

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



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS!"  
DOUBLETALK



MAY - JUNE  
1991

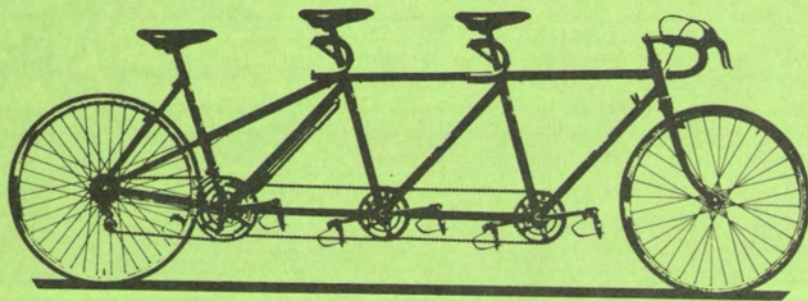
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the newsletter of the Tandem Club of America  
Jack & Susan Goertz, Editors  
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# DOUBLE TALK

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## DEADLINE FOR THE JULY-AUGUST ISSUE OF DOUBLETALK IS JUNE 1, 1991

### FROM THE EDITOR

Last issue I asked that we all pray for the war in the Mid-East to end. And it did! (At least that's the official word). Does anyone out there doubt the power of a dedicated tandem team? Although the war is (apparently) over, a number of our friends have yet to return. Keep them in your thoughts and prayers until all our volunteers are home safely.

The Tandem Rally Season has begun! The TCA Calendar is larger than ever. It would be terrific to be able to travel from event to event, meeting friends, making friends, and seeing the countryside the way it was meant to be seen, from the seat of a tandem. Be sure to choose an event soon, as the spaces are filling fast for many of them. And if your event is not listed, by all means, send us the information so we can list it, too! Then after the event, tell us how great it was. Make us wish we could have been there with you, and maybe next year we will!

I'll be up to TOSRV (Ohio's great Tour of the Scioto River Valley) in May, and up at the Great Eastern Rally (GEAR) in Williamsburg. Unfortunately, Susan won't be able to be with me -- something about good sense in the case of TOSRV and her work gets in the way for GEAR. So if you see someone who looks like he's missing an important part of his life, like his all-time favorite stoker, come over and introduce yourself. I like to meet all our members.

On a more serious side, we recently received a piece of mail from the office of Congressman Joseph Kennedy (8th District, MA). Congressman Kennedy is preparing a piece of legislation, "The Bicycle and Pedestrian Transportation Improvement Act of 1991". This bill, if passed as it is proposed, would require states to use 3 percent of their federal primary, secondary, and urban highway funds to improve bicycle and pedestrian facilities. Of course, there would be the side benefits of lessened dependence on foreign oil, a reduction of

the air pollution in our cities, and less traffic congestion in our cities. For a copy of this bill, or more information, please contact Joe Riley, in Congressman Kennedy's Charlestown office (Suite 605, The Schrafft Center, 529 Main Street, Charlestown, MA 02129. Ph: (617)-242-0200). If you agree with the proposed legislation, contact your U.S. Representative and ask him to support the bill, either by voting for it, or by voting for it and becoming an original co-sponsor. You may even want to schedule a meeting with him and discuss the bill.

In the middle of this issue of Doubletalk, you'll find two copies of our new membership brochure, the first redesign in several years. Take one to use for your own renewal, and give one to a friend who's not currently a member of the Tandem Club of America. We'll also be sending out additional brochures to our area representatives, our dealer members, and our advertisers. If you need an additional supply for a rally, let us know, and we'll try to supply them.

That's it for now. See you on the road!





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of *Bicycling* and *Bicycle Guide*. This  
manual has useful information for  
novice and experienced tandemists  
alike, and will be available late spring  
1991 at a nominal cost.

*bossa nova*

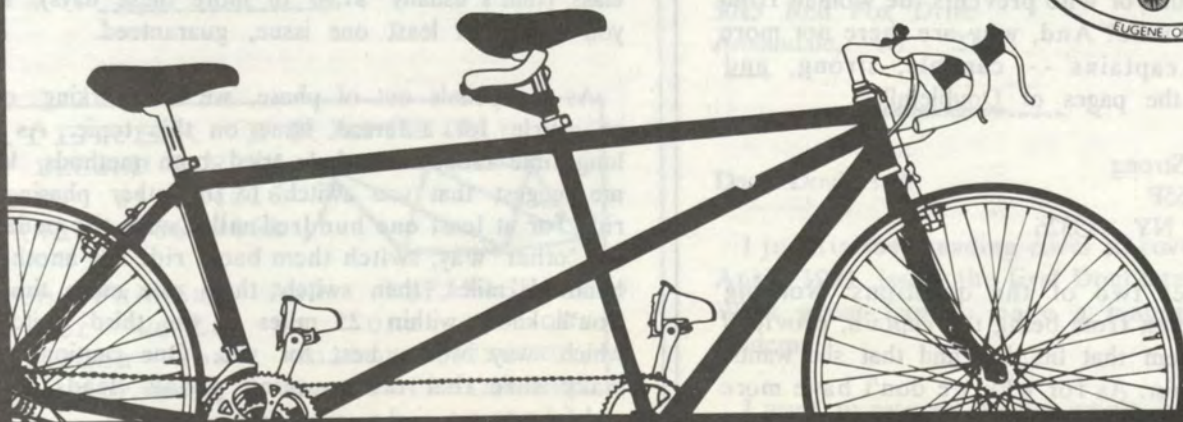
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## LETTERS TO DOUBLETALK

Dear Doubletalk,

With due respect to the fine work of Helms, I have taken the liberty of changing the last panel of the cartoon appearing in the January/February issue of Doubletalk. Pictures and cartoons printed in Doubletalk always have a female stoker and a male captain. Why?

A recent rally of 150 tandems could only claim three teams with a female captain. And not a few heads turned when one of these teams, stoked and captained by women, passed by -- on a hill, yet. Exhilarating!

Should the stronger person stoke the bike or captain it? Does it matter? While many men are bigger than women, and frame sizes generally are made for the large person up front, how much technical skill is required to make some changes that will allow for a larger stoker and a smaller captain? Moreover, the difference in size between the captain and stoker for many teams is slight, and for some teams, the woman is actually the taller and stronger of the two. How many teams like this have female captains, or allow for a switch to both positions?

The debate about size, weight, strength, abilities, etcetera, will rage on (male captains' ego intentionally omitted from this list; this is the 90's, gentlemen). However, when two riders are of similar height and weight, what and/or who prevents the woman from captaining the bike? And, why are there not more examples of captains -- capable, strong, and female -- in the pages of Doubletalk?

Capable and Strong  
RR 2, Box 465F  
Cooperstown, NY 13326

Ed: I'll answer two of the questions: Nothing prevents a woman from being the captain, provided she's on a tandem that fits her and that she wants to be the captain. As for why we don't have more examples of female captains in Doubletalk, we can only print what we receive. We'll show more examples as we learn of them.

Dear Doubletalk,

After renewing our membership in the club, we only received one newsletter, and that was in October. Is there a reason we have not received anything since?

Maybe the TCA members can help us with another issue. We are planning several century rides this summer and would like to know if anyone has experimented with off-set pedals, and if there is any benefit to this? If you have any information about this we would greatly enjoy hearing about it. We are looking for ways to possibly make the hills easier.

Thank you for your help.

Tom & Eva Giebeler  
1146 Morning Drive  
Santa Fe, NM 87501

ED: Our list shows this address. Please check with your local post office and see if Doubletalk is being discarded for some reason at your local P.O. D-T is mailed out 3rd class (Bulk Rate) mail, no later than the first Monday of the first month on the cover. Bulk Rate is not forwarded, so all members should send in an address correction as soon as you have your new address. If an address correction is returned to us by the post office, the Tandem Club cannot afford to re-mail the issue first class (that's usually \$1.90 or more these days), so you'll miss at least one issue, guaranteed.

As for pedals out of phase, we are working on an article for a future issue on this topic. As a long time tandemist who's tried both methods, let me suggest that you switch to the other phasing, ride for at least one hundred miles with the pedals the "other" way, switch them back, ride for another hundred miles, then switch them one more time. You'll know within 25 miles of the third switch which way works best for you. One caution -- make sure that the captain's pedals "leads" the stokers.



Dear Doubletalk,

In the March-April issue, you explained how to get a tandem onto a commercial flight. What do you do with the tandem box when you arrive at your destination? In an upcoming tour, we'd like to fly into the airport, assemble our tandem, and ride out of the airport for a ten-day tour, ending up back at the airport for the flight home. None of the airlines will agree to store the tandem box during the 10 days (either at regular baggage or at the air freight terminal). Any solutions?

Howard Bessen  
4 Cerrito Place  
Rolling Hills Estates, CA 90274

Dear Doubletalk,

Perhaps someone in the Tandem Club can help me. I am in search of a chain guard for a "RYXE" tandem (circa late 40's or early 50's). The tandem has a very elaborate front spring fork not unlike an early Indian motorcycle. It was built in West Germany and has balloon tires. Any help finding this piece would be greatly appreciated. What a project!

Eric Parsons  
712 10th Avenue  
Prospect Park, PA 19076  
(215)-532-1821

A response to an earlier letter:

Dear Bill & Evie,

We enjoyed your article in the last issue of Doubletalk. I, too, have a Santana ATT, only we have the Rio. I did what you did with the tires and aero bars, and switch back to the knobbies only when we know we're going off-road. We recently took a trib down to the southern tip of Baja California (we flew the bike to La Paz), and were off-road about 50% of the time. We were self-contained and took a Burley camping trailer to carry the tent, sleeping bags, air mattress, and cooking gear. The bike still handled great on dirt roads.

One more modification you may wish to consider is to change to a larger front chain ring. I found that I would spin out at about 28 mph with the stock gearing, a 50-14 combination. I installed a 52T outer ring, with the help of Jack Goertz in Birmingham. Unfortunately, it's more complicated than just changing your large sprocket. You must either (1) change out the front derailleur to something with a wider range, or (2) change out the small sprocket to something like a 32T. We can now spin out at about 32 mph, and I don't miss our old 28T inner a bit. Perhaps we've gotten stronger, or else the hills aren't as steep as we thought!

Geff & Lonnie Fisher  
5013 Red Fox Drive  
Annandale, VA 22003

Dear Doubletalk,

I just finished reading cover to cover the March-April, 1991, issue, the first Doubletalk I had seen. What great fun to have a magazine just for tandems.

I want to respond to the article by Bill Wheeler and Evie Porter, regarding good photographs of both

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tandem partners at the same time. We have had good results with stopping in front of store windows and taking a picture of our reflection. We haven't actually tried it while moving on a tandem yet, but with a fast camera and agile stoker, I suppose it's possible. Window reflections are also a fun way to check your riding position or general appearance.

My husband invited me onto his tandem for our first date. Since then, we upgraded his "date machine" for a Holdsworth tandem. In February we replaced our Holdsworth, which was too short for this stoker (me), with a Cannondale. It has lots of room, and I love it. We have a Winchester trailer for our two kids, ages 4 and 1. They like riding side by side, eating, playing, or sleeping.

I'm sending our membership up to Malcolm, and I'm looking forward to the next issue of Doubletalk. Thanks for just being there.

Julie Hocking  
3335 No. Mountain View Drive  
San Diego, CA 92116

Dear Doubletalk,

Although I have been a tandem owner for ten or fifteen years now, one question continues to amuse me. Why is the Boob Tube called that? Is it because ...

1. it's an acronym for **Big Oversize On Bottom**.
2. it was named by a small child with a slight speech impediment.
3. it connects the boob in the captain's saddle with the boob in the stoker's saddle.
4. tandems need a part name that rhymes.
5. in medieval France, the plural form of bottom bracket was *buub*.
6. It was named in honor of John Wilkes Boob, the first person to quip, "She's not pedaling back there!"

Gart Todd  
1404 Doten Avenue  
Columbus, OH 43212-3017

Dear Doubletalk,

My Father is 95 and my Mother is 88 years old and they take naps in the afternoon. This year when I went to visit them in Shreveport, LA for a week in the Spring I sent a single bike via UPS. The plan was to get out and enjoy the 83 degree weather while they slept.

I made two terrific discoveries. First, boxing a bicycle and sending it via UPS before the trip is a fabulous way to transport it. The cost was \$14 each way, the bike was fully insured, and the probability of it getting there without hassle was much better than by air. Besides, my favorite shop did the shipping for me. The second discovery was to use Tandem Club of America contacts.

I wrote to the League of American Wheelmen Touring Information Director as well as Chris and Bettye Mitchell whose address appeared in the 1991 TCA Membership Directory. I told them when I planned to arrive and what I hoped to do.

Bettye called my parents even before my plane arrived. When I returned the call the next day, she invited me to their house and even picked me up in their van. We talked about bicycling, jobs and family for about four hours. It was uncanny about how much we had in common. We even gave our first born sons the same name. They understood what I meant when I talked about laid back rides of only a couple of hours a day while my parents napped. I would guess that tandem riders might select different routes than racers.

Chris collects ride maps as a hobby. He put together about eight rides ranging from 25-50 miles, leaving from my parents' apartment. He even offered to ride with me, but he understood my obligation to visit my folks.

Thanks to TCA, good weather, and new friends my trip was extremely enjoyable!

John Jefferson  
Minneapolis, MN





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Dear Doubletalk,

This note will bring you the sad news that Sam Cox, my husband of 49 years and tandem partner for 30 years died on the 16th of March.

Sam sent several articles to Doubletalk, and he enjoyed corresponding with other tandem riders, too. At 70, Sam had a full, active, and happy life, we were riding our tandem up to a month before he died. He would have liked to have gone on his bicycle, and he came pretty close.

I find after 49 years of togetherness, and we did most everything together, I really don't know how to handle life as a single. We have tandem bicycles, Sam built a two-man pedal Kayak, we have a small tandem pedal car, etcetera. Both of our sons are married and they have tandem bicycles also. We all feel sorry for people who have not found the joy of riding tandem through life.

Sam and I enjoyed Doubletalk so much, and we were delighted to watch you grow with leaps and bounds. I wish you continued good luck in the future.

Marge Cox  
Box 1476  
Tubac, AZ 85646

Dear Doubletalk,

We're busy planning a trans-America tandem trip starting in Williamsburg, VA the first part of September and ending in San Diego about Thanksgiving. We are two couples, all in our 60's, and are looking forward to travelling across the USA on our RV, a two-wheeled tandem.

We would surely appreciate any help or advice that other TCA members can offer on local roads or accommodations, and we would welcome anyone who might want to ride along with us for a period of time. Our route leads from Williamsburg, VA, to Louisville, KY, roughly following the BikeCentennial trail. From Louisville, we plan to turn south through Tennessee, then follow the Natchez Trace Parkway to Jackson, MS. Turning west again, we plan to cross LA and TX, going through Dallas and El Paso. We'll be heading more or less straight across NM, AZ, and into CA, heading for our homes in the San Diego area.

We would love to hear from anyone who has any advice to offer or who would simply like to wish us well. You can write or call us at either:

Boyd & Barbara Moore  
834 Temple Street  
San Diego, CA 92106  
619/226-8024

Wallace & Virginia Street  
1740 Quebec Place  
Escondido, CA 92025  
619/745-5585



## TANDEM SAURUS REX

Every year about this time I see a bunch of people walking around wearing "Wildflower Century" T-shirts with a sort of luminous, Sierra-foothills glow about them. "Wildflower Century" is the perfect name for a century ride. Everybody else would love to be able to name their century "Wildflower," but they can't. They have to give them names like "Marin Century" or "Sequoia". These aren't bad, but they aren't as good a name as "Wildflower."

Another good thing about the Wildflower Century is that it happens in and around Chico, CA. Century rides should all start in lazy, fun towns, out in the middle of nowhere at the foot of the Sierra hills. They should climb up into the hills on narrow, curvy roads with lots of trees and poison oak; they should have blasting, spunout downhills and miles of rollers out in the high wavy grasses; they should have "some" tailwinds, especially at the end.

A bad thing about the Wildflower is that it's in Chico. You have to "plan" to ride this century, not just get up at 5 a.m. and think, "Hey, I could drive over to Chico and ride the Wildflower." You have to go to the trouble of making a motel reservation, or finding someone who has one and begging them to let you sleep on the floor the night before the ride. This is because Chico is 160 miles away from San Francisco and, while you could drive up there the same day, you don't. You just watch people walking around all spring in Wildflower T-shirts and you think, "Maybe next year."

Well, in 1990 the ride was on Earth Day, and I mused, "What more perfect Earth Day pursuit could there be than celebrating human-powered mass transit?" So I found a few Marins (Bruce Bell and Nancy Jefferies) with a big motel room, and it dawned on me that this might be my year to walk around in a Wildflower T-shirt, while everybody else sighed, "Maybe next year."

Early morning on Earth Day, while demonstrations were being held all over the world, sleepy bikies tumbled out of cars and vans in north Chico, exploring for bathrooms, eating powerbars,

standing motionless, pulling on tights in the cool overcast. Jon and Tory Hutchinson, wearing the blue and green, took their bikes out of the back of the VW van and put them together. Jon looked up and tried to decide whether it was going to get warm -- he left the tights on, which turned out to be a good move.

The only negative about the Wildflower Century is the early, sadistic requirement that the 100-milers ride up Humboldt Road about three miles before looping back down onto the corse. This detour is, of course, to make it a complete hundred miles. The road surface is like cobbles, but worse -- it's uphill. Early in the ride, before your knees have got used to it, this type of stuff can really darken your attitude toward the rest of the ride. But, you think, "This is the 'Wildflower Century.'" How can any part of it not be perfect?"

Suddenly you're in the foothills and hammering past old farms and big Oaks, looking for signs of the beginning of the climb up to Paradise. The road narrows and ramps up under a canopy of trees. No cars -- just bikes, winding up the sweet little road under the trees. You can see the colors of a multitude of jerseys and jackets hunched over bikes laboring up on the switchbacks above, and it all seems so perfect, like a carnival ride. Occasional groups of fast riders come up on the left and call out for room; everybody lets them pass, everybody's in a good mood even though it's a five-mile climb. Stands of poison oak billow out of the hillside into the road, while small animals dart across the field of slowly rolling bike wheels; just a perfect climb.

In Paradise I elected to pass up the first rest stop, and it was a good thing. Immediately, a tandem and about five team riders from Sim's Sport and Fitness up in Oregon flashed by me. I was up in a wink and found the snap to latch me on as they geared up for the city limits sign. It was a blast. This was a death machine. Numerous solos launched attacks in the tailwind rollers, blurring past the tandem train for a few hundred meters before being chewed up and spit out by the ravenous paceline. If too many riders had hooked



on, they signalled their solos and the whole line jumped, snapping solos off the back like a dinosaur would shake off annoying insects. It was roadbike ballet at 40 mph.

Suddenly a shocking sight appeared along the inside: a paceline of about seven riders, glued up tight, all riding Scott™ bars! I thought, "Jeez, what are they trying to do?" They were "challenging" the death machine from Oregon! I had two thoughts: "this could be dangerous," and "this could be fun." The two pacelines drew close abreast like a double rotation, and riders glanced across at one another. The line of Scott™ bars surged. The tandem line held and let the attackers get about a 50-meter gap. Then I saw a familiar signal, and I upshifted for the jump to lightspeed. As the tandem line howled past, the Scott™ bar line lost discipline and snapped apart like a cheap necklace. A few of them consolidated for a chase, but they blew up like Vesuvius within a mile or two. Small shards of lycra and clincher bead-fragments zinged past our helmets: the tandem stoker looked back and flashed a demonic smile.

On the long, smooth downhill out of Paradise, some of us achieved personal speed record trying to keep the tandem in sight. All the odd solos were gone, and it was just Sim's Sport and Fitness and a lone Marin jersey, spun out past 130 rpm in a 53x13. I prayed, "Please, don't let there be gravel."

The terrain flattened out on the downwind leg to Oroville to an endless series of rollers framed as far as you could see by a riot of flowers and high grasses. The team solo riders attacked in turn, the tandem swallowed them in a frolic that lasted for 20 miles. We chatted for a while before a rest stop and I thanked them for letting me tag along. It turned out they had just raced the day before at Shasta, and had come down to Chico on a lark.

The Wildflower turns east and then north up Table Mountain -- named that way because it is a volcanic plateau about a thousand feet above Oroville. Riding up through the volcanic rubble toward the high, black dikes of Table Mountain, you think that you've suddenly been beamed out to another planet. At the top is a water stop. The sound of a radio crackles from the back of a truck at the summit as riders dip onto the downhill.

I wandered into the lunch stop half because I wanted to have a sandwich and half because I wanted to find someone I knew. I cruised the crowd that was lounging around the grassy school yard. Nobody. I undid a powerbar and cruised through again; no voice called out. Finally I shrugged, made a tofu sandwich with sprouts and dijon mustard which tasted really great, got back on my bike and beat out onto the final 40. I felt good, and why not? There were a lot of free miles back behind that tandem, so I time-trialed in across the flat farmland that reminded me so much of the stretch between Winters and Davis. Occasionally strong riders would come up on me and sometimes I could stay with them; sometimes not. This section marked that hypnotic, endorphin clouded trance you get into near the end of centuries in which you're only conscious of your cadence, the road, and a wheel if you're lucky enough to have one. By and by the road led to Chico and suddenly there was the parking lot and my dusty old truck.

Later, as I rolled out of the start/finish area, one of the Sim's Sport and Fitness riders bumped over the apron and we waved, smiled, and yelled, going in opposite directions. I remembered all over again the fun we'd had blasting into Oroville, past miles of flowers and green hills. I felt so good that I didn't even mind that they were out of Wildflower T-shirts. "Oh, well," I thought. "Maybe next year."

--by Herb Chain, Marin Cyclists  
--submitted by Steve Parsons  
Phoenix, OR.

Steve: The tandem in the story is ridden by Russ & Renee Rickert of Ashland, OR. As the story states, they are strong!! Renee stoking is like having a turbo-charger, not to mention her demonic smile!



## DOUBLETALK TANDEM BRAKE SURVEY

I'd like to thank everyone who responded to my brake survey printed in the November-December, 1990, issue of Doubletalk. 121 responses to the brake survey were received. Many of these were not just the simple answers to my questions, but pages of details of how their braking system fits their style of riding. I wish room was available to print all of these comments, but it might fill an entire issue of Doubletalk. It became apparent from comments received, that brake pads can also make a large difference in brake performance. Many of these comments about brake pads listed the the same one or two brands as being the best, however since this information was (unfortunately) not requested, not enough brake pad data was received to be printed. If you are interested in changing brake pads, some time spent at your bike shop discussing the options may be well worth the time.

After analyzing the responses, it was decided to separate the hub brake (disk or drum) users from the non-hub brake users. The responses which indicated that the hub brake has been removed were counted with the non-hub brake users.

(The number in parenthesis indicates the actual number.)

USING HUB (DRUM OR DISK) BRAKES:  
75% (88)

NOT USING HUB BRAKES: 25% (30)

NON HUB BRAKE RESPONSES:

HOW MANY BRAKE LEVERS DO YOU HAVE?

2 Levers 93% (28)  
3 Levers 7% (2)

HOW MANY BRAKE MECHANISMS DO YOU HAVE?

2 Brakes 87% (26)  
3 Brakes 10% (3)  
4 Brakes 3% (1)

Two of the tandems with three brakes give the stoker a brake lever and the additional brake mounted on the rear wheel.

WHAT TYPE OF BRAKE MECHANISMS DO YOU HAVE?

Cantilever brakes. 37% (11)  
Self energizing cantilever  
brakes. 23% (7)  
Caliper brakes. 7% (2)

Cantilever and Self energizing  
cantilever brakes 7% (2)  
Hydraulic brakes. 7% (2)  
Caliper and cantilever brakes 7% (2)  
Other combinations of brakes 12% (4)

IS YOUR STOPPING POWER ADEQUATE?

YES 87% (26)  
NO 7% (2)  
no opinion 6% (2)

ARE YOU SATISFIED WITH YOUR CURRENT BRAKE ARRANGEMENT?

YES 83% (25)  
NO 13% (4)  
no opinion 4% (1)

The NO answers consisted of all types of brakes and were not broken down further. Several of the "not satisfied" responses indicated a "spongy feel" to the brakes. One of the very satisfied tandems has Mathausser hydraulics with sand blasted braking surfaces on the rims.

WITH HUB (DRUM OR DISK) BRAKE RESPONSES:

HOW MANY BRAKE LEVERS OR CONTROLS



**DO YOU HAVE?**

2 Levers	56%	(51)
3 Levers	43%	(39)
4 Levers	1%	(1)

**HOW MANY BRAKE MECHANISMS DO YOU HAVE?**

2 Brakes	2%	(2)
3 Brakes	95%	(86)
4 Brakes	3%	(3)

**WHAT TYPE BRAKE MECHANISMS DO YOU HAVE?**

Cantilever and Hub brakes	53%	(48)
Self energizing cantilever and Hub brakes	14%	(13)
Cantilever , self energizing cantilever and Hub brakes	10%	(9)
Caliper and Hub brakes	10%	(9)
Caliper , cantilever and Hub	6%	(5)
Hydraulic and Hub brakes	3%	(3)

**IS YOUR STOPPING POWER ADEQUATE?**

YES	92%	(84)
NO	8%	(7)

Those who have toured in the Alps and Pyrenees indicated that one drum brake is not enough for some of the passes.

**ARE YOU SATISFIED WITH YOUR CURRENT BRAKE ARRANGEMENT?**

YES	80%	(73)
NO (2 lever, cantilever and Hub)	12%	(11)
NO (SCHWINN Twinn)	2%	(2)
NO (other)	5%	(5)

Other reasons given; "Drum not necessary with hydraulic brakes"; "excessive cable stretch".

**WHAT BRAND AND TYPE OF HUB BRAKE DO YOU USE?**

Arai	60%	(55)
Phil Wood	18%	(16)
Shimano	6%	(5)

other	11%	(10)
unknown	5%	(5)

**WHAT BRAND AND TYPE OF HUB BRAKE DO YOU THINK IS BEST?**

Most responses had no opinion since they only had experience with the brake currently on their tandem. It was decided to give no opinion here also.

**THE HUB BRAKE IS INSTALLED:**

Always.	90%	(82)
Only when you know it's needed.	8%	(7)
Never . (It's been removed.)	(10 responses indicated that the hub brake has been removed, and these responses were counted in the NON-HUB brake response area.)	



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### THE HUB BRAKE IS USED PRIMARIL Y FOR:

- For drag to control speed on hills? 52% (47)
  - Stopping. 26%
  - (24) For drag and stopping 18%
  - (16) For drag and as a parking brake 2% (2)
- Several comments indicated that the hub brake is more effective than rim brakes in wet weather .

### WHICH BRAKE LEVER SETUP ARE YOU USING?

- Hub on left lever and both rim brakes in right lever. 38% (35)
- Stoker controls hub with separate lever. 19% (17)
- Hub connected to a thumb shift lever or barcon shifter on captains handlebars. 18% (16)
- Hub connected to a separate captain brake lever. 9% (8)
- Rear cantilever and hub combined in captains right lever. 4% (4)
- Cantilevers on left lever, hub on right lever. 3% (3)
- other 3% (3)

Several responses indicated that it is possible to blow a tire off of the rim from excessive braking.

One of the comments we received summed it all up: "It will be interesting to see the results of the survey, however I would urge riders considering changes in their brake systems not to rely only on [the survey results] as the Gospel. Changes in braking systems should be undertaken only after careful evaluation not only of mechanical braking needs, but also of the experience of the team in riding together."

### IN MEMORIAM

It is with great sadness that I must share word of the TCA's tremendous losses. In March, the Tandem Club of America lost two very good members, contributors, and supporters. On March 11, 1991, Jean Smith passed away to a more peaceful world. Jean served, with her husband Malcolm, as the TCA's treasurer for over nine years. She saw the TCA grow from less than 100 members to over 1800 members, and was a major reason that the TCA is the club it is today. Jean, we'll miss you! And Malcolm, we share in your loss and sorrow.

On March 16, Sam Cox also passed away. Sam was a long-time contributor to DoubleTalk, and I never tired of reading of his adventures on his Schwinn Tandem, his recumbent tandem (the Geriatric Jalopy), and his adventures with tandem Kayaks and IHPV's. His lovely wife of 49 years, Marge, has our deepest sympathies. Sam, may you rest in peace.

### 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, 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:

- March - April, 1991
- January - February, 1991
- September - October, 1990
- July - August, 1990
- November-December, 1988
- March - April, 1987
- May - June, 1986
- March - April, 1986
- January - February, 1986
- November - December, 1985
- September - October, 1985



## FEETORR: PUSHING THE LOGICAL(?) BOUNDS OF TANDEM AND DIRT

Early Saturday morning it was raining steadily when we stopped at the deli to pick up lunches for the folks attending the First Ever Eastern Tandem Off-Road Rally -- a pretentious name if we'd ever heard one -- and we were worried. All February we had been praying for rain, since the well-drained sands of South Jersey's Pine Barrens, acting like dry quicksand, will eat a single mountain bike, much less a full-up tandem. Rain would go a long way to consolidating the surface and making it possible for the heavy freight to rumble the quarter centuries planned. Now it was here -- lots of rain swept in from an overgrown West Coast storm -- and it threatened to turn the weekend into a biathlon-bike and swim.

This First Ever Eastern Tandem Off-Road Rally was conceived by Malcolm as a way to share our craziness for riding tandem bicycles with other good people and our enthusiasm for riding the sand trails of Jersey's Pine Barrens. And, while there are plenty of 'regular' (meaning macadam) tandem rallies that attract plenty of participants, we announced FEETORR expecting a meager response. After all, didn't Malcolm initially call our first off-road tandem, Judy's Folly? And, didn't every off-road single rider ask us, incredulously, how can you possibly ride the sand in the Barrens?

The world is populated with lots of crazies, however. Much to our surprise, people started signing up. And, while we allowed singles (you know, those funny looking little bikes with only one seat, ridden by people who aspire to ride off-road tandems), we switched from the expectation of leading a group of 10 through the Barrens to the need to plan for 30! Therefore, we planned for short and long rides on both Saturday and Sunday. We also patched together a Friday evening get-together, Saturday afternoon post-ride rehydration, and a Saturday evening dinner, all of these events designed to get to know one another (aka telling tandem lies ...and then we jumped the tandem over the Saab's hood...), and keeping our strength up.

Since many of our rally guests did not know the type of riding and the variation of challenges the Pine Barrens features, we sent out a few hints. For instance, we warned that this was Wide Knobbies country for sand riding and Big Bootay for keeping the toes from frosting over after puddle diving and stream crossings. Therefore, it surprised us when people began calling the week before the rally to ask what we would be doing if it rained, as was predicted. Hey, once you're soaked from the waist down from puddles and streams, does it really matter that your head is wet, too?

So it goes without saying that we viewed this rally as a rain or shine event. However, others wanted us to say it, so we did. And, we hoped others would share our enthusiasm.

On Saturday morning, as the rains poured down, even the most intrepid among us was pondering the mental attitude this rally might actually require. Not to worry. The last rain stopped as we saddled up, and not to be seen again until the last twicers were on the roof headed home on Sunday afternoon. Two non-stop days of sunny off-road heaven! More dirty off-road tandems and bikies (eight and thirty-one, if you're counting) in the Barrens than we'd ever seen. And we climbed the big mountains, too. Yeh, Jemima Mount is tougher than you might think... with its 101 feet, it not exactly nose-bleed country, but the sand being the way it is, we didn't see anybody clean it either.

Turns out there is plenty of great riding in the Barrens, although it remains a well kept secret. While we used to think there were hundreds of miles of roads down there, there are in fact thousands. If you are looking for tough uphill, though, you have substitute the power workout of being caught in a sandtrap for it. But it turns out that the miles of firebreak and single track more than compensate. Probably the reason more dirt riding is not done is that the Barrens are so big. The major roads are beat up by 4 by 4s, but since they are on the map, that's what most folks ride.



The good track is out there, but the maze is so big and convoluted that you can get lost if you're not careful. I recommend Atsion, Medford Lakes, Indian Mills, Jenkins, Pemberton, and Oswego Lake USGS quadrangles, a compass and odometer as a start. Most of the roads, some of the jeep trails, and none of the single track are marked on them.

But I digress. Saturday we toured three ghost towns: Friendship, Washington, and Mount. All that is left are the cellar holes and abandoned cranberry bogs. In between, we got to play in some of the deeper parts of the Barrens, including the Mother of Puddles, where we lost Dan's brand new yuppie truck the week before, plotting and marking the rides out. Yup, the parts of the sand that are not beach are bog. When we're not filling all those chains up with sand, we're washing'em out with pure unadulterated cedar bog water. And you wondered why the components last months, instead

of years. To tell the truth, we got off lightly with Harry & Karen "Nikeing" their Fisher out after a massive sidewall blowout, and a hungry blueberry bush that ate the derailleur off Al & Sue's Ritchey Skyliner. Turns out that single speed tandems are a good way to build early season power. Were they ready for lunch!

Sunday was one lap around the Batsto river, crossing it up high on the abandoned Central Jersey RR trestle, and mogulling single track down to Quaker Bridge. Much fun was had on the moguls: many are so steep that a good amount of tandem coordination is needed to keep from grounding the cranks as the bike goes over the top. Trailing teams reported the tops of the moguls were all torn up, so I guess some were still figuring it out.

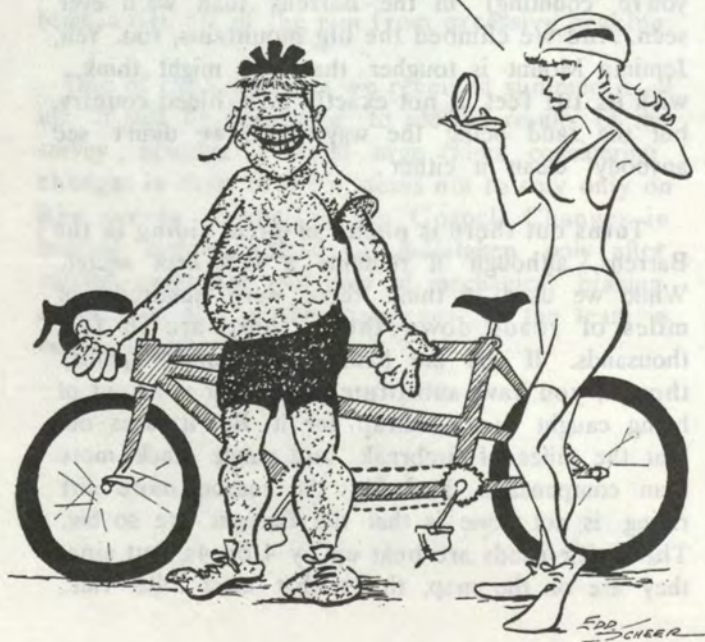
The group had so much fun and beer that future dirt tandem events were voiced. If you would like to be included on a tandem off-road event mailing list, send your name and address to Malcolm Boyd & Judy Allison, Velo Club Tandem Tout Terrain, 19 NW Lakeside Drive, Medford NJ 08055. See you in dirt!

--Judy Allison & Malcolm Boyd

Reprinted with permission from Dirt Rag, April 1990 issue. Dirt Rag is a magazine devoted to East Coast off-road cycling. Subscription is \$10 per seven issues (nominally one year) to:

Dirt Rag, 460 Maple Avenue, Springdale, PA 15144 telephone 412/274-4529. Mention that you heard of it through DoubleTalk.

## WHAT BUGS ?







## TANDEMMING TOSRV

1990 was my fifth time to ride TOSRV, one of the oldest midwest cycling events. It was the fourth time I tandemmed it, and I am seriously wondering if I will every single it again by choice. The route from Columbus to Portsmouth, Ohio (and the return) is one of the best century routes for a tandem I have ever found, with a perfect combination of flats, rolling hills and long grades. The only problem with this ride is the potential for unpredictable spring weather with riding in combinations of wind, rain and cold. So far I am 3 for 5 for dry TOSRV's, so I can't complain too much. The other reasons I ride TOSRV are the 6-8,000 (9,000? 10,000?) other riders who come out each year. Riding every price range from K-Mart to Kestrel and from every bicycle maker from Assenmacher to Zootz. TOSRV is a collage of bicycle trivia, where it is not unusual to be passed by lycra-clad rider on a carbon fiber frame, who is drafting someone in a 20-year-old wool jersey on good old "Five-Three-One" steel.

A couple of "Tandem experts" have suggested that TOSRV may have more tandems in attendance than any of the tandem-only rallies to date, with estimates of over 300 teams for the past couple of years. You can't be quite sure of the count because people are streaming out of Columbus for 3 to 4 hours on Saturday mornings and riding times can range from 3 1/2 hours to 12 to 13 hours. (Yes, that was a 3 1/2 century by a sag supported tandem during the ideal conditions of 1987). The tandems go at all paces, with Couples, Mens/mens, Womens/womens, and Adult/child teams. And tandems are very popular with the single bikes, especially has single riders begin to tire. Then the draft of a tandem becomes very appealing.

I have tandemmed TOSRV with a different stoker each time. It seems that Linda just can't get interested in early season, back to back centuries with the variety of weather that TOSRV offers. All of my stokers have been tandem captains (whose stoker shares views of TOSRV similar to Linda), which helps, since each year we have had fewer pre-TOSRV training miles. My '87 stoker captained for 100 miles of training when a broken hand in

March left me in a cast for 6 weeks, but I was okay by May to captain all but 20 miles (the doctor said riding was okay, has long as it wasn't excessive). For '89, Jack Goertz and I prepared by riding the Tandem sprints at the '88 Midwest rally (2 miles maybe, including warmups). And in 1990, Dean Randall straddled the bike the night before as we checked his seat height (well, we had tandemmed together once or twice in 1982). So prior tandem experience is helpful.

While non-tandem riders think a tandem with two guys is just ready to jump to the front, don't forget that a tandem is a team, and the first few miles (about 25) are spent re-educating each other on those little details of teamwork and communication. For instance, a 165 lb. stoker pulling both hands off the bars while drinking is a lot different than your regular 120 lb. stoker doing the same. Teams also will develop their own little lingo to describe actions, and most new stokers, if not telepathic, will wonder what you are talking about. And if your regular cadence is just 5 RPM different, it may take all day to work that out.

TOSRV starts from downtown Columbus, and one of the first tests of teamwork is the logistics of getting a tandem off the roof before pulling into a parking garage, while getting your baggage on the proper truck and keeping the proper amount of gear with you. Try not to lock your keys in the car and don't pack your cycling shoes in your baggage, because you won't see them 'til you finish riding. Walking up a smooth cement incline, in cycling shoes in the rain is a great way to loosen up before riding, especially with a 25 lb. duffel on your shoulder. But soon you're ready to mount and join the movable feast that is TOSRV.

You begin winding your way out of the downtown with the aid of the Columbus Police and Ohio State Patrol, who give bikes the right of way for most of the early morning hours. The literature says that there is a mass tandem start at 6:30 AM, but I have never made it, and have yet to talk to anyone who has. But it is quite easy to find other tandems in the sea of bikes heading south.



On a ride this size, there are three different traffic flows you must be aware of: the bikes faster than you, the bikes slower than you, and the bikes drafting you. Each one presents a particular set of challenges as you move on down the road. You try to overtake the slower riders with room to spare, and watch that they aren't getting ready to pass someone else slower. Before you pass, you make sure that a line of riders isn't getting ready to pass you, and then the stoker needs to let the captain know if there are any "hangers on" before you make any changes in pace. This much traffic takes some getting used to, but if you stay relaxed, but alert, it is safe riding, and you will probably be in smaller groups as the day progresses and riders spread out more.

One way to view TOSRV is looking at it as 8 consecutive 25-mile time trials over two days. The first section out of Columbus is the transition from urban to farm land, as you will only find in the midwest. Next comes the transition area from rolling prairie to river valley, with a long series of grades into lunch at Chillicothe. Then comes my favorite portion of the first day, the 25 miles after lunch, as the route comes closer to the river and winds along the valley, in series of short climbs and descents which give way to a long series of roller coasters into Waverly. In the final section, the valley has widened and you ride on the edge of the flood plain, on long sweeping curves along the bluffs before the last down grade pushes you across the river into Portsmouth. Crossing this last bridge puts you in the parking lot of the busiest party store in Ohio this Mothers' Day weekend, as family and friends, riders and non-riders wait and then cheer for finishing riders.


That night in Portsmouth, the gentle horde scatters across 20 or so schools, gyms, and athletic fields, and the too few motels. Friends old and new share stories about how this year's weather really is not near as bad (or good) as some other. A chicken (or vegetarian) dinner is served by a local youth organization, and with generous helpings which may have been served by same local townspeople for 15 to 20 years. After dinner it's back to your school or tent, and a usually restful sleep, though a surprising number of people around you will be

doing some sort of bicycle maintenance a couple of hours before daylight.

The return on early Sunday morning usually finds the group leaving a fog-shrouded Portsmouth, starting up the valley. The sun peeking over the eastern bluffs soon burns off the fog, and as you crest the first rise, a line of cyclists extends ahead for miles. You will be passing riders for the next hour and a half 'til the first stop some 28 miles up the road. There will be more pace lines behind tandems on Sunday, as more riders are tired, or wanting to save themselves for the afternoon. If you pick up a paceline or just a few stragglers, they may drop off shortly, but sometimes they will hang on tenaciously, with some thanking you for the "lift" and others just grunting as they try to hang on.

The last 50 miles of Sunday can take on many different faces, depending on the weather and your condition. You may leave in the Portsmouth in the rain and finish in a sunny afternoon, or a bright morning may give way to an endless afternoon of headwinds, with downtown Columbus never seeming to come over the horizon. You may come quite triumphant (back-to-back sub 6-hour centuries is a great feeling) or limping on a sore knee that could have used a few more spring miles. All too soon it is over, and you're on the way home, with a gold seal on color certificate, a t-shirt and patch, and trying to figure out who will stoke next year!

--Jay Hardcastle  
Bellingham, WA  
(Formerly of Indianapolis, IN)



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All dues are quoted in U.S. Dollars

### TCA Membership Application

Member No.: \_\_\_\_\_ (Just above your name on your label) or enter "NEW" if you are a new member.

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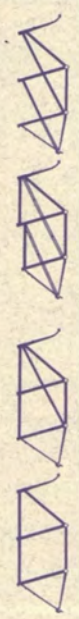
Phone (Including Area Code): \_\_\_\_\_

Tandem Make: \_\_\_\_\_ Year: \_\_\_\_\_

Tandem Color: \_\_\_\_\_ Style or Model: \_\_\_\_\_

Amount Enclosed: \_\_\_\_\_ for \_\_\_\_\_ years membership

(Multiple-year Memberships are accepted at Dues Rate x No. of Yrs)



06/91

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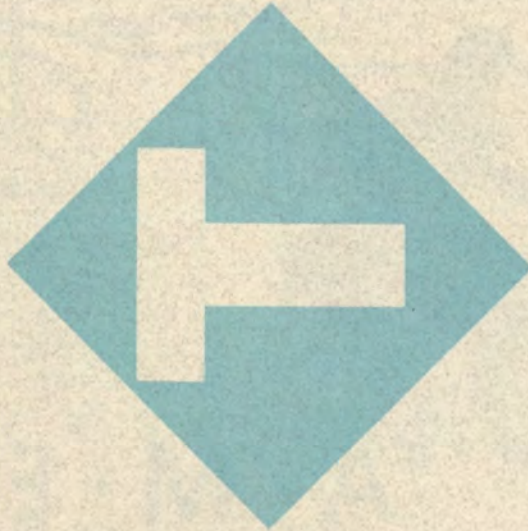
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**D**oubletalk is now published six times a year in a magazine format. It contains articles and tips about tandems and tandem touring, all written by TCA members. You can find out what is happening in the world of tandems (and throughout the world) through TCA's Tandem Events Calendar, published each issue in Doubletalk. A Classified Ad section is included, also, to help you sell that extra set of wheels or that tandem that doesn't fit this year's color scheme!

**T**hrough the years, TCA has been instrumental in promoting rallies for owners of long bikes. From the original rally held in 1972, there are now numerous regional rallies and many state and local events to choose from. All, while independent of the TCA, are heavily promoted and supported by TCA members. You can find out the when and where through Doubletalk!

If you want to join with other tandem enthusiasts throughout the world, just fill out the attached membership application form, and you will soon be receiving your own copy of Doubletalk in your mailbox!



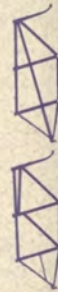
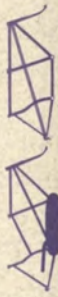
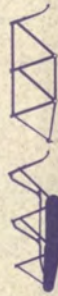
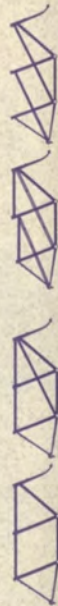
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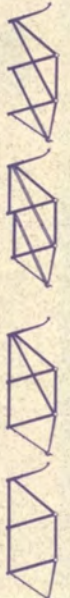
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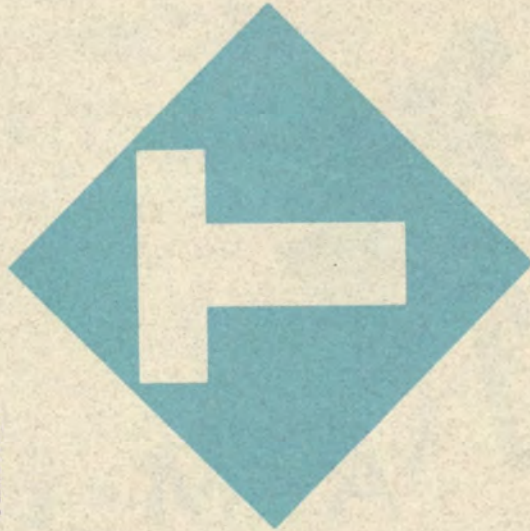
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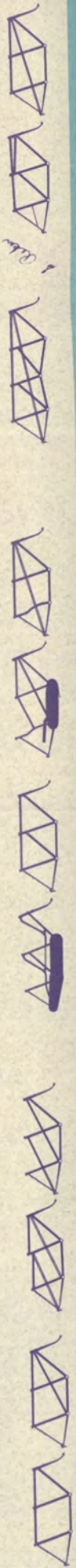
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ADS**





## TANDEM TECH TIP OF THE MONTH

Most experienced bikies know to grease the threads of freewheels before they thread them on the bike. The reason this is done is that the threaded portion of the freewheel will actually bond, under extreme pressure, to the threads on the hub. This action is called galling, and can result in the metal surfaces becoming disrupted during the surface to surface shearing when the freewheel is initially backed off. If this happens, you have effectively ruined the hub. The problem is especially pernicious with aluminum alloy hubs. Many aluminum alloys, due to their physical properties, are especially susceptible to galling. For this reason, I have a slight preference towards hubs with steel threads. Phil Wood hubs are one that come to mind. The other contributing cause is excessive pressure on the freewheel, like nearly stalling a tandem out on a really steep hill. Herein the problem: regular grease doesn't always work on tandems.

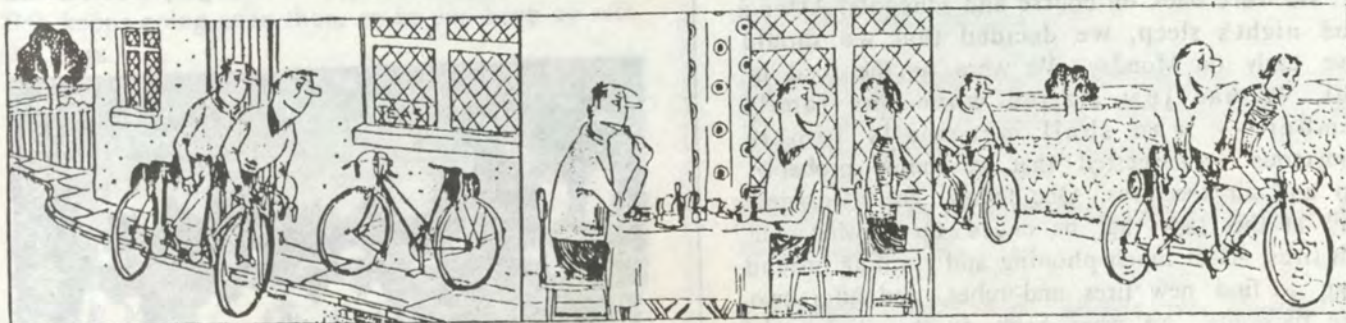
If you ever get a freewheel really stuck on a wheel, my preferred method (yup, I've been here) is to disassemble the freewheel by removing all the freewheel cogs. Obviously the preference here is for freewheels where the entire cog stack comes off the

right, or small side; some brands have split stacks which require one or more cogs to come off the hub, or left side. Difficult to do if the freewheel is stuck on the hub.

The next step is pure brute force: acquire a very large Dremel moto-tool and cut a slot radially through the freewheel body. Try not to carve the hub up, but if you score the hub threads, it's not the end of the world. The slot releases the compression in the freewheel threads and the freewheel can then be removed. The prevention for this rather drastic cure is an ounce of never-seize. It's sold under a lot of names; mine is Permatex Anti-Seize 113A. My ounce has lasted five years. I disassemble a new bike and apply it to threads that I don't want to seize: the freewheel and the pedal-to-crank threads. The latter is especially handy if you air-ship your tandem; it makes taking the pedals off so much easier. Very effective. Thanks to TCA member Al Berzinis of Lenox, MA for putting me on to the stuff.

PS: Don't get never-seize and Loctite mixed up! They do the opposite!

HEIMS





## THE WEAVERS DO IT DOUBLE

The Weaver family has been riding bikes since the kids were little. Last year, it became our dream to get Tandems for the whole family and to take a week-long trip somewhere. Imagine our delight when this became a reality.

On the 13th of July, we boxed our tandems and flew to Portland, OR, our point of departure. Understand now that our children are grown and married, and they are scattered all over the country. We had them coming from Gentry, AR, San Marcos, TX, Stockbridge, MI, and Walla Walla, WA. Our youngest daughter fortunately lived in Portland, so we chose that as our starting point.

We left Portland on a Saturday afternoon. We thought we would be biking just a short time to Sheridan, where we'd planned to spend the night. Our plans changed rather quickly when we arrived at the ferry crossing, only to find that the ferry wasn't running. Plans were quickly and hastily changed, as it was nearing dark. Salem looked to be the best option, so we headed in that direction, making it in in the late afternoon.

Sunday was a beautiful day, and a beautiful ride, as we pedaled to Lincoln City for our second night out. We were back on course and schedule! After a good night's sleep, we decided that we should leave early on Monday. We were on the road by 8:30. We had just started when one family member -- who shall mercifully remain anonymous -- suggested that we should probably stop and air the tires. One fellow got so carried away at this task that he ended up blowing out both tires. After much phoning and running around trying to find new tires and tubes, and after two more blowouts, we were back on the road, only now it was afternoon. (Later, we discovered the tubes that had been installed were too big for the tires, and they were folded over in the casings, causing the blowouts). Once we really were on the road, we headed out Highway 101, a fairly narrow road with what seemed to us to be a lot of traffic. It wasn't bad, though, as the traffic was moving fairly slow. 101 may have been the most majestic scenery we had ever seen while biking -- anywhere.

The ups and downs were sufficient to give us many thrills. We finally made Florence, just about sundown. So much for our leisurely ride and early start. It was cold, we were tired, but it did feel good to have ridden our planned distance.

Tuesday was our day when we finally made an early start. We were on the road by 8:00 o'clock, heading towards Eugene. We were not prepared for what was ahead, though. It seemed to be all uphill, but that wasn't the worst of it. There were no stores or stations on this route! We did find a greasy spoon cafe about half-way to Eugene, but by then we had all bonked. Even though we did eat there, we had already depleted our energy source to the point that just food wouldn't revive us. It was a long, slow, hard ride on into Eugene after that. If we had realized the road would be so desolate, we would have carried more food and drinks with us. We did make it Eugene, again in the late afternoon hours (do you see a pattern here?). We found a lovely motel that had our names on several rooms. It was at this point that some of our kids said, "No More!" and called it quits. The rest of us headed on to Crescent Lake on Wednesday, or fifth day of tandeming. We found a great little lodge (for those who may be interested, we can highly recommend







the Odell Lodge) with homey atmosphere and delicious home-cooked meals.

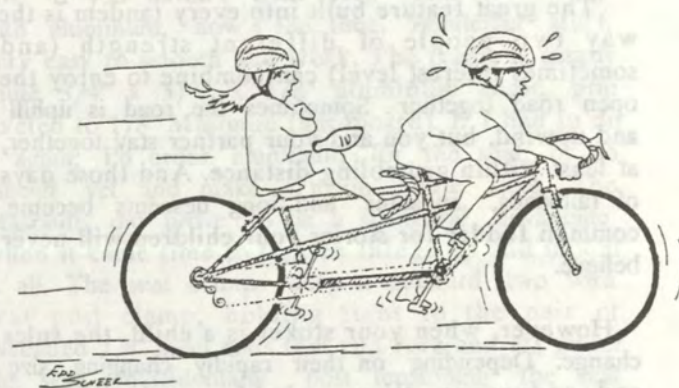
Our final day was Thursday. We finished our tour in Sunriver, finding a pleasant road with very little traffic. It was wonderful finishing, hitting the hot tube at the end of the day, and recounting our adventures (and the 380 miles) of the past six days.

If your family is considering a family tandem trip, be sure to consider Oregon. We were pleased with the courtesies everyone showed us as we cycled through the state. It was a terrific vacation.

Now for a rundown on our family: Our oldest son Rob and his wife Holly came in from Walla Walla, WA. They ride tandem regularly, well into the cooler fall and winter weather. Our daughter Sheri and her husband Mark Decker flew in from MI to take part in our tour. In MI, they usually ride their singles, but they also enjoy tandeming. Russ and his wife Angela came up from San Marcos, TX. Russ and Angela are cool weather riders. Our youngest daughter, Sandra, and her husband Jeff Tonack hail from Portland. Sandra was pregnant with her first child on this trip, and it was they who called it quits in Eugene. I'm Molly, and Bob (my husband) hail from Gentry, AR, where we ride tandem until the really cold weather sets in. Bob keeps going even then, so he can keep up with the boys.

If your family likes doing things together, consider going by tandem. It's a great way to go with the family, and we surely do recommend it.

Bob & Molly  
Rob & Holly  
Sheri & Mark  
Russ & Angela  
Sandra & Jeff



## 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. Also sells club patches.

**MERCHANDISE:** Sells T-shirts and any other TCA-approved merchandise that may be offered from time to time.

**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.



## KIDBACK CONVERSIONS

The great feature built into every tandem is the way two people of different strength (and sometimes interest level) can combine to enjoy the open road together. Sometimes the road is uphill and upwind, but you and your partner stay together, at least within grumbling distance. And those days of tailwinds, sunshine and long descents become common fodder for stories your children will never believe.

However, when your stoker is a child, the rules change. Depending on their rapidly changing size and endurance, they probably won't fit your tandem, at least not today. Until they do, you're stuck with the old dilemma: two very different horsepowers on the same trip, multiplied by the difference in age and cycling smarts. The obvious cure is to temporarily modify the bike to accommodate the stoker. A kid-back kit is a bolt on bottom bracket with child-length crank arms, usually clamped to the stokers' seat tube, driving an additional chain to the bottom bracket below. Replace the stock stoker's handlebar stem with an extended version and you have a bike for the short inseam set.

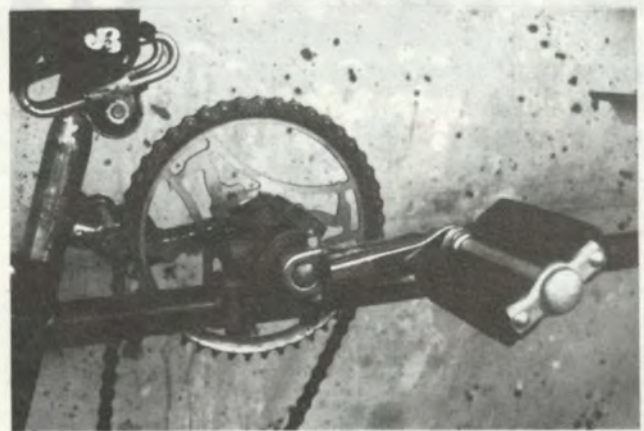


Being both handy and mildly obsessive, I built such a rig for my daughter and our ancient Jack Taylor. Lacking welding or brazing equipment, I made a clamp out of cherry to hold a typical handlebar stem upright in the middle of the stokers

top tube. It all worked fine (eventually), but still lacked an essential creature comfort for my five year old: a place to rest. I never expected Joanna to pull even her own diminutive weight, but I underestimated her need to rest during a ride. It's the old business rule - know your client!

So the upright seat, while conventional and comfortable, wasn't right for the rider. I considered many postures and various resting pegs, settling on a fairly typical recumbent geometry. Until Joanna's legs outgrew the top tube, it worked well. Here's how to do what I did.

The bottom bracket shell was cut from a salvaged curb-side junker frame. Buy one machined out of semi-precious aluminum alloy if you like, but it won't work much better. Clean it up, file the lugs down smooth enough to make you proud, and replace the bearings. Hang onto the crank arms if you can, you'll need them later. For the clamp you'll need a few inches of steel tubing with an inside diameter to match the outside diameter of your frame. In the days of yore, you could count on your bike's main tubing being 1 1/8" O.D. (outside diameter), but no more. Borrow a micrometer or ask your local bike shop to measure your frame. Be prepared for some incredulity if you tell them the truth about why you need to know. Remember, Isabella of Spain pawned the family jewels to buy sailboats. Go in with your head held high.





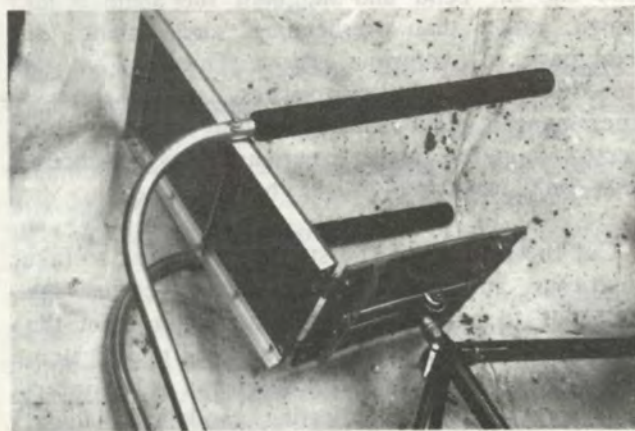
I bought my tubing from Wicks Aircraft Supply (410 Pine Street, Highland, IL 62249), a jewel itself for the tinkerish cyclist. Now the only tough part: attaching the tubing to the bottom bracket shell exactly perpendicular to the crank and the right distance from the drive chain side to align the kid back's chainwheel with the corresponding chainwheel on the tandem frame. I copped out and got our local guru, Matt Assenmacher, to do it. The bonus was Matt's solution to the clamp fasteners. He brazed on four seat bolts to the clamp tubing before sawing the tubing in two lengthwise, thereby guaranteeing perfect alignment. Take your tandem in with you (if you like), if you farm this work out, but the distance isn't that critical. The chain has a fair way to go and a little bit of sway along the way won't be a problem. The better the alignment, though, the quieter the chain. Trust your eyes and take the measurements twice, and cut once. It's enough. Get the perpendicularity right, though, or pay for it with shipped chains.

That's about it for the bottom bracket. My bike used the same size tubing for the seat and top tubes, so the shell conveniently clamps onto either. If you honestly think you may put this contraption on both tubes as I did, consider putting a clamp on both sides of the shell (if you have two different sizes tubing). Make the rules up as you go, it's your bike.

Short legs need short crank arms. Mine are simply the originals, hacksawed apart, lapped and welded. They're not elegant, but the price was right and they work. I bought simple rubber platform pedals for summertime fun with bare feet.

The top tube mounted handlebar stem I made worked, but not especially well. If my daughter put most of her weight on it, it tended to slip. I was just as happy when the seat changed and the wood block clamp retired. When she outgrows the recumbent seat and we go back to upright seating, I'll buy or build an extended metal stem, clamped securely to the captain's seat post. On the other hand, I once saw a happy youngster on a kid-back holding tight to a pair of "Sting Ray" style high riser bars laid horizontal in a standard stem. Maybe I'll try that first.

The recumbent seat was a wintertime labor of love. If you haven't tried your hand at working with aluminum, now's the time. Wonderful stuff, very easy to smooth and work. The frame is simply some 3/4" x 3/4" x 1/8" aluminum angle, pop riveted to 1/8" Masonite (hardboard). If I had to do it again, I'd order aluminum for the seat, or go fancier yet and make a nylon fabric sling. The Masonite did prove to be a structural advantage when it came time to tighten things up and mount it all. The seat clamps onto a standard two wire seat post clamp, holding tight to the pair of threaded 1/4" steel rods that run fore and aft under the seat, coincidentally post tensioning the seat platform. As you snug up the acorn nuts (with nylon inserts to prevent vibration loosening), watch the seat slightly arch up. That's the post tensioning. In six years I haven't had to adjust those particular nuts even once.



The arms/seat stays are galvanized 3/4" electrical conduit. Aluminum probably would have been better, but I over-engineered in the interest of safety. The galvanizing fights rust. Buy a couple of tubes of your choice, measure the total length twice and cut once on the long side. You can always trim to fit after the bending is done. Beg or borrow a conduit bender (also known as a hickey bar). Lay your bike down on the driveway and chalk the approximate angle of the arm and its route to the dropouts. Remember that the arms will be more comfortable if they angle up a bit and take into



consideration whatever rear-mounted hardware you may have to avoid. You thought these instructions were going to be specific to your bike?

The tubing is made of good stuff (that's the point), and will take a meaningful pull to bend. Buying an extra tube to practice with is a good idea. That way you can muck one up and explain to onlookers that you planned it that way. Mark your beginning point with a felt tip on the tube and write down the measurement on your scratch pad, or chalk it on the pavement. It will be helpful later. Standing over the tube, smoothly pull on the hickey bar until the stay is curved to a right angle, then move the hickey bar along the curve and bend it a little more, to get to the final shape you want. Test fit the bar against the mounted seat (jury rig some tape or a rope to hold the seat back up in the meantime). I should mention that metal is fond of stretching and very unhappy about being returned to its former shape. Be cautious during the bending. Bend and fit, bend and fit, until the angle is far enough, rather than overbending and pushing the metal back to a previous curve. Once you've got one side done, make another just like it. I experimented with an adjustable seat stay but rejected it as too fussy. Experience has convinced me it isn't necessary. Might be fun, though.

Cut the bottom of the stays as required to take a bolt into an empty dropout eye. I beveled my tube ends to make them easy to tighten. Put the largest bolt your bike will take here, and tighten well. This is another good place for a nylon insert nut. This spot takes a beating, and it's holding your child up. The "arms" on my bike got foam handlebar covers, and extend past the front of the seat. They double as a sort of roll bar. Flair the bars out a bit (the drop out to seat back angle takes care of that) to clear your stokers knees.

That's most of it. The tandem will need another chainwheel to accept the timing chain from the kid-back bottom bracket. I recommend it be the same size to keep you in sync, but suit yourself. Buy or make a cushion for the seat, if you made one the way I did. Recumbents don't let you stand up on the bumps, and the stoker will absorb what you don't miss. You don't really need an idler on the captains seat tube like mine has, but it simplifies

chain adjustments on the fly. I bolted a derailleur jockey wheel onto the cage of an old front derailleur, then adjusted the set for a permanent alignment. Don't let them sell you everything.

A word of caution: the stoker's entire weight is up rather high now, even though there's not much of it. The new bike configuration takes a little practice, and your partner is in a pretty vulnerable position.

P.S. I am not John Hartranft the frame designer/builder of Cambridge, MA who gets occasional mention in BICYCLING magazine. But if your rig falls apart, you're welcome to blame him.

See you on the road  
John Hartranft  
518 Thomson Street  
Flint, MI 48503





## CLASSIFIEDS

**FOR SALE:** 1984 Santana Sovereign, 22x21. Gold color. Ishiwata tubing. Stronglight Tandem Crankset w/Edco Competition Sealed BB's, Phil Wood 48-hole hubs, Arai drum brake. Color-matched framefit pump. Evaristo Mio, 4 Roselle Place, Stoney Creek, ON Canada L8G 1R1. Ph: (416)-662-8455 05/91.

**FOR SALE:** 1984 T.E. Teesdale Custom tandem, 57x54cm. Metallic silver. Direct lateral frameset built with Santana Tubeset. Low mileage, excellent condition, lovingly cared for. 36-spoke racing wheels and SunTour XC-9010 Accushift. Also included 48-spoke touring wheels w/Phil Wood hubs and Phil Wood brake. Bottle cages, Blackburn rack, pump, 2 cyclocomputers, and more. Asking \$1995 plus shipping. Call or write for exact specs. Erling Larson, 18 Glenwood Avenue, Davenport, IA 52803. Ph: (319)-355-4882 05/91

**FOR SALE:** New tandem - used very little. Very reasonably priced, photo and other details available. Bad backs prevent us from using this or any other bicycle. Please call R. Lynch @ (212)-884-1780 07/91

**FOR SALE:** 1989 Santana Sovereign, 62x56 Black Forest. 40-spoke wheels w/Arai drum & Shimano Canti's. Aero brake levers/Deore XT-II derailleurs/21-speed. Computer, rack, and flickstand. Excellent condition. \$2300. Phil or CarolAnn Pattengale, 1303 East Chicago Road, Sturgis, MI 49091. ph: (616)-651-5088 days & early evenings, (616)-651-7660 later or if no answer at other # 07/91

**FOR SALE:** 1989 Santana Arriva. 50x47. Red Imron. Arai brake, 48-spoke Wheelsmith wheels, SunTour Accushift with barcon shifters, Vetta computer, Blackburn rack, toe clips, cages, and pump. **Excellent condition.** Best offer. Call Carole Jesiolowski in Cooperstown, NY. Ph: (607)-547-8571 (New York State). 07/91

**FOR SALE:** Lovely, classic 1974 Bob Jackson Twin-Lateral tandem, cream & red. Super for touring. 23x21. Lovingly refurbished (NOT "modernized") with new Front and Rear Blackburn

Racks, new red fenders, new 48-hole rear wheel w/Phil Wood hub, new cables, etc. Cherished wife's deteriorating knees force sale. Spares and set of decals included. Asking \$1725+shipping. Steve Gordon, 5100 Poplar, Memphis, TN 38137. Ph: (901)-763-43331 07/91

**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. Asking \$1600 (negotiable). Bruce Chambers, (803)-871-6427 07/91

**FOR SALE:** Santana Sovereign, 22x21. Grey Imron. 1015 miles, absolutely mint condition. Many extras, including Yakima cartop. \$2500 (free shipping to 48 states). Jeff @ (317)-793-2660 after 7:00 p.m. EST 07/91

**FOR SALE:** 1990 Santana Rio Tandem. 20x18. Computer & 4 cages. Both knobby and slick tires included. Paid \$1950, will take \$1600. Bike is in excellent condition! Mike and Mary Alice Roberts. Box 246, Panhandle, TX 79068. Ph: (806)-537-3895 (home) or (806)-665-0500 (office) 07/91

**FOR SALE:** Colnago Tandem Frame. 58x56. Men's/Mixte. 126mm dropout spacing. Campy dropouts and bottom brackets. Never built up into complete bike. \$1050 OBO. Mike Goldschmidt, 108 Cooley Road, Williamsburg, VA 23188. (804)-220-0792 07/91

**FOR SALE:** TA Crossover drive, complete. 170/170 -- 54x48x30, with 35T crossover rings. English BB's. Two pair Campy Record Steel pedals. \$150 for the lot. Some corrosion staining, but will polish up nicely. A few years old, but less than 500 miles! David Winter, 983 Headwater road, Annapolis, MD 21403 07/91

**WANTED:** Used Santana Triplet or equivalent. Elliot Weinstein. 915 Cortleigh Drive, York, PA 17402 ph: (717)-848-6777 (office) or (717)-757-6777 (home). 05/91



**WANTED:** Affordable used/abused tandem or frame. Builder, age, condition, etcetera unimportant. We need a 19-20" front. Prefer a midwest location (so we can see it in person), but others will be considered. Send information (photos a plus!) to Chris Merz, 7301 Dorset Avenue, St. Louis, MO 63130. Ph: (314)-862-8894 05/91

**WANTED:** Triplet, any condition, must be 21" or smaller frame. Would especially like an older Arnold-Schwinn curved-tube mode. Will pay cash or trade you my current tandem. David Swanger, 203 April Drive, Old Hickory, TN 37138-1603. Ph: (615)-758-0388 05/91

**WANTED:** Road Tandem, 53x50 or 26" (all-terrain tandem) 18x16". Must be in excellent condition. Prefer a bike under \$2000. Please write or call Mike Goldschmidt, 108 Cooley Road, Williamsburg, VA 23188. Ph: (804)-220-0792 07/91

**WANTED:** Used tandem, preferably close to 21x19 size, in \$400-\$700 range. Robert Walker, 30 Nutman Place, West Orange, NJ 07052. ph: (201)-736-0771 07/91

**WANTED:** Information concerning taking a tandem to France. Any hints on airline travel? Which airlines are best? Routes? Train travel with a tandem? etc. Vince Sikorski and Sue Maasch, 1608 Terrace Avenue, Snohomish, WA 98290. Ph: (206)-568-6410 05/91

**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.

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\*\*\*\*\*

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.

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<b>STERLING SILVER</b> <b>\$25.95</b>		<b>14K GOLD</b> <b>\$49.95</b>
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This lovely Tandem Charm in 14K Gold or Sterling Silver (Approximate Weight 2.0 Grams).

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

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

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





## TANDEM CALENDAR 1991

May 5, 1991. **COUPLES RIDING A BICYCLE SIMULTANEOUSLY (C.R.A.B.S.) Tour of Timonium, MD.** 35 miles. Call Barb & Tom Downey, (301)-252- 3208

May 11-12, 1991. **COUPLES ON WHEELS (COWS) Madison, WI, Weekend.** Rides from 20-60 miles, leaving from the parking lot at Yellow Jersey West, 6742 Odana Rd, Madison, WI. SASE to Jay DeNovo & Donna Sereda, 2814 Center Avenue, Madison, WI 53704. (608)-241-2601

May 18, 1991. **Miami Valley Tandem Rally.** Waynesville, OH. SASE to Maryann Trangenstein, 2203 Maryland Drive, Xenia, OH 45385. Stay Sunday and do the Huffman 100, Dayton, OH!

May 18, 1991. **Great Orlando (FL) Bicycle Ride.** FL Council of the AYH. 15 mile recreational ride through scenic and historic neighborhoods and parks in Orlando. Call Blaine Franz, (407)-649-8761 (days) and volunteer to captain a VIP (Visually Impaired Person).

May 18, 1991. **CRABS' Harford County, MD, Challenge.** 40 miles. Tim & Renee Miller, (301)-838-6524.

May 19, 1991. Rochester, NY, Area Tandemists **New Cobblestone Tour** through the Erie Canal region of NY state. 20 or 40 mile options. Call Chuck Dye or Bonnie Hallman-Dye, (716)-473-8041 for more info. (evenings, please).

May 19, 1991. Dallas (TX) Area Tandem Enthusiasts (Double DATES). **Two-Wheel Transit Tandem Tour.** 3:00 p.m. from the TWT @ I-20 & Cockrell Hill (Dallas, TX). Joe & Donna, (214)-298-7335

May 24-27, 1991. **Kent County (MD) Spring Fling.** Washington College, Chestertown, MD. Baltimore Bicycle Club's 9th Annual fling. Four days of cycling on lightly traveled rural roads in the Chesapeake Bay area. Flat to rolling terrain. Tandem rides scheduled daily. Bike & Sail, too! Two dances, ice cream social, free beer and wine. Hospitality room stocked with munchies all

weekend. Always a sellout! \$150/person gets 3 nights a/c room and 6 meals. SASE to Al and Ruth Schaffer, 3212 Midfield Road, Baltimore, MD 21208. Ph: (301)-484- 0306

May 24-27, 1991. **Fifth Annual NW Tandem Rally,** Tacoma, WA. Three days of good riding in some of the prettiest parts of the Pacific Northwest. SASE to Town Tandems, 4110 North 13th Street, Tacoma, WA 98406. Ph: (206)-752-8636

May 25-June 2, 1991. **The Third Annual International Tandem Rally.** Echternach, Luxembourg. Limited to 100 tandems. Booking form available from Luud Steenbergen, Soerabayastraat 4, 3531 EB Utrecht 030-961015. Send an International Return Postage Coupon (available at your post office) please. Other information can be obtained from Pat & Mike Strauss, 42 Ellerby Street, London SW6 6EZ. Pat & Mike's phone # is 071 736 8769

May 26, 1991. **DATES' 4th Annual May Tandem Ride,** Dallas, TX. Call Rich Dewell @ Richardson Bike Mart. (214)-231-3993

May 30-June 7, 1991. **Going to GEAR'91?** Join us for an 8-night **pre- GEAR tour** in the foothills of the Blue Ridge Mountains and on the Blue Ridge Parkway in VA. Beautiful scenery and smooth roads help ease the effort required in this challenging terrain. We'll be visiting the historic towns of Lexington, Charlottesville, and Appomattox, staying in charming inns and B&B's. A "ride through history" with Civil War and Revolutionary War sites on the route. SASE to Elinor Aderton & Bob McIntosh, 2932 Birchtree Lane, Wheaton, MD 20906. Ph: (301)-460-8046 evenings.

June 2, 1991. The Apple Dumpling Gang (St. Charles, MO) **Golden Eagle Ferry Boat Tour.** Cross both the Mississippi and Illinois Rivers 4 times. The Golden Eagle Ferry is the last Stern-wheeler ferry boat still running the Mississippi River. 50 miles of tandemming & a picnic lunch at Pere Marquette State Park. Ride starts at 9:00 a.m. in St. Peter, MO. For info, call (314)-928-7109



June 7-10, 1991. **GEAR Williamsburg '91. SOLD OUT!!!** See You There!

June 16, 1991. **T-Bone's CAPE ANN RAMBLE.** Contact Emery and Ann Glass, Marblehead, MA for more information. Ph: (617)-631-3239

June 16, 1991. **CRABS' Flatlands Tandem Start (MD).** Guy Levalley . 301-997-3181

June 23, 1991. **CRABS' Tour of Hagerstown, MD.** 60 miles. Paul & Cathy. (301)-797-6531

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.

July 4-7, 1991. **T'BONE's Craftsbury Common Caper.** A long weekend in the northeast Kingdom of Vermont. A variety of rides are available, including a century into Canada and back. \$255/team from July 4 or \$170/team from July 5 includes room/3 meals per day. Limited space & a May 1, 1991 deadline. SASE to Earl & Carolyn Rich, 19 Horton Rd., Mont Vernon, NH 03057. Ph: (603)-673-8695.

July 19-21, 1991. **Eastern Tandem Rally, 1991.** Cedar Crest College, Allentown, PA. Limited to the first 150 teams. SASE to Jane & John Stinsman, 3436 Lincoln Avenue, Allentown, PA 18103

July 21, 1991. **CRABS' Tour of Carrol County (MD),** with Amy & Michael Hauffer. (301)-857-9017

July 25-28, 1991. **Fifth Annual Truce Weekend,** Steven's Point, WI. Limited space available at the Best Western Royale ph: 715-341-5110 (make your own reservations, but mention Truce Five). SASE to John & Peggy O'Dell, 1909 Elk Street, Stevens Point, WI 54481. Ph: (715)-344-2732.

Late July, 1991. 2nd Annual **Suncoast Tandem Rally,** South Central FL. SASE to Tim & Ann

Newby, 5807 22nd Avenue Drive East, Palmetto, FL 34221. Ph: (813)-722-4907.

August 2-5, 1991. **5th Annual Atlantic Canada Bicycle Rally,** Riverport, NS Canada B3J 2Y3. SASE to Atlantic Canada Bicycle Rally, P.O. Box 1555, Station M, Halifax, NS Canada B3J 2Y3 (902)-423-5549

August 9-11, 1991. **T-Bone's Rockland, ME, Romp.** Call Dave and Pat Berliner for more info. (603)-746-4822.

August 22-26, 1991. **TANDEM'91,** the national rally of the Tandem Club of the UK. Leighton Buzzard, Bedfordshire. (about 40 miles from London's Heathrow airport). Ideal cycling country: quiet country lanes, picturesque villages, and the Chiltern Hills with their beautiful beech woods. Are you planning a tandem tour of the UK in '91? Join us at the rally. Runs (rides) to suit all abilities and social gatherings each evening. Details from David and Carolyn McHale, 3 Eriboll Close, Leighton Buzzard, Bedfordshire, LU7 7XW, Great Britain. Please enclose an International reply coupon.

August 25, 1991. **CRABS' Antictam Battlefield Ride.** 38 miles, call Evie at (301)-484-8158

August 30-September 2, 1991. **16th Annual Midwest Tandem Rally.** Oconomowoc, WI. Good Rides, great food, terrific socializing. SASE to Midwest Tandem Rally'91, P.O. Box 621, Waukesha, WI 53187-0621.

August 31-September 3, 1991. **The Southern California Tandem Rally.** Orange County, CA. Rides of all levels and lengths are planned, along with a swap meet, fun, and sharing with other riders. SASE to The Southern CA Tandem Rally, P.O. Box 86, Midway City, CA 92655

September 2-4, 1991. **Midwest Tandem Rally POST-TOUR.** Oconomowoc, WI to Baraboo & Devils Lake & back. Scenic terrain, moderate to rolling. 55-mile days. Motel lodging & SAG for luggage. Limited spaces available. SASE to Ray & Ellen Fischer, 1927 So. 69th, West Allis, WI 53219. (414)-327-3943



September 14-15, 1991 (Tentative). **BART's Fall Tandem Rally**. Calistoga, CA. Two days of good tandem fun. Prizes awarded for the best BARTIFACT storey of the day. Only fee is for dinner. SASE to Terri Gorman, P.O. Box 2176, Los Gatos, CA 95031. Ph: (408)-356-7443

September 21, 1991. **CRABS' Benedict Andre Ride (MD)**. 59 miles through Southern MD. Andre Mourain & Jeanne Hankins. (301)-798-5377.

September 22, 1991. **T-Bone Mystery Hill Bike'N'Hike**. Call Bob & Linda Harvey for more info. (603)-898-5285.

September 29, 1991. Steve & Tracy Lawler's **Bel Air, MD, Ride**. Harford Co., MD. (301)-893-0777

October 5, 1991. **CRABS' Towson (MD) State University to Hampstead** with Andy & Christine Bauer. 60 miles. (301)-628-8719

October 6, 1991. **T-Bone's Fall Foliage Delight**. Contact Earl & Carolyn Rich for more info. (603)-673-8695

October 20, 1991. Larry Black's **Fall Frolic Ride, Frederick & Carroll County, MD**, tour with a picnic at Larry & Linda's. (301)-831-0111.



October 25-27, 1991. **13th Annual Southern Tandem Rally**. Plant City, FL. SASE to Jim & Karen Roberson, 2840 West Rainbow Circle, Apt. D-3, Sarasota, FL 34231.

November 1-3, 1991. **Acorn Inn & Skyline Drive** at its finest. Call Brian Schexnayder at (301)-242-2049 for reservations.

November 9-11, 1991. **CRABS' Chincoteague, MD, Weekend**. Call Al & Ruth Schaffer. (301)-484-0306.

November 17, 1991. **CRABS' End of the Season Tailgate Ride**. Call Al & Ruth Schaffer. (301)-484-0306.

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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**

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





## TANDEM RACES -- 1991

June 15-16, 1991. 9th Annual MI National 24-Hour Challenge. Tandem Classes. Hosted by the Rapid Wheelmen Bicycle Club, Rapid City, MI. Preregistration only. SASE to RAPID WHEELMEN CHALLENGE, 2212 College SE, Grand Rapids, MI 49507

Week of July 4, 1991. Burley Duet Classic. America's premier Tandem Stage Race. Contact Russell Morton or Rene Kane, Burley Design Cooperative, 4080 Stewart Road, Eugene OR 97402. Ph: (503)-687-1644.

Mid-July, 1991. Senior National Men's Tandem Time Trials, Park City, UT. USCF license & state qualifications required. Contact your local USCF District Rep or the USCF Executive Offices, Colorado Springs, CO for more information.

July 20, 1991. Vineman Triathlon and Half-triathlon, Sonoma County, CA. Tandem Class! Sanctioned by Triathlon Federation, US. SASE to Vineman Triathlon, P.O. Box 6007, Santa Rosa, CA 95406. Tandems may be rented for this event from IBIS Cycles. Contact John Mills @ IBIS, ph: (707)-829-5615

July 26-28, 1991. Miami Valley Stage Race, Dayton, OH. Prologue, TT, Criterium, Road Race. USCF-Sanctioned. Also classes for singles. SASE to Doug Barker, 6351 Adams Circle, Centerville, OH 45459. ph: (513)-436-9045.

October, 1991. Tandem Criterium, World Corporate Games -- France. Ray & Bobbi Patterson, P.O. Box 1081, Valley Center, CA 92082-1081 also have information concerning tandem stage races in Belgium (May), Minsk, U.S.S.R. (also in May), and Moscow, U.S.S.R. (in September.)

**Send your race listings to the  
DoubleTalk Editors Now!**

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

Please limit your race listings to those events with distinct Tandem Classes. Thanks -- the Editors





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### 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  
Stan & Marilyn Smith  
4100 Del Monte Place SE  
Albany, OR 97321-62092



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.

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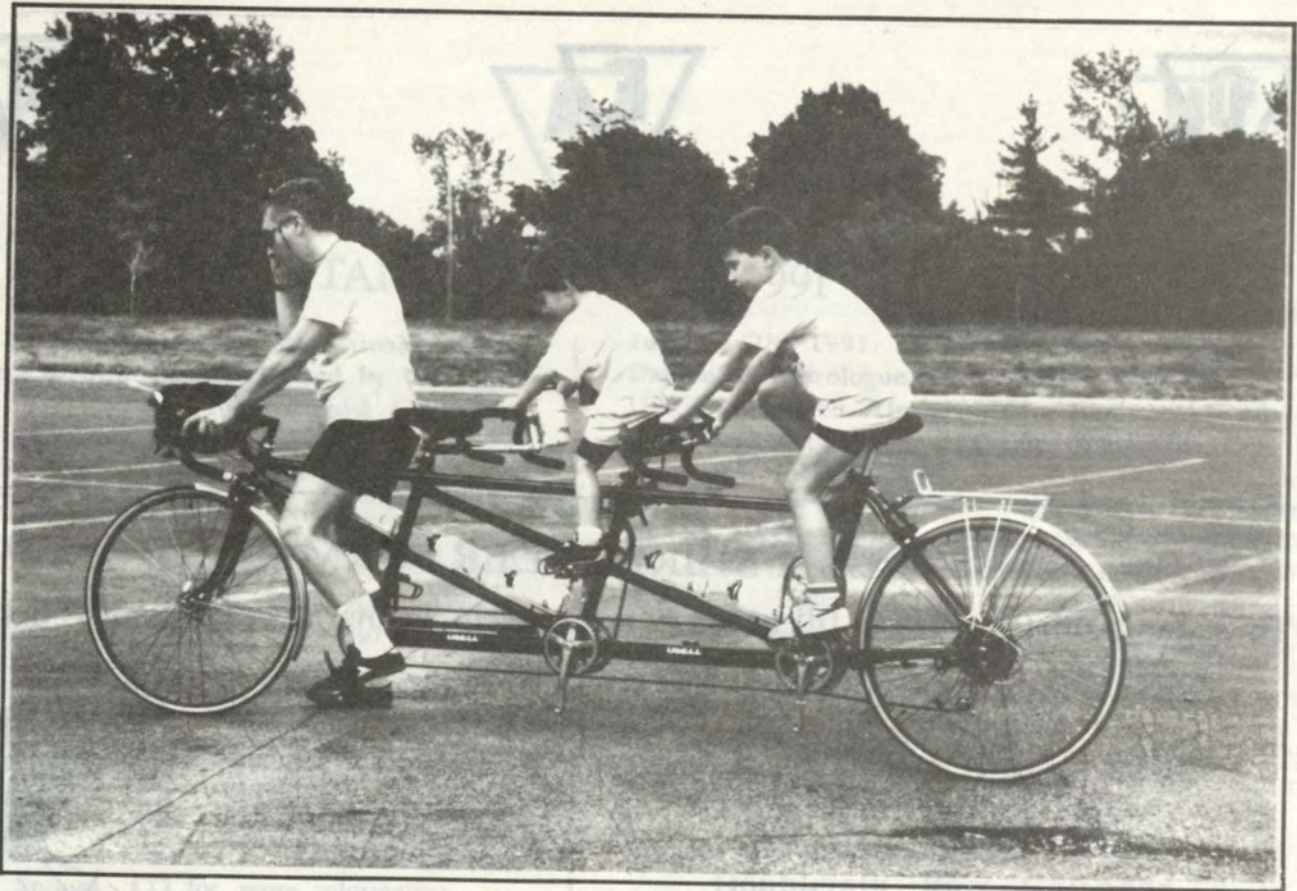
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### Dues

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

### TCA Patches

Are back in stock and are available through the treasurers. Send a check for \$4.00 for each patch ordered to the Tandem Club of America

### Membership

Please fill out the membership form below and mail with a check made payable to  
Tandem Club of America  
Malcolm Boyd & Judy Allison, TCA Treasurers  
19 Lakeside Drive NW  
Medford, NJ 08055

## TCA Membership Application

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

Name(s) \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone (Including Area Code) \_\_\_\_\_

Tandem Make \_\_\_\_\_ Year \_\_\_\_\_

Color \_\_\_\_\_ Style \_\_\_\_\_

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

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



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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

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All dues are quoted in U.S. Dollars