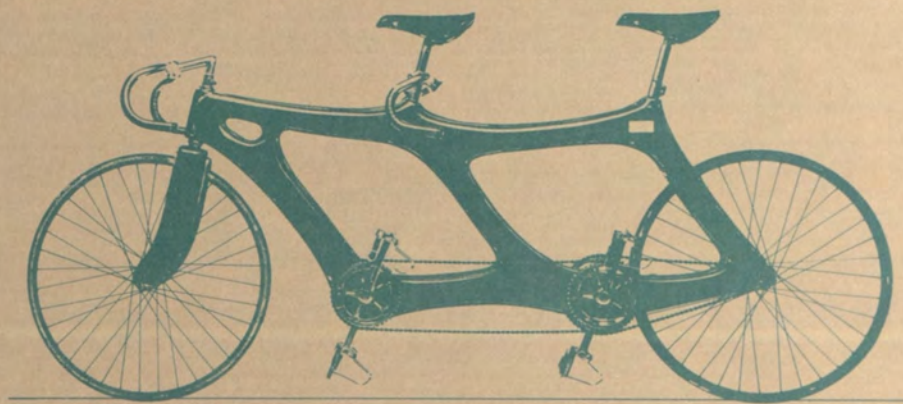


# TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"  
DOUBLETALK



NOVEMBER-DECEMBER  
1990

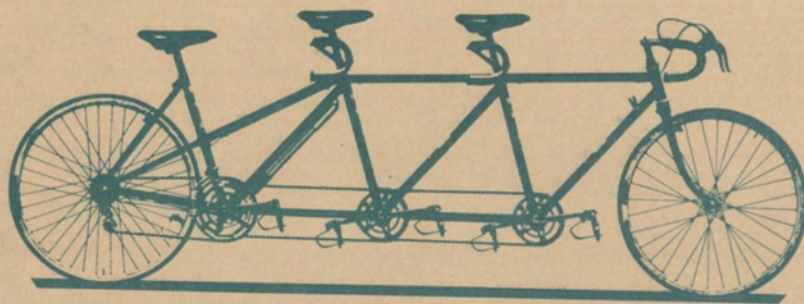
DoubleTalk  
the newsletter of the Tandem Club of America  
Jack & Susan Goertz, Editors  
2220 Vanessa Drive  
Birmingham, AL 35242-4430

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

Address Correction Requested

151  
Jack & Susan Goertz  
2220 Vanessa Drive  
Birmingham, AL 35242-4430  
4 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  
Dave & Valerie Northcutt, 109 East Madison St., Villa Park, IL 60181 (708)-279-3753
- 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 Vandavelde, 2964 Keynes Crescent, Mississauga, ON L5N 3A1

Since 1976



## DEADLINE FOR THE JANUARY-FEBRUARY ISSUE OF DOUBLETALK IS DECEMBER 1, 1990

### FROM THE EDITOR

Merry Christmas & a Happy New Year! Even though it's not yet Halloween as we put this issue together, it is the last issue before Christmas. Have you all been good. Is Santa Claus going to bring you that new tandem and that 5-year membership in the Tandem Club of America? We hope so!

1990 has been a very good year for us. We managed to make it to a several rallies, and we did a lot of biking on our own, too. We were thrilled with all the articles that mentioned the Tandem Club, and we encourage you to send us the clippings as you find them. We prefer the original article, not a Xerox copy, if it's possible. Thanks!

For those of you who asked -- Yes, we did make our self-contained tour in Minnesota, prior to the Midwest Tandem Rally. We started in Woodbury, a suburb of Minneapolis (and the home of that terrific tandem couple -- Chris & Rachel Gilchrist. Thanks to you both for your excellent hospitality). We biked about 125 miles down the Mississippi, with many sidetrips up the bluffs overlooking the river. We then headed away from the river and cycled through Rochester, passing by the famous Mayo Clinic right at rush hour. What excitement! At least if we were going to be injured, the best hospitals and doctors in the world were right there. We made it back to Woodbury and Minneapolis in time for the 15th Midwest Tandem Rally, which is covered elsewhere in this issue. A truly great time!

One of the features of the MTR was the presentation of the first award to the "Tandem Club Hall of Fame." Never heard of it? Well, we hadn't either, but we hope to make it a lasting reality. Doug Laird and your erstwhile editors jointly presented a plaque to Ms. Elisabeth Larsh Young, commemorating the trip she and her husband took in 1938, crossing the continent both ways on a 3-speed tandem! We hope to make more award as the years go by, to other deserving

tandemists. Details will be worked out over the next several months, and you can read more about it in Doubletalk.

The next issue is the annual membership issue. With more memberships than ever before, we'll need a little extra time to put it together. What does that mean to you? Get your articles into us before the deadline (remember, we now accept both 3.5" and 5.25" IBM diskettes, ASCII files only, please), and please send your renewals to Malcolm by November 1st, too! Actually, send your renewals to Malcolm now. He's probably going to need the extra time! **CLUBS SHOULD SEND THEIR INFORMATION -- CLUB NAME, CLUB CONTACT (include a telephone, please), and CLUB ADDRESS -- directly to the Editors. We must have new confirmations from each club that wishes to be included in the CLUB DIRECTORY SECTION.**





## MUSINGS from MALCOLM & JUDY

The treasurers wish to remind all our Tandem Club of America members that MULTIPLE YEAR MEMBERSHIPS are always available at multiples of the single year membership rates, e.g., \$10/year for a domestic subscription, \$20/2-years, and so on. The current record holder, I believe, is Dwight and Phyllis Kitchens, who've joined for five years. While there is no dues increase planned for TCA/Doubletalk, joining for more than one year will certainly beat any dues increase that might be necessary in the future. (This also cuts down on the treasurers' workload and lets us tandem more. Do you realize that with 1800 1-year memberships, we process 300 membership/renewal forms every 2 months?)

We also feel it's necessary to remind our foreign members that dues are payable in US dollars. We have a tough time converting a check payable in Canadian dollars, or English pounds, or Polish zlotys, or whatever, to US funds in Medford, New Jersey. This town ain't that big, folks!

And last, we need some relief from those of you who are fortunate enough to maintain two residences and are able to follow the seasons like the birds do. Please be advised that Doubletalk is not going to get to your alternate residence unless you submit a change-of-address form twice a year. There are too many of you lucky people doing this for your benumbed treasurers and your editor (who does the actual printing of the labels) to be able to keep up with all your schedules, without a timely reminder. To ensure an uninterrupted subscription, mail a change-of-address form to us no later than one month prior to the issue date, e.g., we needed your new address by October 1 so that this issue (the November-December issue) reaches you at your correct address. You can send the address changes to either us (we're your treasurers) or to Jack & Susan. And yes, we automatically check the address on your renewal forms against our database when you renew!

Malcolm Boyd and Judy Allison  
Medford, NJ



## MERCHANDISE MANAGER WANTED

The Tandem Club of America has been growing by leaps and bounds, and it's time to spread the load some more. The TCA is looking for an honest couple (that leaves all of you in the running) who would like to take over the sales of the t-shirts and any other merchandise that the TCA may choose to offer in the future. Our treasurers, Malcolm Boyd and Judy Allison, are currently handling this task, and with the growing membership, it's becoming too much for one couple to handle both tasks.

Parties interested in helping the TCA should contact Malcolm and Judy as soon as possible. We'd really like to pass this task over before the January-February issue goes to press. Malcolm & Judy's address is 19 NW Lakeside Drive, Medford, NJ 08055. Their telephone number is (609)-654-7063.

## 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, membership information, patches, and t-shirts.

**SECRETARY:** Contact point between TCA and the outside world.

**EDITOR:** Edits your articles for DoubleTalk, accepts all advertising, and wants your 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.



## LETTERS TO DOUBLETALK

(Editors' Note: Whenever you answer a letter directly, please send a copy to Doubletalk. Thanks!)

Dear Doubletalk,

My wife and I are planning to take a ten-day bike trip to Iceland next August. I have discovered a complete void of information on this subject in this country, and only one travel agent in England has any knowledge of Iceland at all. This, of course, only whets my appetite more. Are there any TCA members out there who may have biked, or better yet, tandemmed, in Iceland? Would you be willing to share any experiences or tips?

Geff Fisher  
Squash Future, Inc.  
5013 Red Fox Drive  
Annandale, VA 22003  
ph: (703)-560-1215 (w)  
(703)-978-5150 (h)

Dear Doubletalk,

We went to the Eastern Tandem Rally, held at Amherst, MA, this last August 2-4, 1990. It was without a doubt the "most funnest" time we have had since we arrived in the US a year ago.

There were lots of children for our 20-month old daughter Jenny to play with at the stops. The organization and rides were excellent. We had plenty of opportunity, too, to enjoy our Fat Chance tandem, which we had managed to buy just the week before the rally!

We've enclosed our dues. And we look forward to a long association with TCA even after we return to our homeland of Australia.

David, Wendy, & Jenny Thoreau  
Watertown, MA

### 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,

Hello! I was delighted to learn of the existence of the TCA in **Bicycling** magazine recently (July, 1990, issue). Some years ago we belonged to the Tandem Club of the UK, but we did not know of the US counterpart. Then Nancy was grounded by her internist for a knee problem. Some 3½ years later she found the joints were really OK and now she's back to stoking.

We have a lovely custom bike that was built by Mike Melton for a racing team, then the team broke up and we subsequently acquired her. "Windhorse" has a good combination of characteristics which help her behave well in a variety of conditions, even heavily-loaded touring (although being the thoroughbred she is, we don't put on more than we can help).

In a fit of generosity some time back, I gave away the Needleworks panniers we had acquired, and am now looking for equal or equivalent



replacements. I don't know if Needleworks are still being made, as I haven't seen any ads for them lately. What we are looking for our panniers with (1) large capacity, (2) a high-degree of watertightness, and (3) internal packing flexibility. Used bags in good condition would be fine if they meet the above criteria. I'd be delighted to hear from folks out there about solutions to this problem.

Curtis A. Steele  
1110 Wellington Street  
Halifax, NS B3H 2Z8

-----

Dear Doubletalk,

Hi! I've enclosed a check for \$30.00 for three gift memberships. These three couples recently purchased tandems from the shop I manage in Oklahoma City. Earlier in the year, we began the policy of giving a one-year gift membership to TCA to each couple purchasing a tandem from us.

There are now about 1800 TCA members, but there may be ten times that many tandemists in the United States. It seems to me that tandem dealers could help promote the sport of tandeming, as well as support the TCA, by following our example.

We do not advertise in Doubletalk because we feel like the money is better spent on gift memberships. These latest bring our total gifts to 9, so far.

John Wright  
Pro Bike, Inc.  
Oklahoma City, OK

(Ed: What a great idea! How about it, dealers?)

-----

Dear Doubletalk,

My wife, Marie, and I have owned a Santana since 1983, when she decided she wouldn't hack



touring in Europe on her single. We visited her best friend (who was finishing her PhD at Oxford), then cycled through the Cotswolds to Bath, then to Paris by train and a tour of the Loire valley for 5 days or so. It was by train again to Lausanne and 10 days in Switzerland. We even climbed two passes in the Alps (without the full camping gear along), the Forclaz between Chamonix, France and the Swiss border, and the Furka (see the movie "Goldfinger"). At the summit of the Forclaz, the crowd at the hotel's cafe applauded as we rode by!

Since then Marie's interest in cycling has waned, but our daughter, Carolyn, now enjoys riding, with the help of our child conversion kit.

I've been dying to share with you our European adventures of long ago, but I've been lazy (then busy with a Master's Degree program). I hope it's not too late? (ED: No, it's not too late. How about a complete article about your trip?)

Mitchell Hull  
Battle Creek, MI 49017

-----

Dear Doubletalk,

Here's a brief warning to the readers of Doubletalk....I was hoping to have an accompanying photo, but since this warning could prevent a possible disaster, I feel speed is more important than waiting for a picture.

Recently we bought the Rhode Gear child seat. Its unique design made it the perfect seat for our needs, or so it seemed. The seat is a two-piece affair, consisting of a plastic seat that slides onto a luggage rack that looks like, but is not compatible with, the Blackburn rear carrier. There are three separate locking points between the seat and the rack so there is no way the seat should come flying off.

The system looks perfect for anyone who wants to move a child seat from one bike to another, i.e., from a tandem to a single.



I purchased the basic unit (\$85.00 mail order), which consists of the seat and one rack. I planned to buy the second rack after checking everything out. Everything seemed to be very high quality. The seatback is adjustable in lean so smaller children are leaning back as in a car seat. The restraining belt attaches over the shoulders, holding the seat very securely. My only complaint was that I could not use the included rear reflector, since it would not clear the rear wheel. All in all, I was very pleased.

So I ordered the second rack (\$37.00 mail order) and slid the seat on. Upon inspection I discovered, to my horror, that the seat slid into place, but it did not lock onto the rack! It seemed to be on properly, but it wasn't! Had I been in a little more of a rush to try out the seat with my daughter in it, I'm afraid to even think of what might have happened.

The replacement rack worked fine. We're very happy with the system, but please, anyone planning to use this system, please, please inspect it thoroughly before putting your precious child in it!

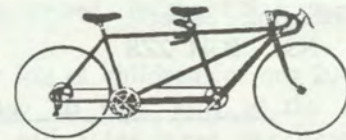
Arnie Adler & Laurie Schneider  
New York, New York

-----  
Dear Doubletalk,

A hearty thanks to Ernie and Pat Fisher and subsequent contributors for the fine discussion on tandem braking. This is exactly the kind of dialogue that allows each of us to borrow and adapt as needed to fine-tune our own tandems to our needs.

Mary and I are in our second season as a tandem team, after logging many miles as solo riders. Along the way we have gradually added the skills necessary to do virtually all our own maintenance. We plan to upgrade the brakes on our Burley Duet as time and funds permit. For the present, however, we have come upon a persistent problem that requires a permanent solution. Perhaps the readers can help. It is necessary, on occasion, to remove the Arai drum from our rear wheel. Each

## 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

removal so far has involved a jury-rigged haphazard approach that has left me unhappy with the prospect of a future removal. The permanent solution, as I see it, is to give my friendly Snap-On dealer \$45.00 for a 1-5/8" six-point deep socket that will securely grasp the hex fitting (Ed: the hex is actually 41mm) that is cast into the center of the drum. Since the Arai brake enjoys such wide spread use, I feel sure that many readers have long since mastered this little annoyance.

Tom & Mary Beth Helm  
Camp Hill, PA

Ed: Some years back, there was considerable discussion concerning tools and methods for removing the Arai drum. Probably the simplest is to let your stoker sit on the stoker seat while you push the tandem backwards about 6 inches while holding the drum brake lever locked. This method works about 95% of the time. If other readers have discovered other "tool-less" ways, (or even low-cost "tool" ways), let us know.





Dear Doubletalk,

We tandemists appear to be a very conservative lot, and traditional, too...at least where brakes are concerned. Based on the feedback to Ernie and Pat Fisher's article (July-August, 1990), I think that many tandemists feel the need to have three or more brakes because that is the way tandems were always built in the past.

When Ernie and Pat and I visited Keith Lippy in the summer of 1989 in Bend, Oregon, we had no intention of doing anything more than talking tandems with a local tandem builder, but Keith convinced us all that it was time to start thinking differently about brakes. According to Keith there were two reasons that tandems in the past required more than two brakes: (1) The brakes of the past were not effective, and (2) the tires and rims of just a few years ago were not that good either. Both of these reasons are history. Today's cantilevers and pads are vastly superior to those of a few years back, and today's beaded rims and tires can hold more than 200 psi before blowing off the rims. Overheated rims are also not a factor, because there is little need to ride the brakes since today's brakes will confidentially stop the bike. In other words, a slight tap on the brakes will slow you enough in corners to make a safe turn, but you can scream down the straight-aways with the assurance that the brakes will work well when you need them. Ernie and I were both convinced of this after riding one of Keith's tandems. The brakes worked great! Ernie changed the brakes on his Borthwick, and I changed the brakes on my Burley. Keith was right: We now have superior braking with no problems. Obviously, Santana believes this is the case, too. None of the eight tandems pictured in the advertising brochure in the September-October issue of Doubletalk had more than two brakes.

Ernie's point is well taken. If you are considering upgrading your tandem, you may consider new brakes, levers, and rims and tires. Maybe we'll start a new tradition.

Chuck Regeski  
Calistoga, CA

Dear Doubletalk,

I am stationed in Okinawa, Japan. I have a real hard time getting parts for my Burley tandem. Right now I am looking for a rear derailleur cable. All the ones I've ordered from the states are too short. Does anyone know where I can get one long enough for my SunTour bar-cons? No Japanese bicycle store sells tandems or tandem parts. If anyone could help me, I would appreciate it.

Major D. R. Heinle  
P.O. Box 1323  
FPO Seattle, WA 98774

Dear Doubletalk,

We have a Jack Taylor tandem with the oversize headset. The steerer tube is 28mm x 1.0 thread/mm, with an ID of the headtube of 34.2mm. Our problem, of course, is that we cannot find any headsets that will replace the one we have now. Can anyone help us locate a source of these items?

Randy & Chris Dickinson  
CEEUD-IM-IN  
APO NY, NY 09757-5301

Dear Doubletalk,

Debbie and I are contemplating the purchase of our first tandem. It has been a lot of fun looking over the different offerings from the bike companies, but we have a slight problem. I am 5'2" tall, and Debbie is 5'7". This means we need a very small tandem, it just doesn't exist without ordering a custom frame, which would dent our checkbook considerable.

One option we have thought about, and we'd like to know the TCA's collective thoughts on the subject, is to purchase an All-Terrain Tandem and



modify it with slick tires and dropped handlebars. Would we be sacrificing comfort and/or performance? We would like to be able to do some light touring with this bike. Any advice would be helpful.

Larry & Debbie Miller .

-----

Dear Doubletalk,

We are Santana tandem riders from St. Louis, MO., and we're new to the TCA. We've been riding our Santana around town and on local rides for about 2 years now. The only extended tour we've been able to do was Des Moines' Register Annual Great Bike Ride Across Iowa (RAGBRAI)'89. It was great, and we look forward to our next week-long tour. One of the best parts of RAGBRAI was seeing so many different kinds of bicycles, especially all the different makes of tandems. Around St. Louis we rarely see another tandem, but on that ride we ran into several every day. We're both in our 30's and we are fairly strong riders. We enjoyed racing past single bicycles by the score, even on the hills (yes, Iowa does have hills), thus dispelling the myth that tandems can't climb hills. Since water was available everywhere along the ride, we only carried two

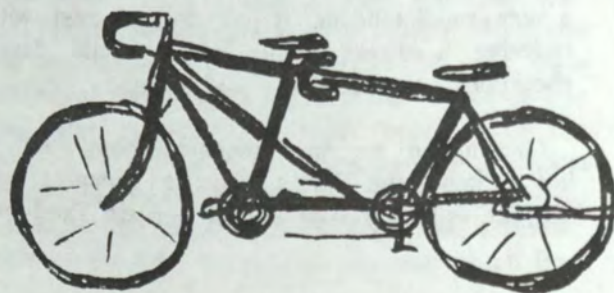
water bottles instead of our normal four. We put small speakers into the other bottle racks so we could listen to tunes while we rode. Our tunes, as well as our speed, made us quite popular with many of the triathletes and the wanna-bes, who enjoyed drafting us for miles.

We have great memories from RAGBRAI still, and we hope to do another week-long tour sometime soon. An all-tandem ride would be great! This summer we bought a house and got married -- both of which worked together to deplete our finances enough to prevent a vacation at this time. We have tentative plans to do the BRAG (Bicycle Ride Across Georgia) in June of '91. We plan to spend some time in Savannah before returning home. Any Savannah TCA members? We'd welcome any advice, tour sharing, bicycle storing, or just good company.

And in closing, we'd like to encourage the couple from England who wrote in the last issue, asking for advice for their tour in March, '91 to contact us if your travel plans include St. Louis or any Midwest points close by. We realize that the Midwest may not be at the top of your list of places to see and visit, but we would welcome your visit should you come through our city.

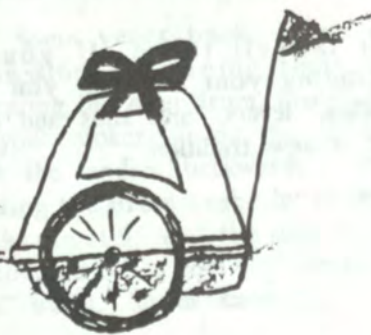
Carol & Chris Ross  
St. Louis, MO

Marcey and John decided that their tandem still wasn't long enough -



so they added two feet-

- that belong to -  
Kelly Elaine  
Werthwein





## RALLY ROUND-UP

There have been so many rallies this summer that we felt we could devote a whole section of Doubletalk to nothing but a review of all the great rallies we've heard about (and these are just the rallies from those who reported in since the last issue!)

Now it's time to sit back, read about what you've missed, and make plans to attend one or more of these great events next year!

---The Editors

### DOUBLE OR NOTHING - New Jersey

Living within 30 miles of the Jersey Shore and wonderful Atlantic City, the words "Double or Nothing" could be interpreted as a gambling term. But it should come as no shocking news that it refers to a tandems-only event that Mel and Barbara (THAT'S ME) Kornbluh organized as a fund raiser for a local fire company.

Through the years we have put together numerous events for cycling. We finally decided to run one that not only had the potential for raising monies for needy causes, but also would be an event that would give us an opportunity to ride with other tandems on our own home turf.

Such an event came true this past July 1, 1990, in Carmel, NJ. Now, you must be asking yourself, "Where on earth is this place?" Well, Carmel is a very small rural town in South Jersey's farm country. The population consists of a handful of extremely dedicated "country folk" that still remember how great it feels to be a "doer" instead of a taker. These folks run the volunteer fire company in this picturesque hamlet.

Riders came from all the surrounding states -- Connecticut, Maryland, Delaware, Pennsylvania, Virginia, New York, and of course, New Jersey.

One of our goals in organizing such a day was to keep the cost to a minimum. We've personally found that many weekend events will wipe out our family's budget. Therefore, we chose to offer a one-day ride that would offer cycling, lunch, dinner, and plenty of socializing for just \$35.00

per team. This was possible because of generous businesses and corporations such as Vineland Syrup, Double Cola, Tandems East, and Pizza Hut who donated money and door prizes. We tried to encourage families to attend with their trailers, triplets, and other ingenious methods of transporting the little ones.

The absolutely beautiful summer morning started off with the Fire Police stopping all traffic at EVERY major intersection. This came as a pleasant surprise to most of the tandem teams. I must admit that it pleased me, too!

The flat to rolling roads before the lunch stop had only a few cars. Those that did pass certainly took in an eyeful, as there were 45 tandems (and a few single bikes who were attached to tandem teams), with all riders dressed in the the usual rainbow of neon and primary colors.

An unannounced rest stop took place on someone's front lawn at the morning half-way point. This was the deciding place, where each team had to decide whether to pedal 44 miles or 66 miles. It seems that most couples chose to compare tandems here, while munching snacks and before deciding on the proper course.

Lunch was displayed in true tandem style. The husbands and wives of the fire company offered a pleasing array of turkey, beef, veggies, and cheese for sandwiches, then followed the main course with a grand finale of fruits and home-made sweets.



With full bellies, the journey back to the Carmel Fire Hall was completed. At the Fire Hall, the company had set up a portable swimming pool and also were offering a full spaghetti dinner, complete with all the Italian fixings.

Several businesses and tandem companies were kind enough to donate a variety of wearables to be used as door prizes. The fun was observing the winners trading their prizes in order to obtain a "perfect match" for their tandem.

Mel and I were happy to get the chance to ride with some old friends, like Malcolm Boyd and Judy Allison (our TCA treasurers). We were surprised that, after all our grey hairs, we could still stay up with them.

The Baltimore area was well-represented by the Beverungens and the Willeys. They all won the same jerseys in Jersey. These great prizes were donated by none other than "Double Cola", a soda company. The Foster children (Delaware) could all

be seen chewing "Dubble Bubble" gum, just to keep in the spirit of everything duo.

One amazing sight was young Julie and Jamie Morganstein, of Annapolis, MD. They found a way to hitch a ride for themselves and their bikes. When they just ran out of steam for pedalling their bikes, their parents Don and Betty rigged up a system to carry the kids and the kids' bikes on their trailer. Very creative!

Although as a team, Mel and I have run rides to raise money for scholarships, building funds, and other worthwhile causes, "Double or Nothing will stand out forever in my memory because it was certainly DOUBLE the fun. We are already anticipating next June 30, 1991, when we'll again help the Carmel Fire Department and pedal with old and new tandem friends.

Barbara Darling  
Vineland, NJ

## SUNCOAST TANDEM RALLY, Ruskin, FL

It was 6:00 p.m. on Friday the 13th. Rather than bad luck, we had the good luck to be in the hospitality suite of the Bahia Beach Island Resort, sharing hors d'oeuvres with fifteen tandem teams. We had already checked in, received our rally packet, and met each of the other participants. Our hosts for the weekend, Ann and Tim Newby from nearby Palmetto, went over the details for Saturday's ride while we were relaxing. We had our choice of a 33- or a 66-mile route, both leaving at 7:15 a.m.

Before sundown, we walked around the hotel and the surrounding resort area. There were beaches, swimming pools, tennis courts, a large marina, a fishing pier, basketball and volleyball courts, lounges, and snackbars at each of the sports facilities, and a large restaurant and lounge right on the beach which served as the main dining facility. Our motel room was very large, with two queen-sized beds, and an efficiency kitchen, a tv, and enough room for three or four more roll-a-way

beds plus several bikes. The icemaker and laundry facilities were close by, just in case we got really wild. This motel has all the requirements for a fully-equipped family resort, and it was an ideal place for bikers to get together.

Our 5:45 A.M. wake-up call got us going in time for the 6:15 A.M. pre-ride meeting and continental breakfast, both taking place in the hospitality suite. Between eating bagels, assorted muffins, and fruits, yogurts, cereal, juices, and coffee, we talked about the morning ride -- and the incoming dark clouds. These ominous clouds were very obvious in the early morning sky.

After our group photograph (at 7:00 A.M. sharp, don't be late!), fifteen bikes left together -- 14 tandems and 1 single. All headed for the 22-mile mark and the first rest/sag/refreshment stop where we would split up into the two groups. Eight miles out, the rain hit: a few drops at first, then the deluge! Some riders continued on, some took



shelter behind us at MacDonald's. We headed for an empty fruit and vegetable stand. Empty because the Ruskin King tomato was out of season, or so the sign said. As the rain tapered off after 20 minutes or so, Fred and Ginnie Ungewittere, riding their back-to-back recumbent tandem, passed by our fruit stand on the way back to the motel. They called out that others had gone on and were continuing on the course, rain or no rain. Another fifteen minutes of waiting for the "shower" to stop, and we turned back toward the motel, too. We decided that we could wait out the rainfall in more comfortable surroundings.



On the way, we caught up with the Dykes family. Terry and 7-year old Sam were on a tandem, while mother Barbara followed on her single. Since the rain was slackening now, we all decided to take an alternate route back through the E.G. Simmons Park, a large bayside recreation area and wildlife sanctuary in Hillsborough County. Two miles into the park and we had to take shelter again, this time in the park ranger's garage as a thunderstorm whipped through again, complete with high winds, sheets of rain, and lots of thunder and lightning. After an hour's wait, we made a four-mile dash to the motel in record-setting time, making it back in time to see the others filing in by bike, sag-wagon, and van. By 10 A.M. we were all back, biding our time for the rain to stop so that we could have an afternoon ride, but it was

not to be. Even the late afternoon beach volleyball game was "called" on account of the weather. That left us to wash, clean, and oil our bikes, and to polish off the SAG wagon refreshments, the leftover breakfast, the previous night's leftover hor d'oeuvres, AND a complete new meal-lunch-- about to be served in the hospitality room. It proves (if you still need proof) that bikers, even when we don't bike a full ride, can still eat! Veggies, dips, Fritos, crackers, cheese, fruit, candy bars, flavored yogurt, cold cuts of many kinds, tuna salad, pasta salad, bread, rolls, muffins, cookies, bagels, beverages-- everything got consumed. We ate steadily throughout the rest of the day (and the rest of the weekend!) as we socialized, played board games, and leared how to pile TAK-RADI tiles well enough to have the next participant make them tumble.

The opportunity for a volleyball game never materialized because the rain continued. This just made for another opportunity to socialize -- Happy Hour and Margaritas in the lounge while we waited for the Buffet dinner to be set up in the private



*Susie Greiff testrides the Back-to-Back*



party room of the restaurant at 7:00 p.m. Nobody's appetite had suffered because of the lack of exercise: chicken, ribs, sweet and sour pork, vegetables, salad, and pineapple cheese popovers completed the meal.

After dinner, it was back to the hospitality room for more games and socializing as we really got to know each of the other participants at the Rally. By 10:30 P.M. we were all tired enough to turn in, knowing that 5:45 A.M. comes around all too quickly, and hoping that Sunday would be a Sunday.

Sunday dawned, not sunny, but a usable day just perfect for a smooth, fast ride on back-country roads with little traffic and even less wind. What a wonderful day to be alive! There were several rest stops on this 40-mile ride, all with refreshments. The first of these feasts was less than an hour from our ample continental breakfast. Although the skies threatened for the entire ride, only a few drops fell, not nearly enough to interfere with the pleasure of the ride. We were back at the hotel by 10:15, time for clean-up, car-loading, check-out, and BRUNCH!

Food at last! We had gone almost an hour since our last rest stop! And what a Brunch! I won't go into all the intimate details, lest one gets the idea that this Rally was a Food and Drink Rally, not a Tandem Rally.

What a weekend! Although the rain interfered with Saturday's ride, the great ride on Sunday, the hotel facilities, the food (oh, the FOOD), new friends, and wonderful companionship more than made up for any lost time on the tandem. Many thanks to Tim and Ann Newby and all the other couples for making this weekend such a great success.

We hope there will be more of these small rallies over the years, such as the one at St. Augustine earlier this year, the Truce Weekend in Stevens Point, WI, and the Alabama Tandem Weekend. We look forward to attending a lot of these.

Stu and Helen Hodes  
Cape Coral, FL

## EASTERN TANDEM RALLY' 90 -- Amherst, MA

### The Organizers' Point of View

You can't lose when you have a place like the Pioneer Valley for bicycling, especially if the weather cooperates -- and it did! You can't lose when you have a committee whose members volunteer to do a job as soon as the job is mentioned -- and they did! And even though you would have preferred a smaller college, you can't lose when you have an understanding coordinator, who just happens to be the Director of Conference Services, who arranges everything - EVERYTHING - conveniently, creating the atmosphere of a small college.

And our caterer, whom we picked from the Yellow Pages (but secured references on) turned out to be just great! When his truck broke down on the way to Saturday's picnic at Northfield Mountain, he hired another truck, transferred the

food, and rushed to the picnic site. We used White Glove Caterers both days. Thanks, Vinnie! You and your crew are winners.

Our picnic sites turned out to be good choices, too. Both offered activities other than eating. There were exhibits, bus rides and boat rides at Northfield Mountain -- and all were utilized. I'm not sure whether anyone took advantage of the hiking trails -- cross-country ski trails in the winter -- or the exercise stations, but they were there for you. At Look Park, the Children's Playground, the paddle boats, the petting zoo, and the pool were all enjoyed, too.

The ice cream social on Friday night and the wine and cheese (and more) party on Saturday night proved very popular, as did Saturday evening's contra dance. Probably the only glitch in the whole weekend was the lack of communication



notifying those who needed to know about the last-minute switch of the business meeting location. After everyone found the room downstairs, everything worked out just fine. My face is still red over that snafu, though.

Anyhow, as Al said afterwards, "We really pulled it off!" And as I said, "We survived!" And most important, everyone seemed to have a good time. Thanks to everyone who wrote and told us it was a great rally, and to those who told us before they left. Your appreciation is our reward.

To anyone who is interested in hosting a rally, we say, "GO FOR IT!" We advise, if possible, contacting a college at least two years in advance and looking it over thoroughly. Our first choice, which we contacted back in 1988, proved to be more attractive on the outside than on the inside. When we went to look at the facilities, we found the dorms had single rooms which were small and shabby. Of the five colleges in our area, all of whom we contacted, only UMass had double and triple rooms. We also contacted three area prep schools and found that the prep schools, and the smaller colleges, had the same groups returning every year, with no opening in August on their conference calendar.

Divide your tasks. We divided ours as follows: Al & I did all the preliminary work, including making the arrangements with UMass (letters, phone calls, and meetings), financial affairs, registration, contacting the caterers, and Northfield Mountain. Bob and Sally were responsible for contacting Look Park, the rides, and the booklet. Frank and Cindy handled the bike shirts and the child care. Arranging for the child care was our biggest problem. Jerry and Lois handled the patches and the post-tour, and Peggy and Rich were responsible for the contra-dance. Al and I made arrangements for the refreshments for both Friday and Saturday nights, too.

Although it was work, it was fun putting it all together. Everything went so smoothly that we were glad we did it. What really makes it all worthwhile, though, is your appreciation. Thank you all for coming! See you next year!

Marion and Al  
Sally and Bob  
Cindy and Frank  
Peggy and Rich  
Lois and Jerry  
Your ETR'90 Committee

## MIDWEST TANDEM RALLY, 1990

### 15 Years Later

It has been fifteen years since we attended the very first Midwest Tandem Rally on that Labor Day weekend in 1976. As we remember it, forty teams gathered at the Kokomo, IN, Ramada Inn for a weekend of cycling and camaraderie. Long bikes were a bit scarce back then, and we recall upsetting a number of Indiana farm dogs on the quiet country roads. Little did we know that we were in at the beginning of a midwestern Labor Day tradition. A loose-knit organization, complete with a newsletter (to keep other tandemists informed of what was happening) was suggested, and, as we recall it, this was the beginnings of the Tandem Club of America. That early newsletter did not have a proper name, so a contest was held to name it.

We were the folks that submitted the name "Doubletalk", and the rest is history.

Kenosha, WI, was the setting for the second MTR. Only 30 tandems participated, and the Kenosha Howard Johnson's served as the base hotel. The highlight of this second rally was the opportunity to ride our tandem on the Kenosha outdoor velodrome. Several of the teams took up the challenge to sprint a few loops of the circuit, including a blind (male) stoker whose spouse was captaining a Schwinn tandem. She was white-knuckled at the end, but he was grinning from ear to ear. It was scary, speedy, and exhilarating, all at once. What a ride!





After the second MTR, we moved to Arizona. We weren't able to make it back to the midwest for any rallies, but we were able to keep track of the happenings through Doubletalk. Now it was 1990, and Doug and Sara Laird persuaded us to attend MTR'90 in Minneapolis, MN. We checked our schedules, and headed north, "just to see how things had progressed since the old days."

MTR'90 was a blast! 240+ tandems, plus about 40 singles, attended this Labor Day weekend event. We think this is a record crowd for a tandems-only gathering. There aren't enough superlatives to describe the Rally, from the great reception at the Marriott Hotel to the last tandem event of the weekend. Through the fine efforts of Doug & Sara Laird, who contacted the Marriot even before the hotel had welcomed its first guests ever, participants were able to stay in normally \$120/night rooms for only \$45.



One of the prices we had to pay for this bargain, though, was finding another place to park our tandem overnight, as the hotel was unwilling to let us roll our tandems into the rooms, elevators, lobbies, etcetera. The Twin Cities' Tandem Club again came to the rescue, and provided a 24-hour guard service and covered parking (1/3 of one floor of the parking garage) for all the precious tandems and kiddie trailers. Can you imagine what an estimated \$500,000' worth of tandems looks like, all in one place?



MTR'90 provided all riders with cue sheets, maps, well-marked routes, and many options for routes each day. There were great lunches at the parks (sagged, of course. You wouldn't want to carry your lunch, would you?). And back at the hotel there were workshops, vendor displays, time trials, and various activities for the kids and for the adults, too! A special thanks must also go to the "cookie brigade", who provided 1200 dozen (no that's not a misprint, there really were 14,400 cookies consumed at the rally). We even received a great patch and two neat pink t-shirts to help us remember the weekend for years to come.

MTR wouldn't be complete without a Sunday night banquet. The large hall at the Marriott provided the site for some of the best entertainment you could imagine, as the Chicago Area Tandem Society (CATS) and the Couples On Wheels (COWS) both tried to win the coveted trophy for the best costumed club. First the CATS made their entrance, many dressed in CAT suits complete with tails and whiskers, and even one larger-than-life GARFIELD!

Wisconsin's COWS were not to be outdone! A trumpet fanfair heralded their entrance (really, Ray, we didn't even know you had musical talents), and the "ROAMIN' COWNCIL OF WISCOWNSIN" made their grand entrance, parading among all the tables. The COWNCIL did it up right, as all





members were in holstein-spotted togas, except for one anonymous COW who was dressed in a real COW costume, complete with udders in the proper place for the total effect. This individual probably hopes we all forget who it was, and we shall leave him nameless to protect his reputation. (Hi, John O'Dell). Four COWS were even carrying a rendition of their mascot on a gurney above their heads. All pitched in to pass out scrolls, inviting two and all to attend MTR'91, in OconoMOOwoc, WisCOWnsi.

We really felt sorry for the mayor of Des Moines, IA, who followed the COWS onto the podium to plead for MTR'92. Yes, that's right, the MAYOR of Des Moines is a tandemist (nice tumble, sir), and the fine folks in America's heartland were given the go-ahead to put together the next available rally (1992). We wish all mayors were so pro-bicycle and pro-tandem.

The featured speaker was Ms. Elisabeth Larsh Young, 80-years' young and getting younger every day. Ms. Young kept us captivated with her tales of crossing the US by tandem in 1938, back when tandems were really scarce. She and her husband



made a double transcontinental crossing on their state-of-the-art English 3-speed tandem, the "Spirit of Fun". And as I mentioned, she did this before some of our parents were even a gleam in our grandparent's eye. After her talk, Jack and Susan Goertz, editors of Doubletalk, presented Ms. Young with a plaque commemorating her gallant effort. Perhaps this could become a regular award from the TCA, not necessarily every year, but when there is a team who deserves extra mention for worthwhile tandem achievements.

Too soon the rally came to a close, as "MTR Monday" arrived with the traditional MTR MONDAY RAINFALL. Most teams packed up and drove to breakfast, where we were served some of the best cinnamon rolls this side of heaven! Then it was good-bye to all our new/old friends until we meet again.

We doff our helmets to you fine folks in the Midwest -- we Arizonans had a great time!

Rudy & Kay Van Renterghem  
Tucson, AZ



## CALISTOGA (CA) TANDEM RALLY, 1990

On September 29-30, 1990, the Bay Area Roaming Tandems (BART) held their first-ever Tandem Rally. Calistoga is a quaint, old-fashioned town just north of San Francisco, surrounded by vineyards, and the home of the only geyser in California. It's also the home of many hot air balloons (very colorful), many quaint B&B's, and, for this weekend, 61 tandem teams (and only tandem teams).

This tandem rally was different from most, in that each tandem team was on their own. Maps were designed by Chuck Regeski, a TCA/BART member and resident of Calistoga and they were provided to everyone. Mineral water and juices were donated by the Calistoga Mineral Water and the Crystal Geyser Company, also of Calistoga.

Routes ranged from a short 8 miles to a long, very long, 85 miles. Rides were offered both days, and you could do any ride either day.

Saturday, the tandem weather gods were not happy. The temperature soared to 103°. Several tandemists tried to seek shelter from the heat under the only tree in the area when an angel in disguise, driving a tan truck with a tandem rack, rode over the hill bearing gifts of cold drinks. Chuck "Angel" Regeski had pity on those people who were battling the heat, and was searching for those who were wanting to throw in the towel. Three teams refused and cycled the 85-mile route, with over 3500' of climbing, on this hottest day of the season. (Sunday was much nicer -- the fog rolled in and kept the temperature to a pleasant 83°).

What rally would be complete without a dinner? Certainly not this one! At our dinner we gave out awards, prizes, and special recognition to many couples. Bob and Lois Weast of Carmichael won the first-annual BARTIFACTS award. This award is similar to the Gutter Gift made famous by the folks up the coast at the NWTR. Bob & Lois, who attend many of these tandem rallies around the country, told us that this was the first time they'd ever won anything, and they were most grateful for the new Specialized helmets, donated by the Bicycle

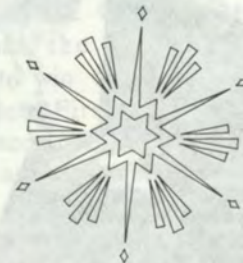
Outfitter of Los Altos. They also won two massages, which made many of us very jealous.

Another award given was the SPIRIT award. This went to Mary Moran and Jeff Miller of Moss Beach. The requirements for this one was "Don't complain and keep smiling. It really isn't 103°, and this isn't really a hill, Dear." (Well, Jeff and Mary weren't always smiling, but they didn't complain, and they tried the hardest). The Spirit award consisted of Sports Balm, Geritol, Anacin, Power Bars, Corn Starch, Vaseline, and a bumper sticker: BARTMAN, Avenger of All Evil.

We had tandemists from Minnesota, Oregon, and California, a good turnout for a first-time event. We heard many compliments over the weekend: "Everyone was so nice and friendly to us." "We'll be back next year." "People stopped to help us on the road." "You did everything just exactly right!"

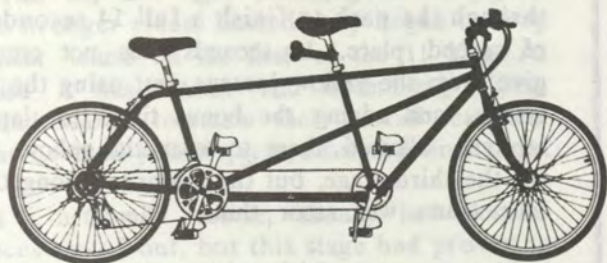
With a success story like this, we can only look forward to next year's Calistoga Tandem Rally. Watch Doubletalk for the announcement, and we hope to see you all there!

Terry Gorman  
Bay Area Roaming Tandems

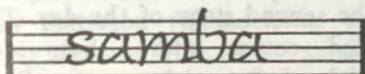




## WORD'S OUT!



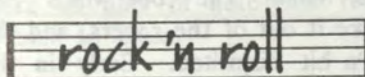
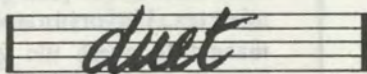
Serious, USA built tandems are available at not so serious prices.



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.

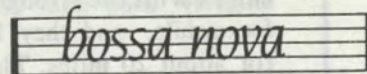
**SAMBA MIXTE-X** The only performance mixte tandem on the market.

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.



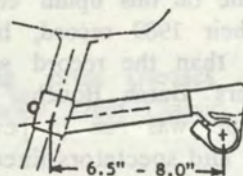
5 models starting at under \$1000.00.  
Call or write Burley Design for free brochure and nearest dealer.



## Tandem Goodies for all Tandem Enthusiasts

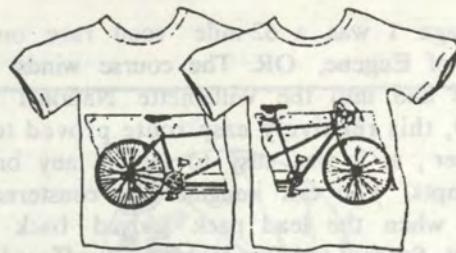
### Burley Child Crank Option

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 1/4" 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)

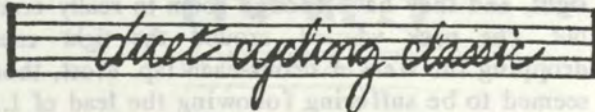


### Tandem T-Shirts For Captain and Stoker

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





## DUET CYCLING CLASSIC, 1990

The Duet Cycling Classic is currently the only tandem-exclusive stage race in North America, and it's getting bigger, better, and faster each year.

Opening immediately after the Tour de France, the Duet Cycling Classic's prologue time trial -- a .6 mile sprint uphill-- saw the 1989 defending champions Matt Ritzow and Mike Rosenberg earn the right to wear the yellow leaders' jersey for the start of the race. Their time on this uphill course shaved 10 seconds from their 1989 record, but it was only 2 seconds better than the record set in 1988, by that year's winners Butch Boucher and Dan Vrijmoet. The prologue was run in perfect weather for such an event, and spectators lined the entire course to cheer on the racers.

Stage 1 was a 62-mile road race on a course east of Eugene, OR. The course winds along two lakes and into the Willamette National Forest. In 1989, this relatively easy route proved to be a real stinker, as it was easy to reel in any break-away attempts. You can imagine the consternation this year when the lead pack arrived back in Lowell intact. Several tandem teams had suffered punctures and mechanical problems, ranging from flat tires, broken or loose spokes, and parts coming loose. Steve Marcy and Dave Campbell of Eugene won the final sprint and earned the right to the yellow jerseys for the second stage. Their speed was nearly 29 mph for the course.

Stage 2 is the Boulevard Criterium. This year we lengthened the straight-aways to 1/2-mile, but we left the two 180° corners. This course offers excellent spectating, as the bikes never go out of sight, and they have enough room to really crank it out. The pack whirled around the tight course, dropping the weaker teams each lap. Most, though, seemed to be suffering following the lead of Larry Smith and Karl Maxon of Portland and Bend, OR. They attempted to use their flatland speed and create a break. It was working until Erik Schulz and Stuart Hill of Portland stole the show. Eric and Stuart suffered a mechanical failure and lost 40 seconds to the leaders. Then they put on the power and reached speeds over 30 mph as they tried to

catch the leaders. After 12 miles of chasing, they caught the field, then kept right on powering through the pack to finish a full 14 seconds ahead of second place. 14 seconds was not enough to give them the yellow jerseys, but using the scoring system, and adding the bonus times for laps lead, etcetera, allowed them to wear the yellow jerseys for the third stage, but the margins among the first four teams was razor thin.

Stage 3 was a fairly short 10.6-mile time trial out of the rustic town of Brownsville, some 25 miles north of Eugene. The weather turned cool, and a northwest wind picked up, bringing less-than-perfect weather to the second stage of the day. The route was a three-sided course, with a sharp 1/4-mile hill on the third leg followed by some rollers, just for a little challenge. The odds-makers were not disappointed, as flat-land time-trial specialists Smith and Maxon rode a 29-mph pace to lead the second place team of Ritzow and Rosenberg by 39 seconds, and the third place team by nearly three minutes. Unfortunately, this was not large enough margin to wrest the yellow jerseys away from the overall leaders, Schulz and Hill.

Stage 4/Day 3, a 68-mile road race, arrived amid the drizzles in south Salem. The cool winds and rainfall seemed to take it out of the racers, and the field seemed to be a bit dispirited. Early in the stage, Russell Morton and Joel Wilson tried to sneak off the front in an effort to escape the climbs with the stronger teams. Their tactics worked for awhile, and they had the course to themselves for about 20 miles. Their freedom was short-lived, as the team of Mark Schwyhart and Kyle McTeague soon motored by, with Ritzow and Rosenberg in tow. When the pack didn't show, Ritzow and Rosenberg roared on by, K-O'ing the field for good. Their lead at the end of the course was 7 minutes, closing the book on who was going to win the yellow jerseys, barring any major problems.

Stage 5 was a 56-mile alpine race that should be destined to become the supreme hilly race in American Tandem History. Unfortunately, destiny



was delayed to another year because of a 1/4-mile section of gravel. This section plagued nearly everybody with problems, as flats became common place. This day saw vigor returning to the packs, and the stronger riders immediately began to drop the weaker teams on the first of the 11 hills. At the finish it was Ritzow and Rosenberg edging Smith and Maxon to retain their overall lead and keep the coveted yellow jerseys for the final stage.

Stage 6, a 62-mile course, already had most of the places sorted out, but this stage had proven to be a bear in 1989, as mechanical failures up-ended the order of the finishers on this last day. Would this year be different? Pete Penseyres and Rob Templin started an early attack. Bruce Frech and Ray Patterson (Philadelphia and San Diego) came along for the ride. This small break was quickly reeled in by Morton and Wilson and suddenly it was a six-man/three bike pack. Ritzow and Rosenberg again came blasting by (the rest of the pack was nowhere to be seen), and this time the early breakaway pack was able to hold on to their wheel. Ritzow and Rosenberg may have won their fourth stage of the series, but the others at least had the pleasure of finishing in the top 4.

The average speed for the entire 6-stage race plus prologue was a quick 25+ mph. By our count there were 35 hills of note that required some serious grunts to cross.

The typical high gear was a 54x12, giving a 120-inch high gear. It is interesting to note that pushing 88 rpm works out to be a 30 mph pace. Imagine what a 120 rpm brings!

Michael Sylvester and Lyn Qualich of Portland won the mixed team award and finished a very respectable 6th overall.

We're not sure who was the unluckiest, but we feel it had to be either Penseyres and Templin who suffered flats and mechanical failures in every stage, or the Marcy/Campbell team who were left stranded in the last miles of Stage 5 after their front fork failed. You would think tandem manufacturers and engineers would flock to the Classic to test and measure the stresses serious racing puts to their equipment.

Many thanks and kudos goes to Race Director Rene Kane, who put on another brilliant effort. Rene will be joined by Russell Morton before the 1991 Cycling Classic, which promises to be even bigger and, dare we say, better. Next year's event is already being discussed in Eugene, even as you read this. Riders, readers, and potential sponsors (especially potential sponsors) should not hesitate to contact either Rene Kane or Russell Morton. Both can be reached at Burley Design Cooperative, 4080 Stewart Road, Eugene, OR 97402. Ph: (503)-687-1644.

--from press releases  
Burley Duet Classic



**RAILS**  
-TO-  
**TRAILS**  
CONSERVANCY



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



## RAGBRAI, 1990

### The Des Moines Register's Annual Great Bike Ride Across Iowa

RAGBRAI'90 had it all: beautiful sunny days with flat terrain and a tailwind, days that were so windy the tape came off the handlebars (really!), and rain with mud (enough said about that). About 10,000 or so riders left from Sioux Center, IA, on a beautiful Sunday and rode across the scenic countryside of northern Iowa to arrive 508 miles later in Burlington, IA, and I was among them!

For this ride, I teamed up with my old friend, J. R. Johnson from Chicago. J. R. filled in as my stoker, and we had a grand time. Mixed in with the 10,000 bicyclists were a number of tandemists, and we met a number of them, including Darl & Debbie Heffelbower from Burlington, IA, (riding a Santana Arriva), and Russell & Cindy Dodd from Cedar Falls, IA, on their beautiful handmade machine.

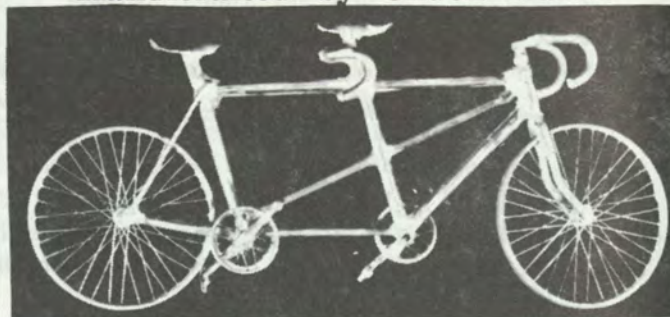
We had decided to crank it out the first couple of days, as the course was flat and the weather was so ideal. We ran the first 62 miles in a shade over 2 hours and 20 minutes. We started riding at 6 a.m., and never rode alone. It is a truly fantastic cycling experience to ride with 10,000 cyclists on the open roads of IA, where the towns put on their best show of hospitality, the food is great, and the entertainment each night is wonderful. It was a real chance to sit back and experience "quintessential Iowa."

The last three days of RAGBRAI were a different story: Mother Nature evoked her revenge against all the cyclists. A stiff wind caused a great deal of whining, as it blew up at midday on the Century day. With gusts to 30 mph, almost everyone spent a lot of time pushing little gears over the (fortunately) flat terrain. After the wind came rain, and lots of it. The course had several sections of dirt road, and with the addition of the great gully-washer (that's midwestern for toad-strangler), the whole ride turned into a NORBA event. Mud caked on our tandem, and dirt worked its way into everything. At the end of one of the sections of mud, one town had a garden hose for us, and it was working overtime, washing off bicycles.

The last stage, from Washington to Burlington, had more rain, hills, mud, and some wind. After dipping the front wheel into the Mississippi River -- we'd dipped the back wheel in the Missouri at the beginning -- a television crew asked me what I thought of RAGBRAI. I responded, "300 miles of utter delight, 200 miles of rain, wind, mud, hills, and saddle sores. I loved it!" We'll be back next year, and many years after that.

David and Jean Earl  
Elk Grove Village, IL  
(formerly of Overland Park, KS)

#### Handicrafted by Chuck Harris



Tandem Jewelry, 14k gold, sterling, brass, or copper. 1/24 size (illustrated), 1/48 (or large models). Tension wire spokes, moving parts, Pin, necklace, tie-tacks, or model. Signed and numbered. \$55-\$300. Other bikes from \$18.00. SASE for Catalog. ULTRALIGHT, Box 363, Gambier, OH 43022. Ph: (614)-427-3404



## INTERNATIONAL HUMAN-POWERED VEHICLE ASSOCIATION SPEED CHAMPIONSHIPS !! Practical Vehicle Division -- Portland, Oregon

There were seven tandems among the seventy three competitors gathered at the 1990 International Human Powered Vehicle Association Speed Championships held August 1-4 in Portland OR. Gardner Martin in his "Double Gold Rush" was the only speed-type tandem entry, all the others entered the Practical Vehicle Division where speed was not a criteria.

These are not your regular garden variety tandems, and no standard upright tandem was entered, although with the addition of water-proof storage capacity upright tandems certainly qualify as very practical vehicles. The entry rules are lax to non-existent with regard to configuration, so there was great variety among the vehicles entered.

The Practical Vehicle Competition consisted of a number of tests to establish the vehicle's true practicality. Competitors first proved that their vehicles were street legal and safe, then they demonstrated their ability to go over a gravel section of road, carry a load of groceries, change a tire, stop, start, turn sharply and park. This phase of the competition was held during two sessions at the Portland International Raceway.

The final phase of the PVC was a seven-mile commute to downtown Portland where the twenty-nine vehicles were displayed to the lunch hour crowd at the Old Court House Park, there the public was invited to vote on their choice of vehicle. In order not to make an undesirable impact on the city traffic we started at one minute intervals from PIR. Speed was not a criteria, and everyone made the trip easily within the 45-minute time allotment. Our own trip was uneventful, although we did not really enjoy the very heavy traffic of the central city.

This part of the practical vehicle event had triggered our imagination. Aware that we could never REALLY compete in the speed events, we thought to stand out from the crowd, we must be

unique! We fitted our recumbent tandem, "Geriatric Jalopy," with a gold-fringed surrey top. From thrift stores we put together gay nineties costumes, from straw boaters to high button shoes!! We DID stand out from the crowd and drew quite a bit of interest, as did the "Batmobile".

It was ridden by Batman and Robin and was a standard recumbent single bicycle with a third wheel added at the side to support the side car type seating for Robin, who's pedals were connected to the regular drive. They appeared at all events in full costume complete with masks and never revealed their true identity.

The large crowd circulated among the vehicles, took pictures, asked questions and generally were amazed at this collection of very "funny bikes", so different from anything most had ever seen. Many of the people were intrigued by the idea that we, two people in our 70's, could enjoy riding a bicycle "built for two", for 70,000 miles.

This was very good public exposure as it demonstrated the practical vehicle aspects of bikes in general and recumbents in particular. We won the "Peoples' Choice" award and were pleased that "Geriatric Jalopy", the most comfortable bike we have ever ridden, also appealed to the public.

Sam and Marjorie Cox  
POB 1476  
Tubac, AZ 85646





## TEAMWORK MAKES A CLUB

Tom and I got our tandem 3-1/2 years ago. We did solitary rides or paid for organized "fun rides." We occasionally met other tandems on the road during those first couple years and we would wave and go our separate ways.

Soon my talkative captain started to strike up conversations with other tandem couples we saw regularly in our area. Tom started collecting their phone numbers and the basic core of the club was formed. It started very informally as we would decide that we wanted to ride the next weekend and Tom would call 4 or 5 other couples to join us. During this time, Tom met up with Jim Degraffenreid, the owner of Downey (CA) cyclery. It turned out that the shop was getting into tandems in a big way. Jim became a promoter of our informal club to people who bought tandems in his store.

Finally Tom and Jim made a decision to make the club official. **Teamwork Tandem Club** was born and the first meeting was advertised in the Downey Cyclery direct mail flyer. Eleven couples showed up at that first meeting. The membership list was formed and a format agreed upon.

The club is set up so a different couple plans a ride each time. That couple is responsible for notifying the other members and supplying

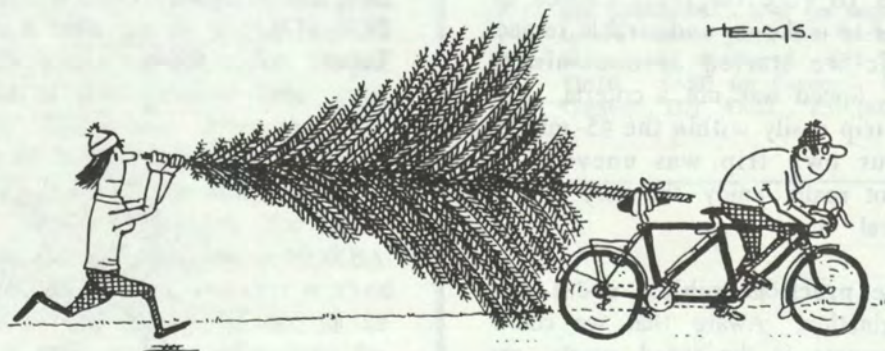
directions. At this point, we haven't charged dues because the expense of mailing or phone calls is spread among the membership.

Our membership spans three large counties in Southern California. We have members with a variety of experience levels, so the rides vary, depending largely upon who is planning it. We have met with lots of enthusiasm from all. Our largest turnout to date is 14 tandems. We have been adding members each week by word of mouth, as well as the club business cards we pass out on the trail. We are in the process of starting a newsletter. (Ed: I've seen the first issue. It's very professional!)

We are all having some great times on our tandems. We meet fun people from all walks of life. I wouldn't hesitate to encourage everyone to start a tandem club in your area, if you aren't lucky enough to have a local club already.

If you are in the greater Los Angeles area and want to join us, please let us know. Or if you see us on the San Gabriel River trail (we're a tall couple on the blue Nishiki), flag us down!

Tom and Trudy Eichen  
11107 Dicky Street  
Whittier, CA 90606







## TRIPLE WIN

I have a bicycle built for three. On May 12th, 1979 (yes, I know that's a long time ago, but I didn't know about the tandem club back then. So you get to hear about the ride now.), we rode it in the Davis Double Century, one of the premier long distance events held annually in the heart of California. This awesome ride is 207 miles with 4500 feet of vertical climbs. You have 18 hours to complete the event. Of the 750+ cyclists who were riding the Davis Double back in '79, we came in as finishers #411, #412, and #413.

I was the first stoker (middle seat) for this event, and I had all the gears. While we were climbing the first big hill, called Cardiac Hill by the riders, we passed a cyclist lying on the shoulder beside the roadway. Later, during the awards ceremony, we were informed that Cardiac Hill had lived up to its name and reputation, as the gentleman had suffered a heart attack and had died!

Our captain was Mark Barr, a 19-year-old amateur racer with diabetes. Since the human body produces more hormones, such as insulin, during an aerobic sport like bicycling, Mark was able to cut his dosage by 1/2 before the ride.

The fastest time for the 200 was 9 hours, 10 minutes, set by Otis Guy and Joe Breeze on an Eisentraut racing tandem. We won the award for the most unusual bike that finished, after the single-

speed, 5-seat, octoped (8-wheeler) burned out its coaster brakes after 130 miles and had to drop out.

Another event to share from those days to share with the readers of Doubletak: I lived in Monterey, CA, back in '79 and rode with the Monterey Velo Club. We sponsored an annual National Prestige Classic amateur bicycle race each year called the Butterfly Criterium. Some of you "old timers" who live or lived in the Pacific Grove, CA, area might remember it. Anyway, on race day a hot-shot Junior, almost 18 years old, showed up and wanted to race with the Seniors. Since he was the California State Junior Champion at the time, we allowed him to race with the Seniors, but we required that he abide by the United States Cycling Federation rules for Juniors: high gear could not exceed 92 inches. My captain, Mark Barr, was one of the race judges and noticed that the Junior was pedalling the same cadence as the Seniors. The Junior won the race, and Mark ran over to his bike, grabbed it, and counted the cogs. Sure enough, he had changed wheels after the check-in and was riding a 108-inch gear. For this violation he was disqualified and banned from USCF races until he turned 18. The next week the Junior flew to Europe, where they don't have these rules. This summer, the Junior, now a seasoned professional, won the Tour de France for the third time!

Tim & Victoria Bouquet  
Washington, DC

## "TANDEM," by P. Buckley Moss

Gordon and I are fans of the artist, P. Buckley Moss, whose subjects are often Amish people and Amish building. On August 25, 1990, we visited Peppertree Studios in Cedar Rapids, IA, to have one of our Moss prints autographed by the artist, who was visiting the studio that weekend.

As we browsed the studio, waiting for our turn with Ms. Moss, we found two new prints of children on tricycles: "Jo" and "Neighborhood Patrol." We also found "Tandem", a perfect addition to our collection. This 13x14 print depicts an Amish couple on a tandem, with a basket of

three children on the rear. The background shows a stone house, a barn, a rustic fence, and a farmer with a wheelbarrow. The predominant colors are green and grey. We are delighted to find such an appropriate print for our home.

Since "Tandem" is a new print, and of a subject that's near and dear to all of us, I'm issuing a "MOSS ALERT". Fans of hers are sure to want a copy of this print.

Alicemary Borthwick  
Marshalltown, IA



## BRAKE SURVEY

There has been a lot discussion in the last few DOUBLETALK issues about brakes. Some of you have a brake combination that suit your needs. Others of us would like to try something better. Before we spend much more time discussing the virtues of our brake combinations, wouldn't it be nice to know how the majority of TCA tandems are set-up? Once I have your answers to this survey, I'll compile your answers and turn them in for a future issue of the DOUBLETALK.

1. How many brake levers do you have?
  2. How many brake mechanisms do you have?
  3. What type brake mechanisms do you have? (Please list letters of all that apply.)
    - a) Caliper brakes.
    - b) Cantilever brakes.
    - c) Self energizing cantilever brakes.
    - d) Roller-cam brakes.
    - e) Hydraulic brakes.
    - f) Hub brakes.
    - g) Other (please describe)
  4. Is your stopping power adequate? (Yes or No)
  5. Are you satisfied with your current brake arrangement? (Yes or No)
- If you are using or have used hub brakes, please also answer the following:
6. What brand and type of hub brake do you use?
  7. What brand and type of hub brake do you think is best?

8. The hub brake is installed:
  - a) always.
  - b) never. (It's been removed.)
  - c) only when you know it's needed.
9. The hub brake is (was) used primarily for:
  - a) stopping.
  - b) for drag to control speed on hills?
10. Which brake lever setup are (were) you using?
  - a) Rear cantilever and hub combined in captains right lever.
  - b) Hub on left lever and both cantilevers in right lever.
  - c) Stoker controls hub with separate lever.
  - d) Hub connected to a thumb shift lever on captains handlebars.
  - e) Hub connected to a separate captain brake lever.
  - f) Some other setup. (please describe)

Everyone's answer is important. We welcome responses from manufacturers of braking systems and tandems, as well as from custom tandem builders, too. Please send your answers on a postcard if possible, to:

**Arnold Harding**  
**642 Hanover St.**  
**Livermore, CA 94550-1862.**



## CLASSIFIEDS

**FOR SALE:** 1987 Veloce by John Stinsmen. Custom twin lateral frame. Silver Jade paint with not a scratch. Shimano DeOre components, 4 brakes, extra long stoker top-tube, raised bars, gel seats, heavy duty wheels, and more. \$2100. Call Keith Pickett (518)-272-6809. 11/90

**FOR SALE:** 1989 Santana Visa. 56x53. Midnight Black Imron with stock components. Glen Thomas. (317)-674-2487 11/90

**FOR SALE:** 1982 Santana Solana, 24x22. Royal Blue. 18-speeds. One of the few Santanas ever built with Reynolds 531 Tandem Tubeset. Blackburn racks, water bottle cages. Frame pump. Fenders. Ed Chuey (303)-247-1852 11/90

**FOR SALE:** Santana Classic. 23x20.5. Red Imron. Mafac Cantilevers, Arai hub brake, Phil Wood Hubs/40-spoke rims. Suntour Derailleurs. TA cranks. Avocet Headset. Ishiwata Tandem Tubeset. Braze-ons for bottle cages and pump. Less than 1500 miles. \$1850. Bruce Chambers. (803)-871-6427 11/90

**FOR SALE:** 1976 Schwinn Paramount tandem. 25"x19" Men's/Mixte. Brooks Saddles, Campy front derailleur, Shimano GT300 rear. TA Cranks, Regine Extra Oro sprocket. SuperChampion Rims, Weinmann brakes, and CB headsets. Georgia Current, 419 Sunset, Oglesby, IL 61348 (815)-883-9183 11/90

**FOR SALE:** Classic Jack Taylor tandem, 24x21. Flamboyant Purple with white box lining. Reynolds 531 Tandem Tubeset. 2 Phil Disc brakes. Phil BB's and Hubs. 48-spoke rims. TA triple crankset. Many Campy parts. Cinelli bars and stems. Many extras. Bike has less than 1000 miles. Asking \$3000 plus shipping. \$1 for picture and exact specs. G. Lee Wright, 6805 Harvest Hill Road, Madison, WI 53717-1134. Ph: (608)-836-6694 11/90

**FOR SALE:** 1989 Red Santana Sovereign. 50x47. SunTour Accushift, Disc brake, 48-spoke wheels. Low miles. Excellent Condition. \$2000. Rich or Debbie. Ph: (208)-232-7662 11/90

**FOR SALE:** Beautiful NEW Kuwahara tandem frame, 22.5 x 20.5, white. Includes headset and fork. Very tight, strong frame suitable for racing or touring. \$500.00 Greg or Lisa. ph: (805)-684-5947 01/91

**FOR SALE:** Kuwahara tandem, 23x21. Dark Blue Metallic paint. Sugino AT cranks, Shimano Deore XT derailleurs, Shimano Cantilevers w/drum. Nitto bars/stem. Modolo Pro Tandem Levers. More. Asking \$1250.00. Joe Roque. ph: 507-288-9622 or 800-333-6010 (days) or 507-288-3005 (eve). 01/91

**FOR SALE:** Osell Tandem, 23x21. Dark Rose/Gray Imron. Lugless Columbus Tubing. Campy Headset. Sugino AT Cranks. 3 Shimano Deore Cantilevers w/drum. Shimano Deore XT derailleurs. Blackburn racks & more. \$1800.00 OBO. Joe Roque. ph: 507-288-9622 or 800-333-6010 (days) or 507-288-3005 (eve). 01/91

**FOR SALE:** REDCAY Custom Tandem. 56x54. Medium Blue Metallic Imron. 48-spoke wheels on Durex Elite Rims w/Phil Hubs. Campy Triple cranks w/spare 58t. Look pp66 pedals, Edco Competition headset & BB's. Top components throughout. Many spares included. Rod Kramer. ph: (303)-499-3178 or (303)-494-5826. 01/91

**FOR SALE:** Santana Sovereign. 23.5 x 20.5 Wine Red, includes water bottle cages and rear rack. Great condition. \$2150. Bill Greiff, 697 Breckenridge Drive, Port Orange, FL 32127 ph: (904)-767-3153 01/91

**FOR SALE:** 1982 Borthwick Custom Marathon-style tandem, 24x22. Phil Wood Hubs & BB's, 48-spoke wheels with SC-58 rims. SunTour Accushift, Pedersen SE brakes, TA Crankset. \$1400.00. I'll repaint your choice of IMRON color, too! Gordon Borthwick. (515)-752-3208 01/91

**FOR SALE:** Cannondale Bugger in good condition. \$125. Santana Child Stoker Conversion kit: crank arms, pedals/clips/ extension handlebars. chain, and extra chainring. \$150. Frank Rosen, 28 Sherwood Drive, Belchertown, MA 01007. Ph: (413)-323-7997 11/90



**FOR SALE:** Cannondale Bugger. Includes raincover, tonneau cover, wheel covers, seat pad, 2 water bottle cages, spare tire, and tube. \$225+ shipping. Russ and Diane Standage. Ph. (402)-293-1473 11/90

**FOR SALE:** Nitto Chromoly Stoker stem. 135mm. 27.2x25.4. Black. Less than 1-year old. \$25.00 plus shipping. Wade Shimoda (716)-442-4321. That's in Eastern Time Zone. 01/91

**FOR SALE:** DiaCompe Tandem Levers w/dual brake cable. Non-aero style. \$20.00 Wade Shimoda (716)-442-4321 01/91

**FOR SALE:** Pair of tandem wheels, new & unused. 48-spoke 14g SS 27" SC-58's, Phil Wood BB's. Tires & Tubes included. Also spare set of Ambrosio Super Elite Durex 700c rims, also brand new. \$200 plus shipping takes all (I'll deliver to San Diego or Tucson/Phoenix free in early November). Sud Russak, 5800 South Kearney, Englewood, CO 80111. ph: (303)-773-3434 01/91

**WANTED:** Information concerning taking a tandem to Europe (France). Anyone who has helpful hints is invited to call or write Harvey and Margaret Speirs, 750 Naramata Road, Penticton, BC Canada V2A 6J6. Ph: (604)-492-7619 Pacific Daylight Time. 11/90

**WANTED:** Used Child Crank adapters to fit Cannondale tandem. Russ and Diane Standage. Ph: (402)-293-1473 11/90

**LOOKING FOR:** An active retired couple to join two other couples on a trip from New Smyrna Beach, FL to Ft. Myers Beach, FL, in April, 1991. Driving of Sag Van would be on a daily rotation basis. Tour is approximately 1 week and 300 miles. Motel Accommodations each night. Address inquiries, with SASE, to Bill & Phyllis Schnell, 133 Cunningham Drive, New Smyrna Beach, FL 32168. Preference will be given to those with a Yakima Tandem Rack. 11/90

**WANTED:** I have an EXCELTOO Tandem Rear Hub with drum brake. Does anyone have a central cone with ball race (or a complete axle with

## 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

cones). The spindle is 11mm, but the cones are the critical need. Peter Bitschine, 37, Mashiters Hill, Romford, RM1 4TP, United Kingdom 11/90

**WANTED:** Good condition, late model Tandem, 22X21 (approximately). Prefer under \$1000. Cal Ronda, (918)-749-0624. Please leave message if no one is home. 11/90

**WANTED:** Used Santana Triplet or equivalent. Elliot Weinstein. 915 Cortleigh Drive, York, PA 17405 ph: (717)-848-6777 (office) or (717)-757-5777 (home). 01/91

**WANTED:** Stoker Stem to fit 1967 Schwinn DeLuxe Twinn. Wade Shimoda, 130 Raleigh Street, Apt. 2, Rochester, NY 14620 (716)-442-4321. 01/91

**WANTED:** Schwinn "Stingray" tandem. I've only seen them on Mackinac Island, but surely there are others. They have small wheels, either 16" or 20", and a wide range of seat heights available. If you have one, or know who has one, please call me.



Charles McCarty . ph: (812)- 753-4898 (h) or  
(812)-464-3694 (o) 01/91

**WANTED:** Stronglight 99 left crossover crank-arm (old-style). 170mm. We survived the crash, but the crankarm didn't. Tim Woodby 46955 Fields, Shelby Twp, MI 48315. (313)-731-7947 01/91

**WANTED:** Complete Child stoker conversion for Santana Tandem. Bob Unger, 2260 Floral Drive, Boulder, CO 80304. ph: (303)-440-4410 01/91

**WANTED:** Used/abused tandem or components for a winter project and preparation for a summer of fun with my 7-year old son (soon to be "stoker"). Builder, age, condition, and location not terribly important. Size is: Need 23-25" on the front x whatever on the rear. Dave Wilson, P.O. Box 3848, Gillette, WY 82717. ph: (307)-686-6000. 01/91

**WANTED:** Used Burley Duet, 20.5 x 18.5. Touring accessories and factory shipping box a plus. Steve Black, 235-B 100 South, Mt. Pleasant, UT 84647. Ph: (801)-462-3313. 01/91

**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

**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.

## 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

**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, Rodreguez, 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, Colnago, 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

**BICYCLE MOTIF gifts'n'goodies from PEDAL phernalia:** Jewelry, keychains, mugs, stickers, greeting cards, rubber stamps, toys ornaments ... and more! Many tandem designs. Catalog 75. Box 2566, Ann Arbor, MI 48106 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

**SOURCE BICYCLE SHOP.** 35229 State Rd 54W, Zephyrhills, FL 33541-2125. Ph: (813)-783-6699. Call **THE SOURCE** for your quality tandem needs. We ship anything anywhere. 09/91

**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 09/91

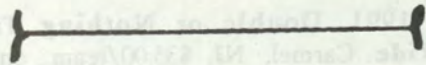
**BICYCLE BOUTIQUE** has many unique items for cycling enthusiasts, including bumper stickers and tandem models. Send an SASE to 5901 Warner Avenue, Suite 421, Huntington Beach, CA 92649 for a brochure. 09/91



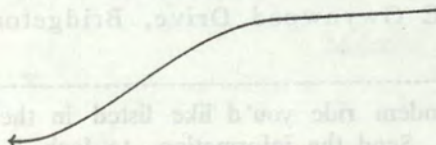
Have you tried the tandem position? Give it a try with your favorite partner and you'll never go back. We promise. Go ahead, try the tandem position. The IBIS tandem position. IBIS, P.O. Box 275, Sebastopol, CA 95473 09/91

\*\*\*\*\*  
 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.

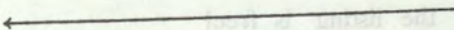
-----  
 Rates for display ads available upon request. Send a SASE to the Editors.



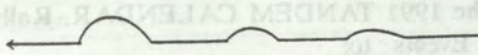
TANDEM FRIENDLY ROUTE  
 Road Profile



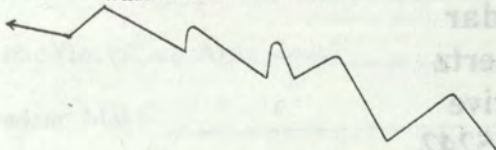
What the Captain wants



What the stoker wants



What the Ride Leader plans



What the route really is

*Start*

## 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 Vanessa 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:

September - October, 1990  
 July - August, 1990

November - December, 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



## TANDEM CALENDAR 1990-1991

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 4, 1990. **BAY AREA ROAMING TANDEMS' Monthly Ride.** Palo Alto Square, CA. Meet at El Camino Real & Page Mill Road, Palo Alto, CA. 7:30 a.m. and 12:00 noon. Ride for an hour, after 7:30, then lies'n'stuff 'til noon. Then a lunch ride to Hofbrau. Contact Pete and Vangie at (800)-423-1736.

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 this 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.

March 2-3, 1991. Velo Club Tandem Toute Terrain announces the **First Ever Eastern Tandem Off-road Rally (FEETORR).** Carranza, NJ. Time:

10:00 a.m. Flat, sandy off-road tandeming in the South Jersey Pine Barrens. Long and Short rides (whatever that means). Bring your widest tires! Stay in local motels, party after we ride. Promoted by Eastern Tandem Rally, Inc. SASE to Malcolm Boyd, 19 NW Lakeside Drive, Medford, NJ 08055. ph: (609)-654-7063. Show up and you can tell your grandkids that you were at the first one. And seriously, folks, don't try this one on your road tandem.

May 25-June 1, 1991 or thereabouts. **The Third Annual International Tandem Rally.** Echternach, Luxembourg. More information as it becomes available. Sponsoring couples are Ian & Catie Grout and Chris & Jenny Davison of the Tandem Club of the UK.

June 30, 1991. **Double or Nothing Tandem Bicycle Ride.** Carmel, NJ. \$35.00/team entry fee gets you lunch, sag, patch, map, lunch & dinner. Proceeds go to Carmel Fire Department. Pre-register by June 23, 1991. SASE to Mel Kornbluh, RR8, Box 319E Gwynwood Drive, Bridgeton, NJ 08302.

-----  
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!

The TANDEM CLUB OF AMERICA wants to list your rides in the 1991 TANDEM CALENDAR. Rally and Ride Organizers, please send the information about your 1991 Events to:

**Doubletalk Calendar  
Jack & Susan Goertz  
2220 Vanessa Drive  
Birmingham, AL 35242**



# THE SPIRIT OF FUN



## Dues

United States.....\$10.00/yr      Canada.....\$13.00/yr      Other International.....\$16.00/yr  
All dues are quoted (and must be paid) in U.S. Dollars  
Multiple-year memberships encouraged

## 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 \_\_\_\_\_

Amount enclosed: \_\_\_\_\_  
(Multiple year memberships are accepted at Dues Rate x Number of Years)

Is money included for a patch? \_\_\_\_\_

## T C A "Hall of Fame"



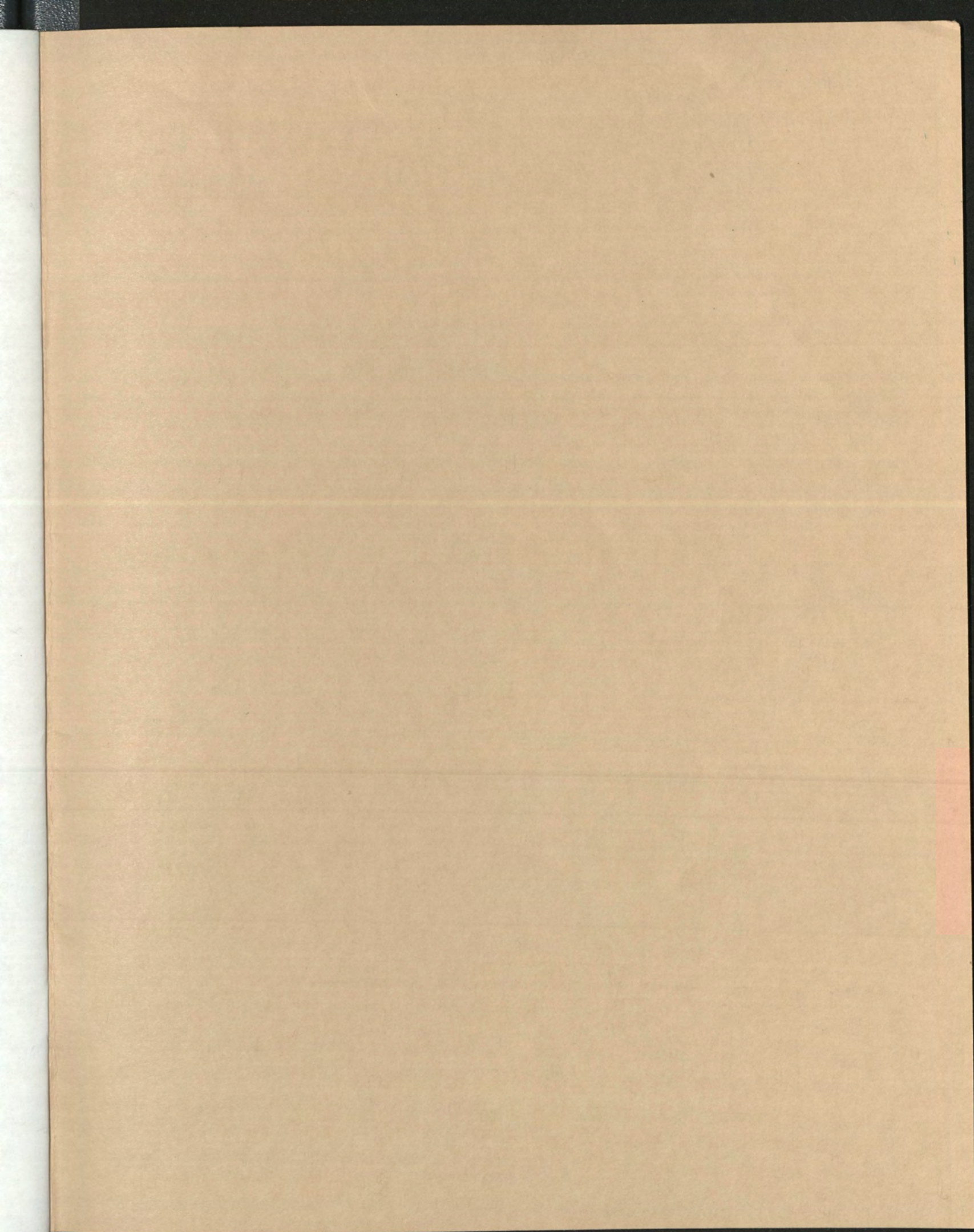
*The year is 1938. Jim and Elizabeth Young, married only six months, are about to set out on the adventure of their lives. By tandem.*

*Their tandem was a new English lightweight, equipped with a three-speed "cyclo" derailleurs, hub brakes, generator lights rear rack and a pump. Together they christened their rig "The Spirit of Fun" in the Pacific Ocean on April 22, and soon headed east with a goal of reaching the Atlantic Ocean, a journey that took them thousands of miles. They departed with high hopes and a song in their hearts.*

*The Youngs' arrival in Virginia Beach, July 14th, marked the first transcontinental tandem trip ever made West to East. A total of 3,795 miles. They dipped their wheels in the Atlantic and headed back to San Francisco the next day.*

*All told, Jim and Elizabeth were gone 164 days, riding on 115 of those days a total of 7,100 miles, setting records as the longest tandem trip ever made in America and the longest mixed-couple tandem trip ever made anywhere. ▲*





EASTERN

COLUMBUS



Burley Design Cooperative



One way



Jack Taylor



NORTHWEST ☆ RALLY

MIDWEST ☆ RALLY



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



Cannondale

MARIPOSA TANDEM

REYNOLDS

SOUTHERN

