMCA, 4790 Irvine Blvd, #105-111, Irvine, CA 92720.

RAAM 1990 Time Station Locations

- | | |
|------------------------|----------------------|
| 1. Beaumont, CA | 28. Cisco, TX |
| 2. Desert Center, CA | 29. Stephenville, TX |
| 3. Brenda, AZ | 30. Meridian, TX |
| 4. Prescott, AZ | 31. Corsicana, TX |
| 5. Williams, AZ | 32. Athens, TX |
| 6. Flagstaff, AZ | 33. Tyler, TX |
| 7. Cameron, AZ | 34. Marshall, TX |
| 8. Tonalea, AZ | 35. Shreveport, LA |
| 9. Kayenta, AZ | 36. West Monroe, LA |
| 10. Mexican Hat, UT | 37. Tallulah, LA |
| 11. Aneth, UT | 38. Jackson, MS |
| 12. Cortez, CO | 39. Forest, MS |
| 13. Durango, CO | 40. Toomsaba, MS |
| 14. Pagosa Springs, CO | 41. Uniontown, AL |
| 15. Del Norte, CO | 42. Montgomery, AL |
| 16. Fort Garland, CO | 43. Tuskegee, AL |
| 17. Cuchara, CO | 44. Columbus, GA |
| 18. Trinidad, CO | 45. Richland, GA |
| 19. Des Moines, NM | 46. Vienna, GA |
| 20. Texline, TX | 47. Jacksonville, GA |
| 21. Dalhart, TX | 48. Reedsville, GA |
| 22. Vega, TX | 49. Blythe, GA |
| 23. Edmonson, TX | 50. SAVANNAH, GA |
| 24. Floydada, TX | The FINISH LINE is |
| 25. Post, TX | Rousakis Plaza in |
| 26. Snyder, TX | downtown Savannah |
| 27. Anson, TX | |



A TRIP TO FLORIDA WITH OUR TANDEM

A Test of the THULE Tandem Mount

Late last summer, my wife and I began talking about taking a winter vacation to Florida during the month of February. We revelled in the idea of leaving all our friends in the cold and snowy north lands of Ohio while we enjoyed Sun and Seas for a week.

After we bought our Santana in October, we wasted no time in realizing that we wanted to take the bike with us to Florida. The problem we had, though, was "How do we transport it?" We'd checked into the possibility of renting a racing tandem in Florida, but we discovered that it was next to impossible -- actually, you might say it was impossible. We didn't find anyone willing to do it for us. That left us back with our original problem -- how can we transport our tandem to Florida? I contacted several local Ohio bike shops, inquiring as to whether or not we could rent a roof rack and tandem kit. Being a complete novice in roof rack use, we had to rely upon the advice of those who had used different systems. We settled

upon a THULE system with the newly re-designed tandem kit. The bike shop owners regularly use the THULE system for single-seat bikes, but had never used the tandem kit.

The THULE system easily mounted to the roof of our Volkswagen (THULE makes mounts for almost every vehicle imaginable), and the tandem kit was easily adjustable to the dimensions of our Santana. The bike was easy to load, and we were ready for our trip.

The 1100-mile trip from Ohio to Florida was without incident. During our stay, we loaded our Santana several times and drove to different places to ride. Each time, we were impressed with the ease of putting the tandem on the carrier, and the security with which it fastened.

That security was truly appreciated on our way back to the frozen North. As

much as the trip to Florida was without incident -- we had great weather all the way down -- the trip home was through every type of weather one could imagine. We drove through hard driving rain in Florida. As we drove farther north, the temperature dropped and the rain changed to snow. Driving through the mountains of West Virginia, we had the wind gusting as much as 45-50 miles per hour, blowing the snow and creating near-blizzard conditions. One time, while passing a truck, the wind created such a turbulence that our trunk-mounted CB antenna whipped violently from side to side. It had never whipped that way before! I was afraid that the bicycle had come loose from the carrier, and that it would soon be flung into the path of a huge truck. As soon as we could safely pull off the road, I pulled over to inspect the carrier and the bicycle. Everything was very firm and secure. I am convinced that with anything less secure than the THULE roof carrier rail set with the THULE tandem kit we would have lost our tandem to the wind and a truck. I especially believe

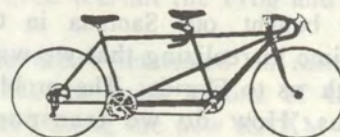




that the current THULE design of tandem mount is a better system than the YAKIMA 2-E tandem design, which uses a single T-bolt on the chain stays just behind the rear bottom bracket to secure the tandem to a small cradle. The THULE's custom rear axle carrier secures the tandem at the rear wheel, where the natural stress of the bicycle normally occurs. This gives excellent stability in adverse conditions. While those severe, adverse conditions come only rarely, it only takes one time to realize that you should have had a better tandem kit, should you be using any kit less than the new THULE. You can bet that we will only use a THULE tandem kit to carry our Santana!

Gary and Sandy Thomas
Beverly, OH

RODRIGUEZ ALUMINUM TANDEMS



POLISHED ALUMINUM - BEAUTIFUL!
Available in 1990 at bike shops everywhere.
Call or write for the name of a dealer near you.

EVERGREEN COMPANY
5627 University Way NE
Seattle WA 98105 (206) 527-9145

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
Malcolm Boyd & Judy Allison, TCA Treasurers
19 Lakeside Drive
Medford, NJ 08055

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 _____



TCA DEALER MEMBERS

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

TANDEMS, LIMITED. Quality tandems from the USA and England. Many tandems in stock. By appointment only. Write for new pricelist. 2220 Vanessa Drive, Birmingham, AL 35242-4430. Ph: (205)-991- 5519 09/90

EUROPA CYCLES. Quality tandems by Cannondale, Burley, Santana, and more. Experience a test ride with our consultants, Russ & Cindy. 4018 University Avenue, Waterloo, IA 50701. Ph: (319)-266-9505 (evenings and weekends). 09/90

TANDEMS EAST A complete tandem shop. Demonstration rides by appointment. Sales-Service-Parts & More. Burley-Santana-Cannondale. Mel Kornbluh, RR#8, Box 319E Gwynwood Drive, Bridgeton, NJ 08302. Ph: (609)-451- 5104. 01/91

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. 03/91

TOGETHER TANDEMS! Sales & rentals of touring and MTB tandems. Santana, Rodriguez, Sterling, Gitane, Kuwahara, and low-cost trail tandems. Clothing and accessories. 1624 So. Lemay, Suite 11, Ft. Collins, CO 80525. Ph: (800)-747-2719 03/91

I. M. MOTION TANDEMS. Customized Burleys and Cannondales. Featuring extreme details, modifications, and machining for demanding cyclists and special applications. Booklet \$2.00. 64 Dorman, San Francisco, CA 94124. Ph: (415)-648-1985/Glen Quan. 05/91

BIKE HAUS. California's largest tandem selection in stock. Lippy, Bilenky/Sterling, Bushnell, Cologno, Bob Jackson, Holdsworth. Accessories include tandem flight bags, adjustable stoker stems. Hard to find items. We ship overnight FedEx. 1343 West 18th St, Merced, CA 95340. ph: (209)-383-4251/Fax: (209)-726-6102 05/91

MAPS BY MAIL. Detailed European maps are available to you by mail. Michelin, Bartholomew Ordinance Survery, Touring Club Italia are in stock. Call or Write. The Touring Frame, 870 Collier Drive, San Leandro, CA 94577. ph: (415)-483-8911 05/91

TWO WHEEL TRANSIT. Bicycles, Tandems, Skateboards, Accessories. I- 20 & Cockrell Hill Road in the Target Shopping Center. 4353 Gannon, Dallas, TX 75237. ph: (214)-298-7335 05/91

YELLOW JERSEY, LTD. Madison, WI's finest bike shop. Tandems, parts, and accessories. 419 State Street, Madison, WI 53703. ph: (608)- 257-4737 05/91

RICHARDSON BIKE MART. 27 years of Quality Service for the north Texas cyclist. The largest selection of cycling goods in the Southwest. Santana-Schwinn-Burley-Rodriguez. 84 Dal-Rich Village, Richardson, TX 75080. ph: (214)-231-3993 05/91

LOOKING FOR MR. GOOD STUFF? Custom cycling apparel for clubs, teams and rallies...by the dozen or thousand. Excellent quality, reasonably priced, and prompt delivery. And we'll help with artwork! Alan or Karen. ph: (800)-624-1265 07/91

ROCKFISH GAP OUTFITTERS. Stocking Santana and Burley Tandems and parts. Sales and Rentals. Owners Matt & Dorothy have been tandemists for 14 years. 1461 East Main Street, Waynesboro, VA 22980 ph: (703)-943-1461 07/91

TWICE AS NICE CYCLES. Tandems to make your life more enjoyable. Tandem sales, parts, accessories and service. Test rides or demonstrations by appointment. 46 Lakhota Crescent West, Lethbridge, AB Canada T1K 6J2. ph: (403)-381-6238 07/91

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.

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





CLASSIFIEDS

FOR SALE: ROLL FAST brand old-fashioned bicycle built for two. Double Mixte. Single-speed gearing with coaster brake on rear and caliper brake on front. Large balloon-type tires. Red/White with chrome fenders. Completely serviced and ready to Roll Fast. Bike shop appraised at \$200. \$150.00 OBO. Gary & Sandy Thomas, P.O. Box 185, Beverly, OH 45715 ph: (614)-984-4622 07/90

FOR SALE: 1985 Santana Elan Tandem. 22x20, blue, SunTour MounTech rear derailleur, SunTour compe V Fr. Der., Dia-Compe cantilever brakes, Arai drum brake, Sugino GT triple crankset, Ukai 48-spoke 27x1-1/4 wheels. Suzue solid axle hubs Fr & Rr. SunTour NW freewheel, Blackburn rear rack, Child stoker conversion kit. \$1500. Ron Wiles, 2858 25th St. Rochester, MN 55901 ph: (507)-280-0430 07/90

FOR SALE: 48-hole Phil Wood Hub. 140mm Axle. Double-threaded for hub brake. \$50.00. Bob PhilPott, 870 Collier Drive, San Leandro, CA 94577. ph: (415)-357-6339 07/90

FREE: to a good home. Genuine tandem kickstand. Double stand props bike up like a motorcycle kickstand. Raises the rear wheel and holds the bike vertical without leaning. Mostly alloy, but it's a real heavyweight at 1 pound 14 ounces. Does anybody want a kickstand that badly? Postage will cost you \$2.40 or we will bring it to the Eastern Tandem Rally. Barbara and Randy Swart, 4611 Seventh Street South, Arlington, VA 22204. ph: (703)-521-2080 07/90

FOR SALE: 1985 Kuwahara Touring Tandem. Silver, 22" x 20" CroMo frame, fender, rack, pump peg, spoke carrier, and 4 water bottle braze-ons; SunTour XC derailleurs fr & rr w/barcon shifters. DiaCompe levers & cantilever brakes fr & rr w/rear Arai drum. 48-spoke wheels and two anatomical seats w/QR. \$1500 (Canadian). Dorothy or Tim. Ph: (403)-439-2507 07/90

FOR SALE: 1986 Santana Sovereign, 24x21. Gray Imron paint. 48-spoke Specialized wheels. Look PP56 Touring pedals. Black UNI Wheel Covers. Also includes Yakima Tandem Bar, Front Handlebar Bag, Front & Rear Panniers, and

Caboose Bag. Cateye Solar computer, and many other miscellaneous items. \$2145. Robert L. Strickler. ph: (717)-367-1820 09/90

FOR SALE: Nearly new Burley Tandem. Less than 100 miles. \$1100. Hal & Deb Wakefield. ph: (217)-546-5919 09/90

FOR SALE: 1986 Santana Sovereign. 53x50. Metallic gray Imron w/clearcoat. SunTour Mountech derailleur. Phil Wood Hubs. Arai drum brake. Front and rear Cateye solar hook-ups. Rear Blackburn rack. \$2250. Mark Baird. ph: (713)-242-0939 09/90

WANTED: Used Kid-back stoker conversion for Santana tandem. If you have one, call Lyn collect @ (715)-743-4330 07/90

WANTED: Counterpoint Opus III tandem, peace of mind (what's left of it) and comfort for weary bones! Frame size 57-60cm (22.25-22.75 inches) measured center-to-top. Call Gary or Carol in Tampa (813)-677-5613 07/90

HELP OFFERED: Touring England in 1990? Let us make a good trip into a great holiday! We offer help and advice on routes, accommodations, bikes by rail, and a great welcome! We're the touring directors for the Tandem Club (of the UK). Chris & Jenny Davison, Penny-Farthing, 124 Kings Road West, Swanage, Dorset, BH19 1HS England 07/90

WANTED: Objective roadtests, with photos, of tandems by built by 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.



TANDEM CALENDAR 1990

July 27-29, 1990. **Truce Weekend #4.** Stevens' Point, WI. A weekend of friendship, carousing, and riding, with tours to Stevens Point Brewery, Dairy Star Cheese Factory, and more! SASE to John & Peggy O'Dell, 1909 Elk Street, Stevens Point, WI 54481. Phone (715)-344-2732. Limited to the first 50 teams.

July 28-29-August 3, 1990. **Berkshire Pre-Tour (of the ETR).** Tour the scenic Berkshire hills of western MA & CT and enjoy the cultural attractions of the area such as the outdoor Shakespeare Theatre. Get acquainted at an evening picnic at Tanglewood (summer home of the BSO). Riding around 50 miles per day with hills will allow you time to enjoy fine dining at night. Limited to approximately 10 teams. For more information, send SASE to Sue & Al Berzinis, 178 Hubbard St., Lenox, MA 01240

July 30-August 2, 1990. **Family Tandem Pre-Tour (to ETR'90).** Hadley, MA. Three days of easy rides and fun geared to (but not limited to) families with "kiddy-backs" and "Buggers". Plans include swimming, hayrides, playgrounds, and a visit to Old Sturbridge Village (a recreated 1830's New England Village). Send a SASE to Frank & Cindy Rosen, 28 Sherwood Drive, Belchertown, MA, 01007. (Phone 413-323-7997).

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.

August 6-12, 1990. **ETR Post-Tour** through the winding countryside of central MA. The tour will begin and end in Sturbridge, MA, a short one-hour automobile ride from Amherst. The cost will be approximately \$550/team (a price increase may occur if sag-service is provided). The fee includes six nights accommodations, four breakfasts, and a dinner at the at Victorian Barre Hotel. Except for a two-night stay at the Chockset Inn, we'll be at a different Inn each night. Mileage can vary from 30-100+ miles. If your are interested, a \$300 deposit is due NOW. Contact Jerry & Lois Jacobs, 48 Stark Road, Worcester, MA, 01602 (508)-752-4966 for more information.

August 11, 1990. Twin Cities' Tandem Club, MN. **3rd Annual Dairy Queen Ride** in South

Minneapolis. Doug and Sara Laird, 5232 Edenmoor Street, Edina, MN 55436. ph: (612)-925-5185

August 31-September 3, 1990. **Midwest Tandem Rally.** Minnetonka, MN. Send a SASE to Midwest Tandem Rally'90, P.O. Box 1012, Minnetonka, MN 55345 ph: (612)-331-9247

September 29-30, 1990. **BART (Bay Area Roaming Tandems)** Fall Rally in Calistoga, CA. Two days of tandem cycling through the Napa Valley Wine Country. SASE to Terri Gorman, P.O. Box 2176, Los Gatos, CA 95031 for a list of accommodations. Reservatons must be made early. Calistoga is a small, quaint town above San Francisco and is surrounded by vineyards, mud baths, mineral springs, hot air balloons, and a gliderport. Don't miss out on the fun. No fees, but make your own reservations.

October 6, 1990. Twin Cities' Tandem Club, MN. **6th Annual Chili Ride** in Woodbury. Doug and Sara Laird, 5232 Edenmoor Street, Edina, MN 55436. ph: (612)-925-5185

November 2-4, 1990. **Southern Tandem Rally.** Howie-in-the-Hills, FL. Send a SASE to Tom & Margaret Flick, 7606 Brisbane Court, Orlando, FL 32811

November 9-12, 1990. Veteran's Day Weekend. Baltimore BC's **FIRST ANNUAL CHINCOTEAGUE WEEKEND.** A wonderful opportunity to enjoy the last four-day weekend of the year. The weather is usually balmy that time of year. The terrain is flat to rolling, ideal for tandems. Rides are 5 to 100 miles on lightly traveled country roads. Tandems- only rides are scheduled daily. Social events Friday, Saturday, and Sunday evenings will be shared with the Potomac Pedalers. Registrants must make their own motel arrangements on the form we will mail upon receipt of \$15 registration fee. Rates are \$28 +tax/room, per night (two night minimum), up to four persons per room. SASE to Al & Ruth Schaffer, 3212 Midfield road, Baltimore, MD 21208. ph: (301)-484-0306.

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!



TANDEM RACES -- 1990

June 29-July 4, 1990. **3rd Burley Duct Cycling Classic.** The only Tandem Bicycle Stage Race in the US. Eugene, Salem, Springfield, Brownsville, Cottage Grove, OR. \$6000 prize list puts this on par with other major tandem events around the world. Russell Morton or Rene Kane at the Burley Design Cooperative, 4080 Stewart Road, Eugene, OR 97402. Ph: (503)-687-1644.

July 13-15, 1990. **Starved Rock Classic.** Ottawa, IL. A three-day, four-event stage race. USCF sanctioned event with all USCF Categories and Citizens classes, plus a tandem category. Captain and Stoker must both be USCF licensed (Open Class). \$800 in prizes. 20K Time Trial, 25 mi. Twilight Criterium over .62 mile course, Starved Rock Road Race -- 48 miles over a hilly course, Vermillion Gorge Circuit Race - 30 miles on a hilly course. Tom Weiss, Route #4, Ottawa, IL 61350 ph: (815)-433-4589 or Dixie DeVry ph: (815)-434-6162.

August 12, 1990. **Centralia Criterium.** Centralia, WA. (Flat & fast course). Russell Morton or Rene Kane at the Burley Design Cooperative, 4080 Stewart Road, Eugene, OR 97402. Ph: (503)-687-1644.

August 19, 1990. **Mt. Hood Loop Criterium.** Rippling Rivers, OR. (Flat & fast). Russell Morton or Rene Kane at the Burley Design Cooperative, 4080 Stewart Road, Eugene, OR 97402. Ph: (503)-687-1644.

August 26, 1990. **Northwest Tandem Road Race Final.** Salem, OR. (Hilly). Russell Morton or Rene Kane at the Burley Design Cooperative, 4080 Stewart Road, Eugene, OR 97402. Ph: (503)-687-1644.

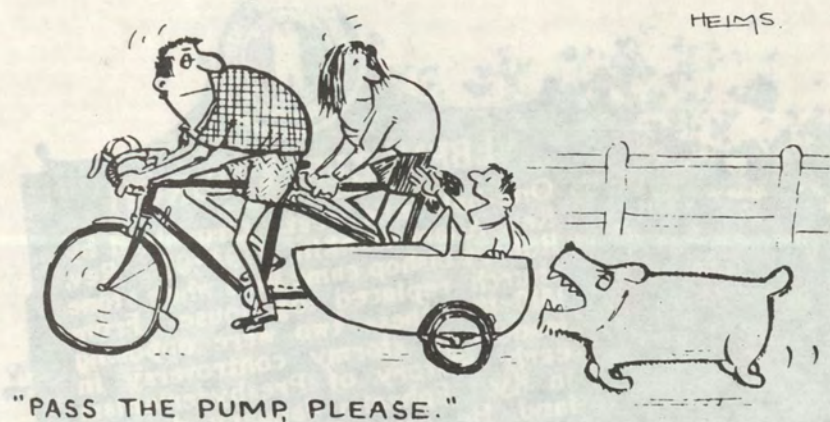
September 2, 1990. **Sears Point International Cycling Championships,** Sonoma, CA. (tentative for now). Russell Morton or Rene Kane at the Burley Design Cooperative, 4080 Stewart Road, Eugene, OR 97402. Ph: (503)-687-1644.

September 9, 1990. **Lake Country, TX, Classic.** Graham, TX. Start/Finish at Fort Beiknap Park, 10 miles west of town. Tandem Division is first race. For more info, call Randy Stephens (817)-549-3918 or Jay Lawson (817)-549-6502 evenings.

Do you have a tandem event you'd like listed in the TCA TANDEM CALENDAR? Send the information to Jack and Susan Goertz, Doubletalk editors, and it will run in Doubletalk until the date of the event passes!

Best yet, the listing is free!

Please limit your TCA Calendar listing to TANDEM-specific events, rides, and rallies, or to tours and races which have specific tandem classes. We're sorry, but we cannot publicize events that do not offer distinct tandem activities.



Dues

United States.....\$10.00/yr Canada.....\$13.00/yr Other International.....\$16.00/yr
 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
 Malcolm Boyd & Judy Allison, TCA Treasurers
 19 Lakeside Drive NW
 Medford, NJ 08055

TCA Membership Application

Member No. (Just above your name on your label: _____)

Name(s) _____

Address _____

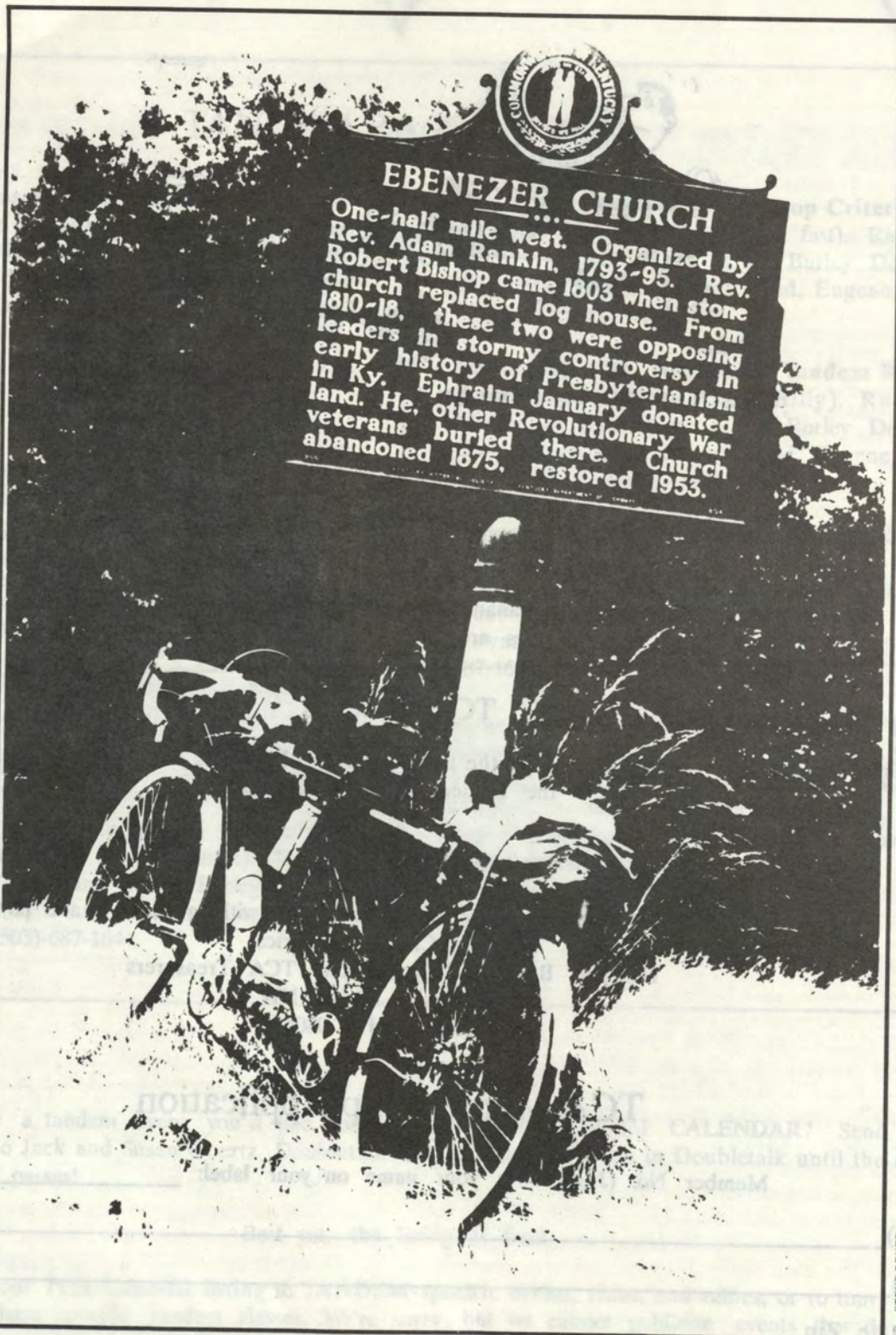
City, State, Zip _____

Phone (Including Area Code) _____

Tandem Make _____ Year _____

Color _____ Style _____

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



© STEVE REKER

June 24-30
Cycling C
Stage Rac
Springfield
6800 prin
unjo inde
Munro in
Cooperative
9702. Pe

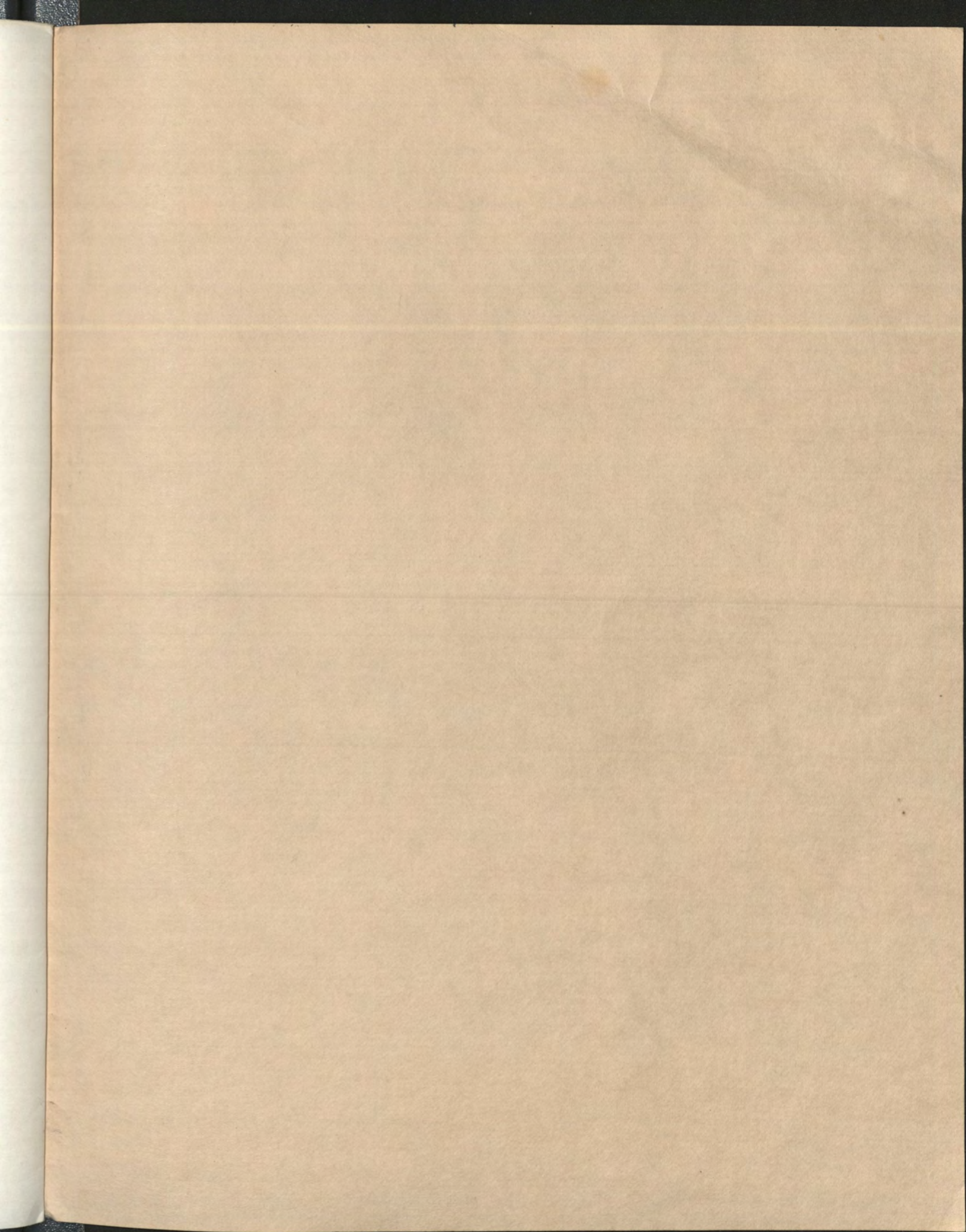
July 13-15
Univ. R.
USCF
C
USCF
20K TRAM
over 32 w
R
a 100
of 10000
PA

August 17
Control
Munro
Coord
9702. Pe

Do you
information
of the even

CALENDAR? Sen
the
the
Mem

Name
Adm
City
Phone (Including Area Code)
Tubam Make
Color
26 62
Is this a renewal?
Amount included for a party?



NORTHWEST ☆ RALLY

MIDWEST ☆ RALLY

EASTERN

COLUMBUS

SOUTHERN



One Way



Jack Taylor



Cannondale

MARIPOSA TANDEMS

REYNOLDS



Membership

Please fill out the membership form and mail with a check made payable to:

Tandem Club of America
Malcolm Boyd & Judy Allison
19 Lakeside Drive
Medford, NJ 08055

Dues

- United States \$10.00
- Canada \$13.00
- Other International . . \$16.00

All dues are quoted in U.S. Dollars



Burley Design Cooperative

Clippy

