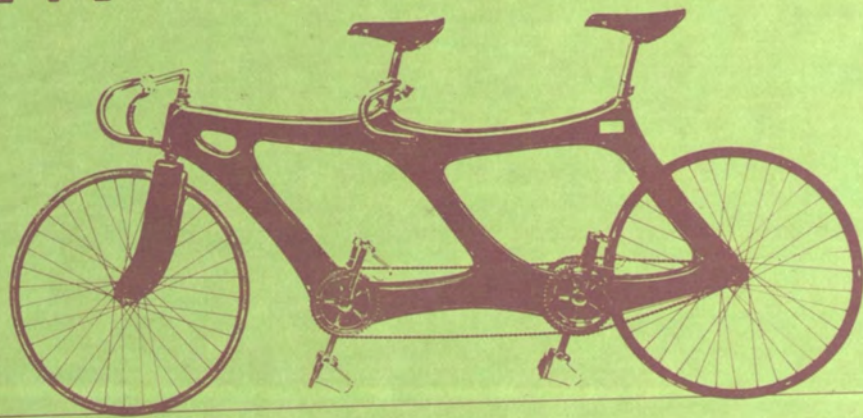


# TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"  
DOUBLETALK



JULY-AUGUST  
1991

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

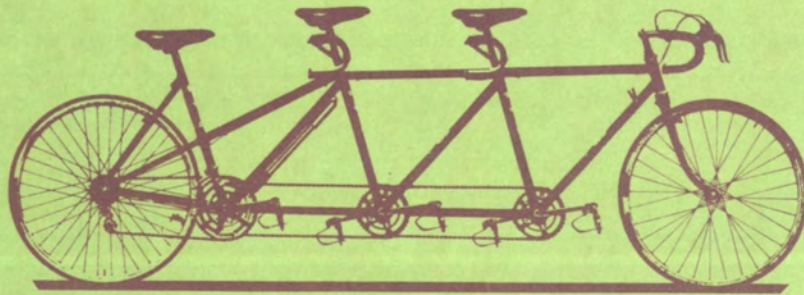
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Send DOUBLETALK articles to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430

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# DOUBLE TALK

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## DEADLINE FOR THE SEPTEMBER-OCTOBER ISSUE OF DOUBLETALK IS AUGUST 1, 1991

### FROM THE EDITOR

Summertime, and the living is e-a-s-y! I missed TOSRV when my designated stoker disappeared, but I made it up to GEAR-Williamsburg! It's good to see all of you tandemists out already.

This issue is a little earlier than most, as Susan and I had the opportunity to join some friends (and TCA members) for the Tandem Touring Company's inaugural Tandems-Only tour of the Rockies. We'll let you know how these Southern folks who live in the lowlands where there's real air to breath (sometimes you can even see it!) survive in the rarified atmosphere of Colorado. Watch for a trip report in a future issue of Doubletalk.


July is the Eastern Tandem Rally, up near Allentown, PA. We hope to make it, if our schedules will let us, so that we can see our Eastern friends. Yes, Susan will be with me (after all, this is a TANDEM rally), and we're looking forward to riding the roads in eastern PA. One of these days we're going to qualify for 10-year ETR patch, which we'll wear with pride!

Over 20 couples missed receiving their May-June issue of Doubletalk. Why? They didn't send us their change of address when they moved. As Doubletalk is mailed Bulk Rate, the Post Office will not forward it. They are sending us your address corrections (at the cost of 35¢ each!!!!) which will get you back on the rolls, but you will not receive the May-June issue, unless you choose to purchase it as a back issue (we do have a few left). PLEASE, folks, send Doubletalk your new address when you move. We know you don't want to miss any of the great stuff that's happening in the Tandem world, nor do you really want to cost the TCA more money! (We haven't raised the rates in over 5 years, but if we keep getting so many address corrections, we may have to, and soon.)

Speaking of changes over the years, we were looking back over some of the early issues of Doubletalk. It's really interesting to see how the topics have changed over the years. In one early issue, Malcolm Boyd was expounding on how apathetic the TCA members were, with not one volunteering to send articles, be an area rep, etcetera. Boy, how that is changed! Right now, TCA members have got to be the best club members in the world! One short plea for help, and 10-15 couples volunteer their time.

If you want to help the TCA, probably the best way is to send in an article to Doubletalk. Tell us about what's happening in your part of the country. How was your tour this summer? Where did you go? Did you enjoy the last rally? Tell us about it. If you can, include a map or photo or two. Maps and photos can make an article a lot more interesting (but if you don't have maps or photos, send us the article anyway!) We really appreciate those who send it on disk (I can read any PC-DOS formatted diskette, either 5.25" or 3.5" size. Files should be plain ASCII text files, with no formatting codes), but we'll take it even if you wrote it in long-hand with a crayon on the back of a grocery sack, as long as it's legible.

Time to draw this to a close. See you on the road!



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## LETTERS TO DOUBLETALK

Dear Doubletalk,

I recently had a conversation with a representative from the Allsop Co., regarding their new "Soft-Ride" system. This system consists of a simple-looking, but very technical carbon-fiber strut that suspends a bike's rider, isolating them from much of the road shock. Stokers, think about that! If the bike is made for the beam, there will be no conventional seatpost or seat tube on the bike, so the bike will be very nearly the same weight as a conventional bike. Or, you can simply add a beam to a conventional bike, and the bike gains some weight, but it also gains all the advantages of the suspension system.

Anyway, I'm ahead of myself. The Allsop rep told me that he had been approached by Lon Haldeman over two years' ago! For last year's RAAM, Lon teamed with Pete Penseyres on a Tango Tandem featuring the Allsop Soft-Ride Beam Saddle on the stoker position. Unfortunately, Pete's illness forced Lon and Pete to withdraw from RAAM.

This year, many of the RAAM racers will be riding the Allsop-design bikes. With the added exposure, I would expect that we'll be hearing much more about them. The design does look like a good bet for stokers!

Allsop is trying to enter the mainstream market. The add-on model can be retro-fitted (but do it carefully), to many bicycles. If you'd like to find out more about it, peruse some of the recent issues of *Bicycling* and *Bicycle Guide*, or call Allsop at 1-800-426-4303 for the name of a nearby dealer.

Keep the wheels spinning,  
Bill Ingraham  
Waltham, MA



Dear Doubletalk,

Perhaps it is time for Doubletalk to enter a new phase - using online services to facilitate the transmission of articles from D-T readers and TCA members to you! I use the GENIE service (other members may belong to other online services, such as CompuServe, Prodigy, etcetera).

GENIE's (the General Electric Network for Information Exchange) Star\*Services are sections of this online service that anyone with a computer and modem can access between the hours of 6:00 p.m. and 8 a.m. weekdays or all day on Saturdays. One section is E-mail, which may be ideal for transmitting articles to Doubletalk, another section is Sports, which, in Category 9 (Cycling), Topic 18 is tandemming, which I'm currently hosting as a forum for discussion of this sport we love all love so well.

If any TCA member would like to join me on GENIE, they can reach me with E-mail as FRED.U. Or they can join in the discussion of Tandem Cycling in the forum just mentioned.

TCA members with a computer who don't belong to GENIE already can join GENIE by dialing (with your modem package) 1-800-638-8369. (Set your computer to 2400/half-duplex/no parity). When you connect, type HHH, then type XTX99514,GENIE when the GENIE U#= prompt appears. Answer the questions and you are off and running!

GENIE charges no sign-up fee, but they do require a credit card, to which you will be billed \$4.95/month for the Star\*Services. Remember, too, that GENIE offers other premium services that are more expensive than the Star\*Services, so be aware of where you are and when you dial!





TCA members who'd like more information about GENie can contact me at 904-253-8962 between 6:30 p.m. and 9:00 p.m. weekdays or anytime weekends before 9:00 p.m. We're in the Eastern Time Zone.

Fred & Ginnie Ungewitter  
1360 Killian Street  
Daytona Beach, FL 32114-5737

ED: At this time, DoubleTalk will remain "off the BBS" (lack of time, not interest, I assure you). The Tandem Club of America does not endorse GENie or any other commercial service. The opinions in the letter above are Fred's personal opinions.

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---

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

Dear DoubleTalk,

I have some news which may be of interest to fellow TCA members: Mel Pinto Tandems are still available! Mel Pinto Imports, the company who's marketing these French tandems, currently is listing three models. If you'd like more information, you can reach them at:

Mel Pinto Imports, Inc.  
P.O. Box 2198  
Falls Church, VA 22042  
(703)-237-4686

Ask them for a dealer near you.

Christopher Merz  
St. Louis, MO 63130

-----

Dear Doubletalk,

Please let us join the Tandem Club for the year. (I received the flier from one of your Dealer Members. Thanks!)

I'm hoping that some TCA members have some information/sources about Schwinn's old Town and Country Tandems and Triplets. I own several T and C tandems, and I would like to purchase several more (and also parts and accessories for them). I've heard that there was an individual here in AZ that had several some years back, but can't find anyone today who remembers who/where these were? Perhaps a TCA member would have more information?

I own a group of older Schwinn and Columbia Bikes, including three tandems. These are all in various states of improvement. We also like the old Springer Bikes like the Wasps and Hornets. We collect the original Schwinn Sting Rays, too. Right now I'm refurbishing a Schwinn Stardust (3-speed, 1 3/8" x 20" tires on a light frame). My daughter wants it finished in metalflake hot pink!!!

Sincerely,  
Bret & Sallie Rice  
P.O. Box 5057  
Yuma, AZ 85366





Dear Doubletalk,

Would DoubleTalk readers be interested in an article about building home-built tandems? I have built 3 and I can't think of a project that's any more fun and rewarding than for someone who's just learning to TIG weld or braze than to build a tandem!

One of the first tandems I built is a 20"-wheel BMX-type for kids. I have never seen another one like it, and it has elicited a lot of interest from local parents and kids.

Any Doubletalk reader who is interested in learning more about 20"-wheel tandems may contact me at my address below.

Jeff Fleming  
P.O. Box 1466  
Oakdale, CA 95361

ED: Jeff, The TCA loves to read articles about projects that concern tandems. Send them our way, to the address at the bottom of the page, and we'll publish them at the appropriate time.

-----

Dear Doubletalk,

We have a problem that we hope some of the TCA membership can help us solve. In fact, our problem is such that we haven't been to a rally since the LAW National Rally in Salisbury, MD, several years ago.

We drive a Ford hightop conversion van, and it is quite a bother to put the back seat down into a bed, then load the tandem on the seat, and then try to load the rest of the gear around it. We can't take others with us, as we have used our passenger space to carry the tandem.

At Salisbury, we saw a tandem carried vertically on the rear of a VW camper. We think that would solve our problem with transporting the tandem, but I have no idea how to go about building such a bike rack. Our review of commercially available racks indicates that no vertical racks are made.



Perhaps someone out there with some mechanical ability has already solved the problem and has the specifications available. Better yet, maybe someone knows where such a rack is available for purchase. If anyone has some help for us, we will be grateful, especially if it will allow us to to to a couple of rallies this year!

Thanks to all for any help we can get.

Sincerely,  
Jane and Glen Townsend  
1661 US Highway 1, #56  
Juno Beach, FL 33408

ED: The homebuilt vertical rack you saw at Salisbury was built by TCA member Dean Monitor, 200 Brittany Lane, Slidell, LA 70458. Perhaps Dean can help you. Dean's rack, with the details, was featured some years back in DoubleTalk. Does anyone have the issue handy?

-----

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Dear Doubletalk,

We are Santana tandem riders from St. Louis, MO., and fairly new to the club. We've been riding our Santana around town and on local rides for about 2½ years now. The only extended tour we've done so far was RAGBRAI (the Des Moines, IA, Register's Great Bike Ride Across Iowa) in July of '89. It was great, and we look forward to our next week-long tour.





One of the best parts of the ride was seeing so many different kinds of bicycles, especially the tandems. Around St. Louis, we rarely see another tandem, but on RAGBRAI we ran into several each day. We're both in our 30's and are fairly strong riders. We enjoyed racing past single bicycles by the score, even on the hills. We hope we are successful in dispelling the myth that tandems can't climb hills!

Since water was available everywhere along the route, we only carried two water bottles instead of four, and we put small speakers into the remaining bottle racks so we could listen to tunes while we rode. Our tunes, as well as our speed, made us quite popular with many triathletes who enjoyed drafting us along the miles.

We have many great memories from RAGBRAI'89, and we hope to do another week-long tour sometime soon. An all-tandem tour would be great! In 1990 we bought a house and got married -- both of which worked together to deplete our finances enough to prevent us from taking off a week last year. By the time you read this, we hope to have completed the BRAG (Bicycle Ride Across Georgia) in June, 1991. We plan to spend some time in the Savannah area before returning home, and we hope to meet some of the Savannah TCA members while there.

Carol & Chris Ross  
St. Louis, MO.

## 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:

May - June, 1991  
March - April, 1991  
January - February, 1991

September - October, 1990  
July - August, 1990

November-December, 1988

March - April, 1987

May - June, 1986  
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January - February, 1986

November - December, 1985  
September - October, 1985

## 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.





## BREAKFAST AT THE AWAHANEE

I always knew my husband wanted to ride his bike from our home in the San Francisco Bay Area to Yosemite. However, it's 200 miles and mostly uphill, so I wasn't sure I would be up to such a ride. But, when he asked me if I'd like to do it on the tandem, I agreed. Little did I know just what he had in mind. I asked when he'd like to do it, and he said, "How about Friday?" Not quite comprehending, I asked if he meant to take the day off from work. I mentally calculated that that would give us two days to do the ride, and we could catch a ride home on Sunday. He replied, "No, read this ride description. It sounds kind of interesting." I've learned to listen with trepidation to anything he says sounds "interesting." This was no exception.

The ride was described in our Grizzly Peak Cyclists club newsletter, under the title, "Breakfast at the Awahanee." It said we would leave the Bay Area at 5 p.m. on Friday and ride overnight to Yosemite. The leader promised a full moon for the ride and planned to arrive in time for a scrumptious breakfast at the famous old hotel in Yosemite valley. I think the only reason I agreed was because I was inwardly pleased Paul had enough confidence in my ability to ask me to do it.

Several people were planning to go on the trip, but as the date neared most of them found reasons to back out. In the end, only Paul and I and Larry Pon, on his single bike, showed up for the ride. We met on a balmy September evening, shortly before sunset, just as the cool breezes started blowing inland. The first 50 miles were fast and beautiful, with a delightful tailwind and a simultaneous sunset and moonrise. I started to relax and think it might not be so bad.

Darkness descended as we crested Altamont Pass, east of Livermore. We engaged our generator-powered lighting system as we listened to the thousands of windmills "whup, whup-ping" in the surrounding darkness. We also listened to Larry tell us all the intricacies of his obviously superior lighting system. We learned where each bulb, battery, and wire came from, as well as how he'd installed them. In fact, whenever there was a lull in

the conversation, he'd think of something new to say about his lights.

Since the leader was one of the people who canceled from the trip, we were relying on his written directions for the best bicycling route. Between the central valley towns of Tracy and Manteca, there is a long stretch of bike path paralleling the freeway. He said it would be difficult to find, but it would be the only option over that stretch. We found it after only a couple of minor wrong turns. Although it was smooth, and didn't have the abundance of barriers which plague most city bike paths, it was quite overgrown. The corridor between the bushes was so narrow the moonlight didn't illuminate the path at all. From the back I couldn't see anything and it was very eerie to feel the bushes swishing against my sleeves. At the end of the bike path, we had to find the old bridge crossing the San Joaquin River. We could see both the old and new bridges, but couldn't find the correct approach road. One road we tried kept descending until we almost rode right down a boat ramp into the river.

With the help of a pedestrian we finally found the connection, crossed the river, and rode into the town of Manteca. By this time we'd covered 70 miles and a restaurant was a welcome sight. Our tandem is not one of the most comfortable bikes for the stoker, and as we got back on the bike after dinner, I started to feel that this might be a long night after all.

We reached the next town, Oakdale, at about midnight. It was apparently prime time for the locals to cruise Main Street, as they were out in force. We had to slow way down to weave our way through the traffic. One kid poked his head out of the sunroof of the car, asked where we were going, and looked ready to make some sarcastic comment. When we replied "Yosemite," he just stared. I didn't think it was possible to render a teenager speechless.

As we left Oakdale, the ride really started to feel different. It was late, the roads were quiet, and there were no more towns. Actually, it was rather





pleasant with the full moon shining on the still countryside. The passing of a car was so rare that it made the road seem even more lonely. After another hour we stopped at a road junction gas station to eat a snack. The station was closed, but we wanted a short break. There were two men on ladders setting up to spray paint the station. They looked at us several times, but never said a word. I wondered if we looked like we were from outer space.

At this point we were just past half-way, and about to begin the serious climbing. We had to ascend 6200' in the next 60 miles. Most of the rise would be in 3 steep sections. The road rolled upward for awhile, then we hit the first major hill, New Priest Grade, with 8 miles of steady ascent. Our lights had worked adequately on the flats, but as our pace slowed, the light dimmed. In fact, on the steep sections it dimmed noticeably between each power part of the stroke. Fortunately Larry rode either in front or beside us to increase our

visibility. When we reached the top of New Priest Grade, it was 2:00 a.m. We stopped to put on extra layers of clothes and rest at the dark, outdoor tables of a closed cafe. This time it was very difficult for me to get back on the bike, even with the additional padding of tights on top of my shorts.

As the night wore on and we ascended in elevation it kept getting colder and colder. My primary memories from this stretch are of the chill, sleepiness, my sore seat, and of Larry talking about his lights. We wore gloves and jackets, and I wondered how on earth RAAM riders could do this day after day. However, unlike RAAM riders, we had no support vehicle handing us food through the window, and I sure could have used a hot beverage. I spent the entire last hour before dawn, thinking about the hot coffee machine at the Yosemite entrance station. The thought of that coffee was the only thing that kept me going up the steep climb from Buck Meadows to the Park boundary.



We finally reached the gate at 6:30 a.m. and I grabbed my wallet and hobbled over to the machines. The hot beverage machine was out of order! The intense disappointment almost brought me to tears. The Coke machine worked, but somehow it didn't have the same appeal. Nonetheless, we sat drinking Cokes, as the first rays of sunshine struck the mountaintops. The coming of day did help to brighten my spirits and just entering the park made me feel like we would make it. But we weren't home free yet. The entrance elevation is 4500', and we had to go to Crane Flat, at almost 6200 feet before descending into Yosemite Valley.

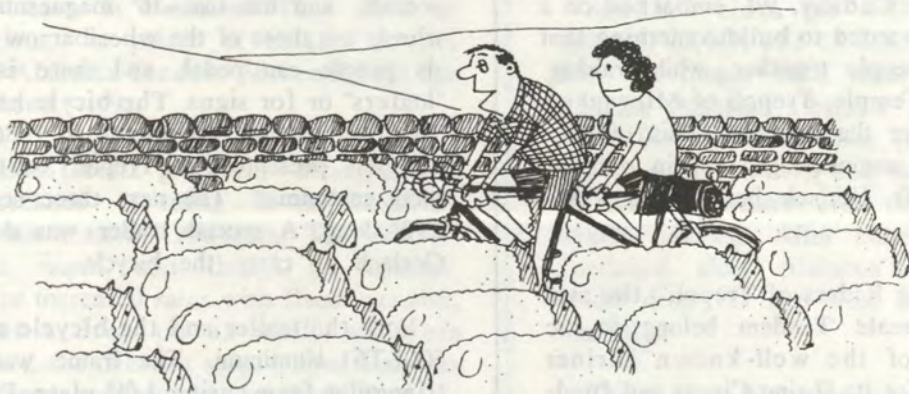
Somehow, we got up that last hill; anticipation of the finish and a hot breakfast certainly helped. When we crested at Crane Flat,





# THE AMBULANCE JOURNAL

HEIMS.



"How much wool would you need to knit me a sweater?"

the sun was shining over the valley, warm and welcoming. The 2400' descent, in 10 miles, to the Valley floor was exquisite. It was the first downhill we'd had the entire trip and we really flew. The grade was perfect, and the RV's weren't awake yet, so we seldom had to brake.

When we reached the valley, we headed toward Camp Curry to meet Paul's sister, Marianne. (She'd driven up to meet us and provide the ride home.) As we cycled across the valley floor we saw several cyclists out enjoying the morning. Several waved, and made good-natured comments like "great morning for a ride," assuming that we were also just starting our day. I just smiled and waved, but wanted to reply that we were just finishing 200 miles. When we reached Camp Curry, Marianne was out front. She'd known we were almost there because she'd heard an employee talking about the cyclists he'd seen as he drove to work. He couldn't get over seeing cyclists, miles from anywhere, riding toward the park at 5:00 o'clock in the morning.

Our first priority was shower, but after meeting Marianne and talking for a few minutes, we learned that the Awahanee only served breakfast until 10:00 a.m., and it was now 9:30! We had to skip the shower for the moment and rush over there. As we

approached the venerable old hotel, I looked around at the fancy attire of the guests. I felt distinctly out of place, even though we were in the middle of a National Park. We walked into the entry hall with our cleats click-clacking in time with the high heels of the women. We stood at the dining room entrance taking in the elegance and admiring the view. It seemed enhanced by the massive wooden beams framing the huge picture windows. The Maitre'd led us to a table across the room, near the fire place, too polite to overtly indicate any offense by our appearance. Nonetheless, we enjoyed our much-deserved repast, consuming fresh fruit, pancakes laden with blueberries, croissants, and hot coffee, without the least bit of guilt about calories.

That night we stayed in one of the tent cabins at Camp Curry. The tents are bordered on three sides by other tents, and are spaced about 3 inches from one another. There is absolutely no sound barrier, but that didn't matter -- we were asleep by 8:00 p.m. However, I think Marianne had trouble going to sleep so early. In the morning she asked if we'd heard the raucous poker game behind us, the Japanese next door, or the party of Germans across the way. We didn't hear a thing!

Betty & Paul Tamm  
6828 Saroni Drive  
Oakland, CA 94611

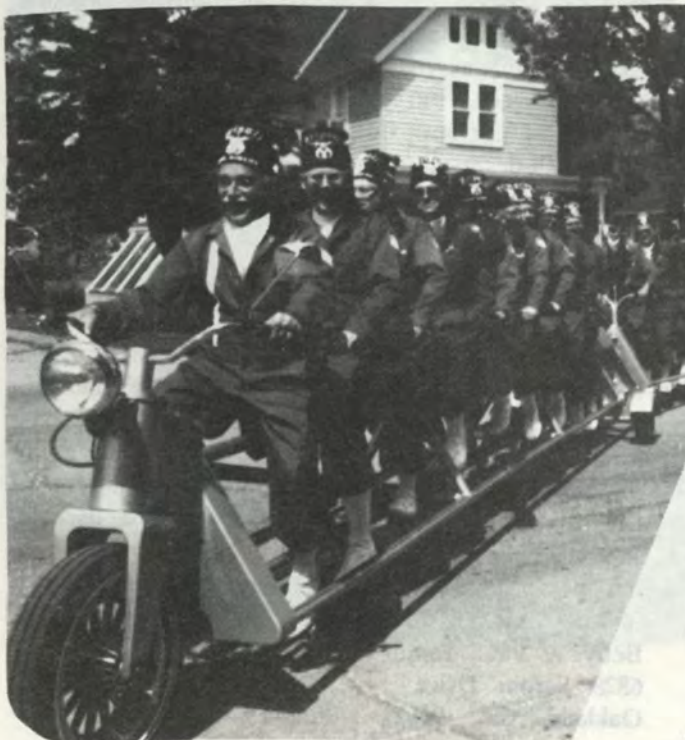




## THE ULTIMATE TANDEM

In 1985, Hans Gerlach, president of Summit Metals Fabricating in Cudahy, WI, embarked on a six-year project. He wanted to build something that would bring young people together, while raising funds for his Shrine Temple, Trepoli of Milwaukee, WI. Today we can see the results of his efforts, personal money, and engineering skill in parades across the country. Mr. Gerlach has created a 38-person bicycle.

Known as the "Long Riders of Trepoli", the men who power this Ultimate Tandem belong to the Milwaukee branch of the well-known Shriner organization. Known for its Shrine Circus and fund-raising efforts in support of their hospitals for children, Shriners have often entertained us with their specialty groups. The Long Riders of Trepoli contribute their share of an estimated \$300,000,000 budget for 19 orthopedic hospitals and 3 burn centers around the country, all sponsored by the Shriners. Treatment has been provided for some 400,000 permanently discharged children and 174,000 children continuously treated on an outpatient basis. The Milwaukee pedalers contribute their share, thanks to Mr. Gerlach.



The bicycle is 97' feet long, weighs 2300 pounds, and has five 16" magnesium wheels. Side wheels are those of the wheelbarrow variety. Thirty-six people can pedal, and there is room for two "loafers" or for signs. The bicycle has four sections. The first section, completed in 1986, is 27'3" long, and was presented to Trepoli on the occasion of their centennial. The next three sections are each 23'3" long. A special trailer was designed by Mr. Gerlach to carry the bicycle.

Both the trailer and the bicycle are made out of 6061-T6 aluminum. The frame was fabricated in triangular form, using 1/4" plate. Pedal beam hubs are made of 2-1/2" shaft. Pedal axles are 3/4" diameter stainless steel and the pedal arms are made from 1/2" stainless steel plate.

Originally the "thirty-andem" had brakes on the front and back. However, the last person was always applying the brakes while the forward group wanted to pedal. Communication through 34 people is certainly more challenging than with two. Think of that the next time your Stoker misses the direction. Now the first in line controls the whole operation, while the rest pedal or loaf! Hand signals are used to indicate braking in progress.

Mr. Gerlach estimates the entire group weighs about 10,000 pounds going down the street. Look for the Long Riders of Trepoli in parades, and remember the long hours that turned a hobby into support for children in need. By the way, Mr. Gerlach states that if anyone decides to build a longer bicycle, he can always add another section!

Claudette Lee  
Milwaukee, WI 53207





## THE ALABAMA TANDEM RALLY, 1991

Talladega, Eastaboga, Mt. Cheaha, Coldwater -- what do they have in common? They were all stops, destinations, or points of interest on this second annual Alabama Tandem Weekend, held this past Tax Weekend, 1991.

Jack and Susan Goertz graciously arranged and hosted this weekend of riding in the beautiful mountains of northeastern Alabama. The weather was springtime warm, and, though the weather reports were for torrential rains with floods possible, we didn't get a drop on us while we were pedaling. In fact, the overcast skies helped keep the temperatures very comfortable for both days.

The ride on Saturday was a nice warmup through the wooded and flowered countryside to the Talladega Motor Speedway and the International Motor Sports Hall of Fame. The Talladega Motor Speedway claims to be the world's fastest closed course, and the cars racing often exceed 200 mph on the course. As some of the NASCAR crews were testing this weekend for the Winston 500, which was just two weekends away, we couldn't tour the track, but we did tour the IMSHoF, where we must have seen every car that every adolescent had ever craved (at least until they come to their senses and buy a tandem, anyway). Of particular interest to us was the fastest car in the world, a rocket ship with wheels, 39 feet long that holds the land speed record of 739 mph at the Bonneville Salt Flats. Sir John Campbell's Bluebird was also there, the first car to be clocked at over 300 mph. Several of the 30 or so teams tried to duplicate this feat on the way back to Anniston.

Saturday afternoon we got to join the Southern Bicycle League (SBL) of Atlanta, GA, who had also chosen this same weekend to party in Anniston. The SBL had taken over the Victoria Inn, a turn of the century hotel that has been expanded, but which still retains much of its original charm. This SBL weekend just happened to be hosted by TCA members Rich Wolf and Ina Thompson, who invited the entire AlaTan down to "party by the pool". It was great to kick back and get to know people better. Southern Hospitality really does exist!

Sunday's rides (of which there were three options, 25, 45, and 65 miles) were very beautiful. The two longer rides climbed to the top of Mt. Cheaha, Alabama's highest point at 2410 feet. We chose the middle distance (did anyone actually do the 65 mile option?), and the climb to the top was beautiful. It wasn't even too hard on our Yankee winter soft legs. After cresting the peak, our ride continued along Alabama's Skyline Drive 'til we could drop off the crest and speed downhill to Anniston.

There were 32 teams from Tennessee, Alabama, Georgia, Mississippi, Ohio, Iowa, and California who enjoyed the great riding and great company. Anniston is a quaint and growing city, and everyone treated all the bicyclists in a polite manner. It is always interesting to get directions such as "go down yonder a piece..." etcetera. It was even fun to find out we were from Eye-Way, instead of Eye-Oh-Wa. Jack and Susan did a great job of hosting and planning the whole weekend (they even took the opportunity and rode with us on Sunday), so next year when you see that it's Tax Time again, y'all remember Alabama and head on down!

(One tip regarding the Alabama Tandem rally: Alabama has evidently chosen to spend its money on planting dogwood trees in its forests, and planting azaleas and other pretty flora and fauna, rather than spending any money on road markers. So, if you are looking for a highway sign -- which wouldn't match the numbers on the map anyway, even if it was there -- don't bother looking! Just enjoy the flowering trees, learn to read a map, and enjoy the scenery. And one more tip -- Jack missed Saturday's mileage by about 50%. Our "20 mile ride" was actually 30 miles. Or maybe we just missed a turn or two! To his credit, Sunday's ride was right on the money!)

David and Kathy Good  
2102 Linmar Drive, NE  
Cedar Rapids, IA 52402





## THE RACE ACROSS AMERICA -- 1991

The 10th Annual Race Across AMerica (RAAM) begins Saturday, July 27, 1991, at 9:00 a.m., in Irvine California. From there, the course will follow a 2,930 mile route across southern United States and will end again this year in Savannah, GA. It will be filmed this year by a British production company. Plans are to make the film into documentary to be aired in Europe, and in America on the Discovery Channel (cable).

In order to keep track of the 40+ riders and their support crews, there will be 50 time stations, spread along the route at approximately 50 mile intervals. Each rider/crew must check in at each station and the Time Station staff telephones their arrival time to the Race Headquarters in California, via a toll free 800 number. Volunteers are still needed at a number of the time stations.

This is a brief description of what a time station is, and what's expected of a time station crew:

- 1) Time Stations are located along the side of the road/course where a pay phone is located, e.g., fast food, market, gas station.
- 2) The Time Station staff should ideally remain at the station for as long as it takes all the riders to pass, from the first to the last. If it's not possible for one crew to remain the entire time, that's okay. The Ultra Marathon Cycling Association (UMCA) welcomes all the help it can get. The UMCA realizes that as much as 2-3 days may separate the first from the last, especially as the riders spread out. An estimated time of arrival, based on last year's race, is listed below.
- 3) Time Stations can set up camp in a big way, e.g., post signs, lots of people and activity, or merely sit and relax next to a cooler and chaise lounge. The point is to do whatever feels comfortable and to have fun with it.
- 4) Although the UMCA doesn't have nay money to pay Time Station personnel, it will be a rewarding experience for all involved. The UMCA tries to offer everyone a RAAM souvenir item and lots of gratitude for helping to make RAAM possible.

5) To simplify the logistics of volunteer recruitment, the UMCA requests that only one person act as Time Station captain for a particular station. The Captain can recruit help from friends or acquaintances.

Spending time with RAAM is always a very memorable experience. The time passes quickly because there is always someone coming in. It's a great time to meet new people, take some photos, and be around some pretty amazing people on bikes. Volunteers can bring their bike and put in some miles, too. If you know anyone or a club/group who might be game for an interesting experience, they should call John Marino, 714-544-1701, as quickly as possible to volunteer.

Time Stations and Estimated Time/Day of Arrival (estimates based on last year's race results and should only be used as a guide for this year).



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THE FURTHER ADVENTURES OF JOHN AND SHELLY

RAAM TIME STATIONS

Station	Location	1st Arrival	Time
*1	Beaumont, CA	July 27,	6:00 p.m.
*2	Desert Center, CA	27,	11:00 p.m.
*3	Brenda, AZ	28,	4:30 a.m.
*4	Prescott, AZ	28,	1:15 p.m.
5	Williams, AZ	28,	6:00 p.m.
*6	Flagstaff, AZ	28,	9:30 p.m.
7	Cameron, AZ	29,	1:00 a.m.
8	Tonalea, AZ	29,	4:00 a.m.
*9	Kayenta, AZ	29,	8:00 a.m.
10	Mexican Hat, UT	29,	10:30 a.m.
11	Aneth, UT	29,	1:45 p.m.
12	Cortez, CO	29,	5:00 p.m.
13	Durango, CO	29,	10:30 p.m.
14	Pagosa Springs, CO	30,	2:30 a.m.
15	Del Norte, CO	30,	8:45 a.m.
16	Fort Garland, CO	30,	12:15 p.m.
17	Cuchara, CO	30,	4:00 p.m.
18	Trinidad, CO	30,	7:30 p.m.
19	Des Moines, NM	31,	12:15 a.m.
20	Clayton, NM	31,	2:30 a.m.
*21	Dalhart, TX	31,	4:30 a.m.
22	Vega, TX	31,	9:00 a.m.
23	Edmonson, TX	31,	1:45 p.m.
24	Floydada, TX	31,	4:00 p.m.
25	Post, TX	31,	8:00 p.m.
26	Snyder, TX	31,	11:50 p.m.
27	Anson, TX	Aug 1,	5:45 a.m.
28	Cisco, TX	1,	10:30 a.m.
29	Stephensville, TX	1,	2:00 p.m.
30	Meridian, TX	1,	4:45 p.m.
*31	Corsicana, TX	1,	10:00 p.m.
32	Athens, TX	2,	2:45 a.m.
33	Longview, TX	2,	7:00 a.m.
34	Marshall, TX	2,	9:15 a.m.
35A	Fillmore, LA	2,	12:15 p.m.
35B	Rushton, LA	2,	4:00 p.m.
*36	Monroe, LA	2,	6:00 p.m.
37	Tallulah, LA	2,	9:00 p.m.
*38	Clinton, MS	3,	12:30 a.m.
39	Forest, MS	3,	4:00 a.m.
40	Kewanee, MS	3,	9:30 a.m.
41	Uniontown, AL	3,	1:00 p.m.
*42	Montgomery, AL	3,	6:00 p.m.
43	Tuskegee, AL	3,	9:30 p.m.
*44	Columbus, GA	4,	12:30 a.m.
45	Plains, GA	4,	5:15 a.m.
46	Vienna, GA	4,	9:30 a.m.
47	Jacksonville, GA	4,	2:00 p.m.
48	Reidsville, GA	4,	6:30 p.m.
49	Blitchtown, GA	4,	10:00 p.m.
50	Savannah, GA	4,	11:30 p.m.



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





## THE STOKER'S VIEW

We all know how important communication is. The following short quiz will allow you to find out if you and your Captain belong on the same bike. Each of the following statements are examples of what the average Captain may say while on a typical club ride. Pick the correct meaning, and when you are finished, compare your answers with your bike partner's.

1. "Look, George and Myra are catching up to us!"
  - a) Oh, good! Now we will have someone to talk to!
  - b) If you don't start peddling soon, my manly pride will suffer an agonizing defeat!
  - c) Get the pump ready and jam it in their spokes if they pass us!
2. "Shifting up!"
  - a) I am shifting to a harder gear for this flat section.
  - b) I am shifting to an easier gear for this hill.
  - c) I have already shifted and I thought I would let you know.
3. "Bump!"
  - a) I see a bump coming up so I will stop pedaling so you can get into a comfortable position.
  - b) I think this 2 millisecond warning is sufficient time for you to avoid rupturing any important internal organs.
  - c) Did you see that thing? I sure didn't!
4. "My legs are dead!"
  - a) My legs are tired.
  - b) My legs are tired from carrying

you around all day. Don't you think it's time you pedaled?

c) You are responsible for the excruciating pain I am feeling at this moment!!!!

5. "So which way do we turn?"
  - a) Do I go right or left at the next corner?
  - b) Well, do you expect me to read the map as well as steer, brake and shift?
  - c) You do know how to read a map, don't you?
6. "Does our back tire look low to you?"
  - a) The back tire might need some air.
  - b) I put the same air pressure that I always do. Have you gained some weight?
  - c) Are you able to see past your thighs to the back tire?
7. "mmbungh shhhhr e ltgewu wind!"
  - a) There sure is a lot of wind.
  - b) I am mumbling to annoy you so you will scream, "WHAT?"
  - c) What's for lunch?

Well, did you interpret the above phrases the same as your bike partner? If not, maybe this quiz will help you iron out a few difficulties that you have been having on the tandem. Happy Tandeming!

Trudy Eichen-Stoker for Tom Eichen  
Teamwork Tandem Club  
11107 Dicky Street  
Whittier, CA 90606  
(originally published in the OCW)





## THE FURTHER ADVENTURES OF JOHN AND SHELLY

We were pleased to see that our last write up made it to you. Thanks to our mail-forwarding mothers back in Canada, we have received two more copies of DoubleTalk. We always read them from cover to cover. We noticed the "LAST ISSUE" stamp on one of them, and we immediately sent our dues, hoping that we wouldn't miss an issue. Later, we phoned home and found that my mother had already renewed for us, so we're now good for at least two more years.

Since our last letter, we have ridden 3500 kms from northern Thailand through Malaysia to Singapore. During our South East Asian leg of the tour, the Gulf War started and ended, and newspaper reports of anti-American terrorist plots were often in the back of our minds while we were in the heavily touristed areas. Aside from that, we had a wonderful time seeing this part of the world.



It has been easier than you might think, traveling by bicycle.

Cycling in Asia is great because the food and lodging are cheap. We ate out 3 meals a day, and we stayed in mid- to low-range hotels. These usually cost \$4 or \$5 for a double, and we always pulled our bike into the room. On the road, our average meal cost about 50¢ each. The prices are higher in the tourist areas, though. Even with prices this low, we managed to spend a bit, because in the market we always seemed to find things that we think we need, or that we just want, or that just seem to be a good deal. All in all, it's been a good dollar value.

We used the Lonely Planet Travel Survival Kit Guide Book through all of Asia. We found their detailed individual country books to be the best suited for our needs. Being on a bike, we found ourselves in more isolated, out of the way places, and the detailed book often had the name of good place to stay that no one outside of the area had ever heard about. Their books seemed to be updated more often than the other books we looked at, too. We also found that a phrase book can be a useful tool while off the beaten track, especially when we were hungry. Even when we were in the tourist centers, the locals seemed to appreciate our attempts at communicating in their language.

While riding through Thailand and Malaysia, we found the roadside open air food huts and fruit stands quite regularly. More often than not, we found one of these stands right when we needed to take a break. We always packed fruit on the bike, just in case.

The people of Thailand were very friendly, and they always had a smile for these tandem riders. Through our seven weeks of travelling in Thailand, and with the help of our phrase book, we managed to get a bit of a grasp on the Thai language, and this made a big difference on our trip.

The far north of Thailand is extremely hilly, with the central portion of the country being very flat



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and rather uneventful scenery. We did find that the farm vehicles in central Thailand moved at the perfect speed for us to draft. In southern Thailand, we found the beaches and the tropical vegetation, together with the hotter temperatures, to be very enjoyable riding.

You may think that the roads in Asia would be rough shape, and the drivers would be terrible. We found it to be just the opposite: the roads were in very good shape, and most of the drivers were very courteous. We did have to be alert for the big trucks, because when they honk, it meant get off the road, as they can't/won't give way. We used the local Department of Highways maps that we bought in the tourist office in Bangkok. We found these maps to be very accurate, and most had English and Thai writing. This was very helpful to us when we needed to ask directions.

We found the riding in Thailand to be quite easy and enjoyable, aside from Bangkok and the immediate area. We've heard that the pollution and traffic in Bangkok is the worst in all of Asia, but we managed to ride through it a couple of times without a problem, aside from the noxious exhaust fumes. If you are not comfortable riding in busy, fast traffic, you may do well to catch a train to a nearby village and start your tour from there. Getting a tandem on a train in Thailand and Malaysia is cheap and easy. Just get to the station

a couple of hours before departure and you can load your tandem in the cargo car yourself.

Once in southern Thailand we stayed to the east coast, where we found the nicest beaches. The islands offshore were the perfect place to take a break from riding.

As we neared Malaysia, we read the papers and talked to other travellers who had just left there. We were anxious to learn if the Muslim population was in arms against westerners, and if there had been any incidents against US/Canadian citizens. We learned of none, so we crossed over to the west coast of Malaysia and rode to Penang, where we purchased cheap airline tickets that will take us through the rest of our trip. We then toured on down the west coast towards Singapore, where we found the people (mostly Chinese) to be very friendly. Since the west coast of Malaysia is predominantly Chinese, English is very easy to communicate. We heard that the east coast is nicer to ride, with more of a Malay culture and quieter roads.

While in Malaysia, the Chinese New Year came and went over a two week period. This put all the citizens in a festive mood, which spilled over to us in the form of free food and beer. People were always wanting us to pull into their yards and join in their parties. We couldn't stop at every invitation, but we did partake of a fair share of Malay hospitality.







Before we knew it, we had cycled into the squeaky clean city/country of Singapore, and we were packing our bike up for the flight to Australia, and the next leg of our round-the-world adventure. Once again we arrived at the airport with our bike boxed and overweight, but once again we did not have to pay any extra baggage charges. Then we were off to Australia without a hitch.

The only problems we had, cycling through southeast Asia, were our cheap tires. They kept blowing holes in the sidewalls, due to the weight of our loaded tandem. The temporary solution was to glue linoleum to the inside of the sidewall. Since we couldn't find any decent tires, we had to continue with the cheap ones.

Heat was another concern. We were on the road at first light, and we tried to be at our destination by lunchtime, or shortly thereafter. We also used a lot of zinc and sun block.



Throughout our travels we have heard from other cyclists about the other TCA members who are on a world tour. We are keeping an eye out for them, and we may meet up with them yet. We are currently in Australia, riding down the east coast. Next it's off to New Zealand, then Fiji, and finally the Cook Islands before landing in Los Angeles for our ride back home to British Columbia.

That's all for now.

Happy Riding  
Shelly Lang-Hodge  
John Buchanan  
32460 Cordova Avenue  
Abbotsford, BC  
Canada V2T 3Y7



## TWO UP ON THE ROCK

It's the first time in days that we've been on the big ring for more than a couple of minutes at a time. Now we're dialing numbers high enough to keep nearly 400 pounds of meat, metal, and tourist gear around the 30 km/hour mark as we cruise along the Witless Bay Line, a ribbon of smooth asphalt rolling across the Barrens.

The Barrens, they look like the birth of a planet, like the cover picture on a science fiction novel: rock, boulders, dark waters, and to the horizon, no vegetation more than waist high. There is, however, nothing other-wordly about the rain. On the drops, nose to the stem, I contemplate authoring a scholarly paper on "Water as a Lubricant for the Modern Roller Chain" as I watch the front wheel make a sheet of water which soaks my feet and the crankset. The urge fades quickly as a passing truck sends up a sheet of water that immediately slams down on us. A dry motel room, down the South Shore Road to Cape Broyle, is still a couple of hours away. Lisa, my wife and stoker, seems to be

getting a little shelter behind me. I'm sure of this because it appears that water hasn't started to run out of the cuffs of her rain jacket, yet!

From Holyrood on Conception Bay to the Trans Canada Highway, the day had started like any other during a tour of Newfoundland, with a lung wrenching, knee melting climb. Flat, by Newfoundland standards, the Witless Bay Line symbolizes a smooth transition from the first to the second week of our tour: from the roller coaster ride around Conception Bay to the roller coaster ride south of the capitol, St. John's. The tour around the bay had thrilled and challenged us with one screaming descent and killer climb after another, as we rode from village to village. Newfoundland was settled more than three centuries ago by Anglo/Celtic people who created an enduring culture from the rugged village and seafaring life they lived. These early settlers established villages in most every cove and inlet of their huge island.





Since the routes of settlement were not over land, roads, historically, were just an afterthought, just paths scrambling over forbidding terrain from one inlet to the next. Only when a route turns inland, on a modern road, does the enforced interval training of history stop.

Look, I can't emphasize this stuff about hills enough! Derailleurs work on every department store bicycle in the province. Every kid in a baseball cap and heavy metal band t-shirt, duck paddling his clunker down to the variety store for more smokes knows what the big cog and inside ring are for, and when to use them. The national team could do well by scouting what has to be the country's biggest pool of raw cycling talent. Hard riding is, however, rewarded with the glorious views of forest and ocean, lots of good seafood, and the hospitality and friendship of both the "townies" of St. John's and the "baymen" of the outports.

A tandem and crew gets attention, and on a stiff climb out of Bishop's Cove we were no exception. A lady, who had been watching us grind slowly toward her house, dashed from her kitchen to ask if we would stop so she could take a picture. She was back in a moment for a couple of snaps with the Instamatic and an exchange of pleasantries, which included the usual, "... and where do ye belong to?". I imagine that a little bit of us now belongs to Bishop's Cove. There we are in colour, on the end table, amongst all the wedding and baby pictures, that sweaty couple from Upper Canada -- their long, green bicycle with all those bags on it.

Our return to St. John's along the South Shore included a stay in Bay Bulls and a boat excursion to the Witless Bay Ecological Reserve for a spectacular air and aquatic show, provided by sea birds and whales feeding on the schools of caplin in the water. Many of the little puffins, a colourful sea bird that looks more like a native of the Amazon than the North Atlantic, were so stuffed with fish that they could only flap and paddle across the water, unable to generate enough speed to take off. Every bikie knows the feeling well!

Back in the historic city of St. John's, we ate and strolled Duckworth Street, sad that we had only a 2 week holiday and our plane was leaving the

next afternoon. The island is some 500 miles by road, from east to west, and we had seen such a small part around the Avalon Peninsula. Still, it had been a grand adventure out "around the bay" as far as Harbour Grace, across the Barrens to Trinity Bay, the brutal climbing and beautiful vistas on our ride to Cape Spear; the most easternly point in North America. Ireland was closer than Ontario!

Our only equipment problems were an unshipped chain which became twisted and would shift gears spontaneously until it was straightened with borrowed vice-Grips and a Crescent wrench. The other matter was a pannier hook which pulled loose from the bag's stiffening panel.

Gears lower than our 36x34 would have been in order, not because of the duration and distance of any of the climbs, but rather because of their steepness and frequency. Every village is at the bottom of a glacial fjord or inlet. Every inlet has a village. Newfoundland is a province of villages and the main road passes through the middle of every one of them. If you want to go out "around the bay", you will climb.

Sandy Fairbairn  
Lisa Smith

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## TWO MILES SANDY & LISA'S ROBERTS TANDEM

Our bike is a Roberts, about 15 years old, of lugged construction with a dog-leg top tube to accommodate the 23"/17½" captain and stoker positions. We received it as a wedding gift in 1987 from family and friends, a group masterminded by our tandem friends Bill Crux and Lorraine Young.

After a honeymoon tour in southern Ontario on solos, we put in ever-longer hours riding the Roberts as I set up our positions, built better wheels, and generally got the old, chipped, scratched and rusted twicer reliable enough for regular day rides that eventually included at least one century-plus ride to Hamilton for a tour of that city's finest bike shops and lunch at a favourite restaurant.

Our only complaint, other than the grubby look of rough, green paint with rust and red primer, was the small bore and stroke of the rear engine compartment. It was built in the old British manner with the rear top tube an all-too-short afterthought, connecting the captain to his stoker and a rear wheel. A sore back and difficulty standing and delivering maximum power dictated a change.

After a lot of talk and some new bike shopping, I tested my idea of renovating the wedding present on Bicyclesport's frame builder, Kerry Mews. He said yes to my proposal of adding about 5" to the rear top tube. That, of course, meant 5" for a few other tubes and a new wheelbase. In the spring of 1988 we took delivery of what seemed like a new frame: fresh paint, extra braze-ons, and, at Kerry's suggestion, a single large diameter marathon tube in place of the original twin laterals, often referred to by the crew as "spaghetti tubes" after a fast, tight corner. Hung with some new components and many of the old ones, lubed and polished, we hit the road to work out the bugs before a tour of Québec, which was to include some rugged backroads climbing and descending through the Laurentiens. That's "Laurentiens" as in "big ski country".

To our satisfaction and relief, the higher than expected cost of restoration was justified immediately, as the sweet handling that Mr. Roberts

had built in was unchanged by the 5 extra inches of wheelbase. His recipe for good tandem handling must have been in the numbers that define his front-end geometry. Kerry's new marathon tube proved a welcome addition, stiffening an old frame built of solo-sized tubes. Even with each wheel now in a different time zone, the frame produced less of its usual sine wave motion when stuffed into corners at entertaining speeds, or when burdened with 7 bags of tourist gear.

By the time of our Newfoundland tour, we had racked up thousands of miles on the Roberts and settled on a reliable touring set up which included:

- third and rear facing side-pull brake operated by the stoker using a bar-con gear lever
- 55x50x34 chainrings and 14x34 narrow 6-speed freewheel, allowing a low dish rear wheel between the old 126mm dropouts and down tube shift levers.
- 4 panniers, rack and handlebar bags and at least a couple of frame-mounted bags for tools and spares.
- a 13cm tubular, cro-mo, ATB-type captain's stem which is a massive improvement in steering response and confidence and looks over the high rise allow stem originally used to house the 6'2" captain in a 23" frame.

Sandy Fairbairn  
Lisa Smith





## BART Calistoga to Carmichael

The Northern California tandem club, the Bay Area Roaming Tandems (BART), broke new ground with their first ever double century weekend. On April 20, 1991, BART tandems ridden by Viki and I, Bob and Lois West of Carmichael, and John Bracklow and his wife, Sandy Dardenelle of Moss Beach left Calistoga (in the heart of the Napa Valley) and headed for the West's home in Carmichael, a suburb of Sacramento. Rain was supposed to cancel the weekend, but the light drizzle at the start was not enough to change our minds. The rain quickly dissipated, any way, as we sped past rows of newly-leafed grape vines and massive Valley Oaks.

The first part of the ride is flat, with the few rolling hills. The middle part is a series of hills which make up this section of the Coast Range. There were two "mile and a half" "slip it in the granny and grunt" climbs that offer beautiful vistas of the surrounding ranches, vineyard, and scrub oak forests. The riding in the hills was exceptional, with views of pastures covered with purple, blue, and yellow wildflowers amid the verdant hills.

The bikes coasted out of the hills into the Sacramento Valley just in time for lunch in the town of Winter. We enjoyed a leisurely lunch, knowing the next 50 miles consisted of "flat as a pancake" riding, past farms and towns that make up this section of California. After lunch, we surveyed the large cumulus clouds looming on the skyline. We could also see that rain was falling in the distance. The flat roadways of the Sacramento Valley are where tandems are fastest and it didn't take us long to catch up to the rain.

As we entered the town of Davis, the heavens opened up. Torrential rain, hail, and thunder accompanied us into the village where we found shelter at the Wendy's. Coffee and hot chocolate warmed us as we waited out the rain. Fifteen miles later, though, and we were in the same situation, this time on the outskirts of Sacramento at a Shell station.

After about 25 minutes, we left the shelter of the Shell station's awning and we were on our way

again. We connected with the bike trail that ran for 22 miles along the American River, all the way to the West's. This beautiful trail wanders in and out of parks and along the levy and tree-lined banks of the American.

We'd ridden a few miles of the trail when, at a particularly wet and dirty corner, Viki and I fell. Fortunately we lost only a little skin, some handle bar tape, and the stoker's confidence that her captain could handle the corners. Our trouble wasn't the worst, though, as John and Sandy blew out their back tire, with only five miles to go. The two-inch rip made the tire useless, and none of us had a spare tire. John and Sandy waited in a park for the rest of us to finish the ride and Bob could return with his pickup for the short ride to the house. A shower, wine, lasagne, wine, hot tube, wine, a wood fire, and wine were more than enough to fill our heads with plenty of cobwebs.

The next morning, we woke to the weatherman's forecast of "a chance of rain, with partly cloudy skies." Fortunately, the rain never materialized, and we retraced our route from the day before without moisture. The day was really fabulous for riding, with peak-a-boo clouds and a very slight headwind keeping us comfortable with arm warmers and long-sleeved jerseys. The tire John and Sandy borrowed from Bob and Lois performed beautifully (that is, it didn't blow!), but the old Michelin must have really missed its mate, as it flatted repeatedly. At one point, John fixed three flats in a row, before that tire held! We all flatted on the return, but John and Sandy held the record. After owning our tandems for years, John and I used our frame pumps for the very first time. We entered Calistoga under clear, sunny skies, 101.7 miles from door to door.

Bob and Lois West are to be commended for their hospitality: there are no better hosts. We'll miss Bob and Lois this fall, as they will be tandeming through France in September, right after Bob completes the famous Paris-Brest-Paris.

Chuck Regeski  
2429 Dena Way  
Calistoga, CA 94515





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### Burley Child Crank Option

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

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Fast and comfortable city/sport 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.

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

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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. Retails for \$42-\$50. (add \$11 for chrome)

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

### 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 late spring 1991 at a nominal cost.

*bossa nova*

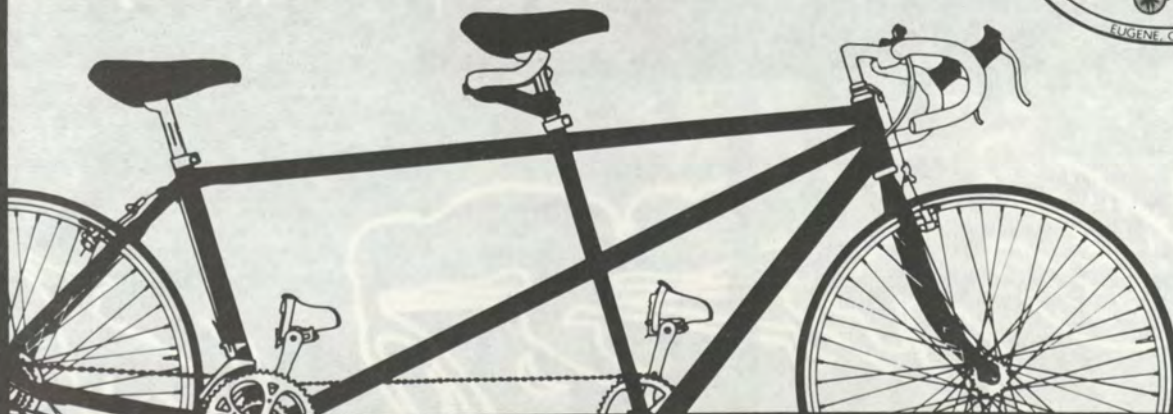
For those who opt for "first class" all the way. This innovative tandem is impressively light, fast, and responsive.

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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 4th Annual Duet Cycling Classic. Each year it gets bigger and better, and there is excitement for all levels of racers (USCF license required).

### For more information:

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4080 Stewart Rd.  
Dept. 11  
Eugene, OR 97402  
503-687-1644







## THE (FIRST EVER) SOUTHWEST TANDEM RALLY

Waco, Texas - April 26-28, 1991

The first ever Southwest Tandem Rally was a tremendous success, thanks to the great planning and execution by Bill and Debra Bailey of DATES (Dallas Area Tandem Enthusiasts). Everything was perfect for the fifty plus tandem teams: the weather was cool with one or two small showers, the routes were perfect with little to no traffic, a few small hills and the countryside was absolutely stunning with the many varieties of wild flowers. The food was great in both quantity and quality, and, as a special treat, the Brazos River Festival provided an added attraction.

Although Bill and Debra organized the tour "single handed", they were assisted with financial backing, door prizes and sag support by Jim and Rhonda Hoyt and Rich and Beverly Dewell of the Richardson Bike Mart, with additional prizes from Mike and Judy Pluto of Oakley Sunglasses, route selection by Keith Powell of the Bicycles Outback and T-shirt design by Eric Veit of Austin.

The largest contingent was from Dallas, closely followed by Houston. Oklahoma was well represented with 5 teams; others were from as far away as Iowa and Georgia.







Three different routes of varying distances were available in the Brazos River basin each day. Saturday's routes were basically north of the home site of Waco, Texas and Sunday's routes were basically south. Both days provided a tail wind for the return trip. A nice touch. Maybe other rallies could follow suit?

The 1990-91 mild winter and early spring rains provided masses of beautiful wild flowers. Among the varieties found blanketing the meadows were Bluebonnets, Evening Primrose, Golden Wave, Indian Paintbrush and Thistle.

Friday night's reception at the Waco Sheraton provided an opportunity to renew old acquaintances and to make new ones. Starting with Saturday's breakfast and extending through dinner (Chicken Parmesan and Shrimp Creole) and into Sunday's breakfast, the hotel obviously had received the message: cyclists are interested in both quality and quantity of food. There were no complaints here.

Most riders found time to visit the art and craft booths at the Brazos River Festival, attended by over 25,000 each year. On Saturday, a 60's - 70's band played a free concert on the banks of the Brazos River. Among the hundreds sitting in the grass and enjoying the music (not to mention the beer and margaritas) were many couples dressed

alike! (Fad of the 90's?). Rumor has it that a few were even seen dancing late into the night.

Some interesting historical facts:

- This was the 50th Brazos River Festival.
- This was the 1st Southwest Tandem Rally.
- Thanks(?) to Catherine Knowles, the species known as "Stoker" is now extinct. More exactly, it has evolved into a higher order species known as "Rear Admiral."

At Saturday's banquet, it seemed that nearly everyone received a door prize except, of course, me! Bill and Debbie thanked those who helped but everyone knew who deserved the credit; they received a standing ovation. We were delighted to hear that Virgil "All Talk and No Action" Fruth of HATS (The Houston Area Tandem Society) will organize next year's SWTR. Virgil, we suggest that you start planning early. You're going to have to work very hard to make the 2nd Southwest Tandem Rally equal the 1st.

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## CLASSIFIEDS

**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. 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

**FOR SALE:** Nishiki Road Tandem 22x20. Like New. Full Ishiwata Tubing, 48-spoke wheels w/drum brake. Sealed-bearing Suzue hubs, Sugino AT cranks, SunTour drivetrain. Metallic Blue. Less than 500 miles. Originally \$1800, asking \$950. Omar and Nancy Khiel, 5510 W. Acoma Dr., Glendale, AZ 85306. Ph: (602)-978-5114 09/91

**FOR SALE:** Sovereign Touring Tandem, 56x53, in excellent condition. Purchased new in '86. Dark Blue metallic. 21-speeds (non-indexed). SunTour barcons, Stronglight 100 cranks. New Sachs Maillard freewheel (12x30). 27-inch wheels, 48-spoke Specialized hubs. Continental tires. Many new parts and accessories. Asking \$1900 OBO. Contact Bob or Anne Smith, 5485 Wilson Road, Colorado Springs, CO 80919. Ph: (719)-528-6834 09/91

**FOR SALE:** Santana Elan, \$1100, 22.5x20.5. Excellent condition. Lynn or Steve Colwell, 6966 East Paseo Dorado, Tucson, AZ 85715. Ph: (602)-298-8413. 09/91

**FOR SALE:** 1983 Motobecane Tandem. 21.5x18 Interclub. Bright Sky Blue; 36-spoke 27" wheels. Drum Brake/rear hub. Cantilevers; Grab-Ons.





Santana child stoker conversion, Yakima rack with tandem mount (set up for car w/rain gutters). Excellent condition. Day phone -- (314)- 621-7788 Ext. 7552 (ask for John Miller). Night phone -- (314)- 394- 7541. \$1200 or best reasonable offer. 09/91

**FOR SALE:** Schwinn DuoSport 18-speed tandem touring bike in excellent condition. Low Mileage. Avocet Gel-Flex seats. \$880.00 Call Rusty Levins @ (205)-939-0045 (Birmingham, AL). 09/91

**FOR SALE:** 1983 Schwinn Twinn Sport 21"/Mixte Metallic Blue. 36-spoke wheels/Phil Wood hubs & rear disc brake. 21-speed SunTour Accushift. Cannondale rear rack, Blackburn bottle cages & Zefal frame pump. Asking \$750+shipping. Kenny Pokora, 516 Marquette Avenue, South Milwaukee, WI. Ph: (414)-764-1232 09/91.

**FOR SALE:** Follis Tandem, 22x20. Shimano Derailleurs, Drum Brake. Excellent Condition. \$650.00 Tim Kemple, 11 Elwood Road, Derry, NH 03080. Ph: (603)-437-6702 09/91.

**FOR SALE:** Santana Crono, 62x56, fillet-brazed frame, all Columbus tubes, Campi Crankset w/Dura Ace derailleurs. 36-spoke MA-40 rims. Deep Pearl Aqua Imron. ~700 miles. Over \$4000 invested, Sacrifice for \$2700. I'll ship anywhere in the continental US. Call Tim @ (303)-444-0296 09/91.

CRIPPER TANDEM TRICYCLE



**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:** Late model Santana Arriva or Sovereign or Cannondale tandem. 59x53 or close (23x21?). John Reynolds, Morton, IL. Ph: (309)-263-8709 evenings. 09/91

**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 DEALER MEMBERS

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**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

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**DOWNEY CYCLERY:** Stocking Santana, Ibis, Burley, Fisher. Custom tandems, triplets, and more. Parts and accessories, child conversions, hard to find parts. Day and weekend rentals and financing available. Free pricelist. (213)-923-6610 11/91

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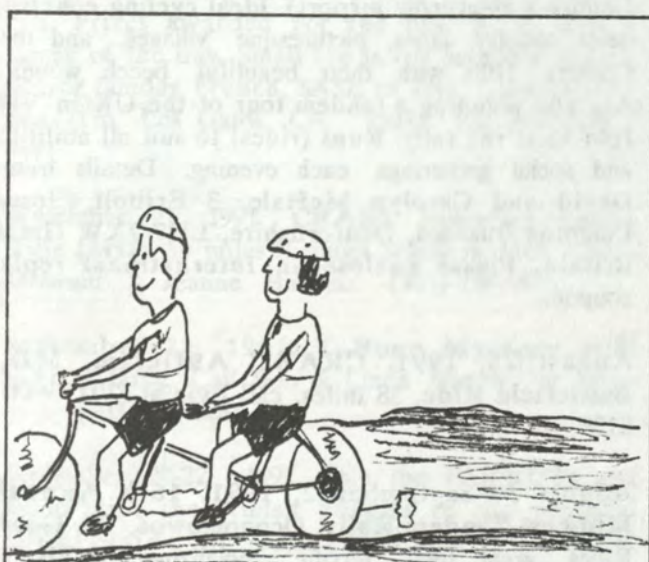


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## TANDEM CALENDAR 1991

July 4-7, 1991. **T-BONE's (TANDEM BICYCLISTS OF NEW ENGLAND) 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 12-14, 1991. **PARROT's (PA Recreational Riders on Tandems) Tour along Lake Erie** to see the sights. Spend a weekend in NE PA. Chuck & Lynn Ejzak, (412)-466-6196.

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' (Couples Riding on Bicycles Simultaneously) Tour of Carrol County (MD)**, with Amy & Michael Haufler. (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 10, 1991. **BART's Roaming around Lake Tahoe -- by Tandem**, of course. Meet at Zephyr Cove, NV, Elementary School. Easy Ride with only two climbs! Send a SASE to reserve your place now! Terri Gorman, P.O. Box 2176, Los Gatos, CA (campground & motel info). Call Dave and Mary Lee Mansfield (ph: 702-588-4819) for ride information.

August 10, 1991. Harmonize with the **PARROTS'** own Jeff & Joyce Mulkern on this nice 40-mile road thru the Northern Suburbs of Pittsburgh. 10:00 a.m. departure time. Call for Jeff/Joyce for more details at (412)-487-9469.

August 11, 1991. **Twin Cities' Tandems** ride through Minneapolis and Beyond with Dave and Dana Siskind. Call Doug & Sara Laird. (612)-925-5185/

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' Antietam, MD, 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. \$35.00 Registration fee. SASE to The Southern CA Tandem Rally, P.O. Box 86, Midway City, CA 92655. Ph: (714)-891-4186 & ask for Joe Chasteler.

September 2, 1991. **107th Annual Labor Day Tandem Rally & Rathdrum Lion's Club Pancake Feed.** 10:00 a.m., East Valley High School Parking Lot, 15711 East Wellesley, Spokane, WA. This is the Inland Empire's premier tandem event, sponsored by the Spokane Bicycle Club. 40-mile ride/no fee for ride/small fee for Pancakes. Call Ian or Betty Ledlin at (509)-747-4352 for more information.

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. **BART's Fall Tandem Rally.** Santa Rosa, CA. Two days of good tandem fun. Prizes awarded for the best BARTIFACT storey of the day. Small fee is for Saturday dinner and/or Sunday brunch. 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 20-22, 1991. Join the **PARROTS** and cycle with the Amish buggies in the peaceful countryside of Lancaster Co. PA. Motel accommodations need advance arrangements, so call Bill Rock (412)-495-7618 or Kathy Hoover (412)-744-3035 ASAP!

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



Sometime in October, 1991: **Tandem Tour of East Texas.** A week-long non-commercial tour sponsored by DATES (Dallas Area Tandem Enthusiasts). East Texas terrain is rolling hills through pine forests and farm lands. Accommodations will be a combination of motels and B&B's. For info, send a SASE to John McManus, P.O. Box 50069, Dallas, TX 75250

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 (a **CRABS ride**) **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 the CRABS' 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

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.

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

## 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.

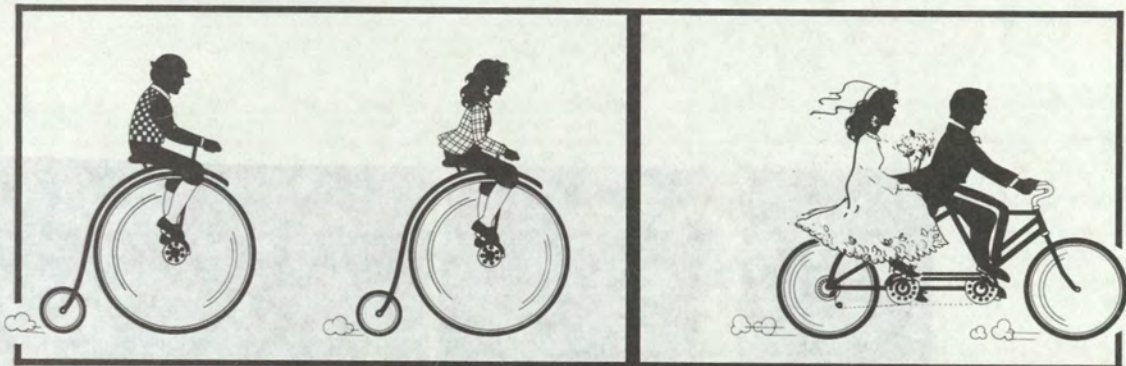
SHIP TO:

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_





# UPDATE to Editor



*Scott Jeffrey Hammann and Ann Rose Kruenen are now Mr. and Mrs. Scott Hammann*

## 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) \_\_\_\_\_

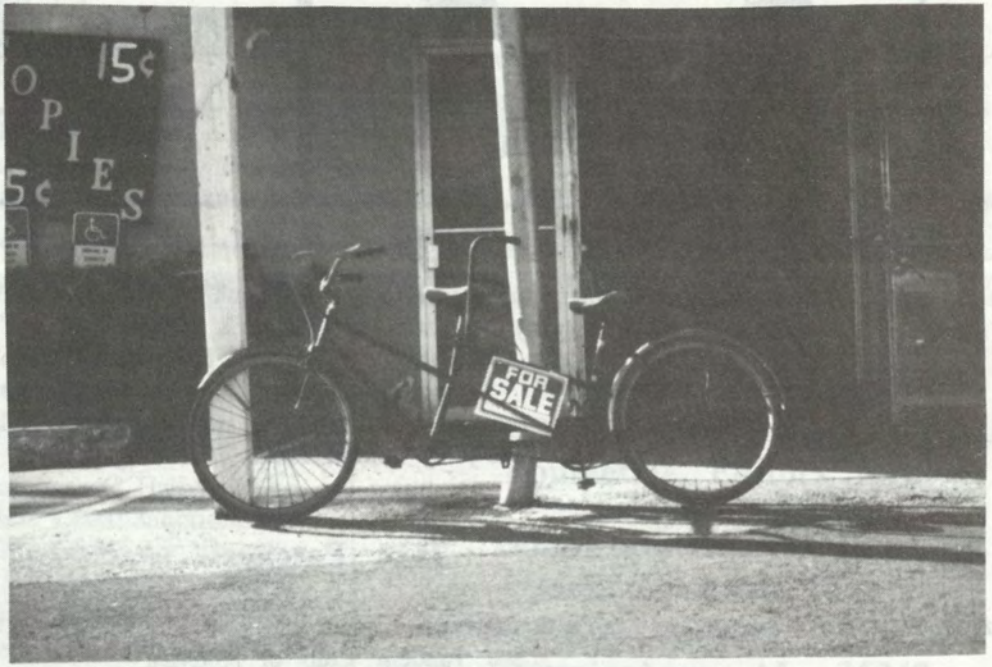
Tandem Make \_\_\_\_\_ Year \_\_\_\_\_

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

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

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





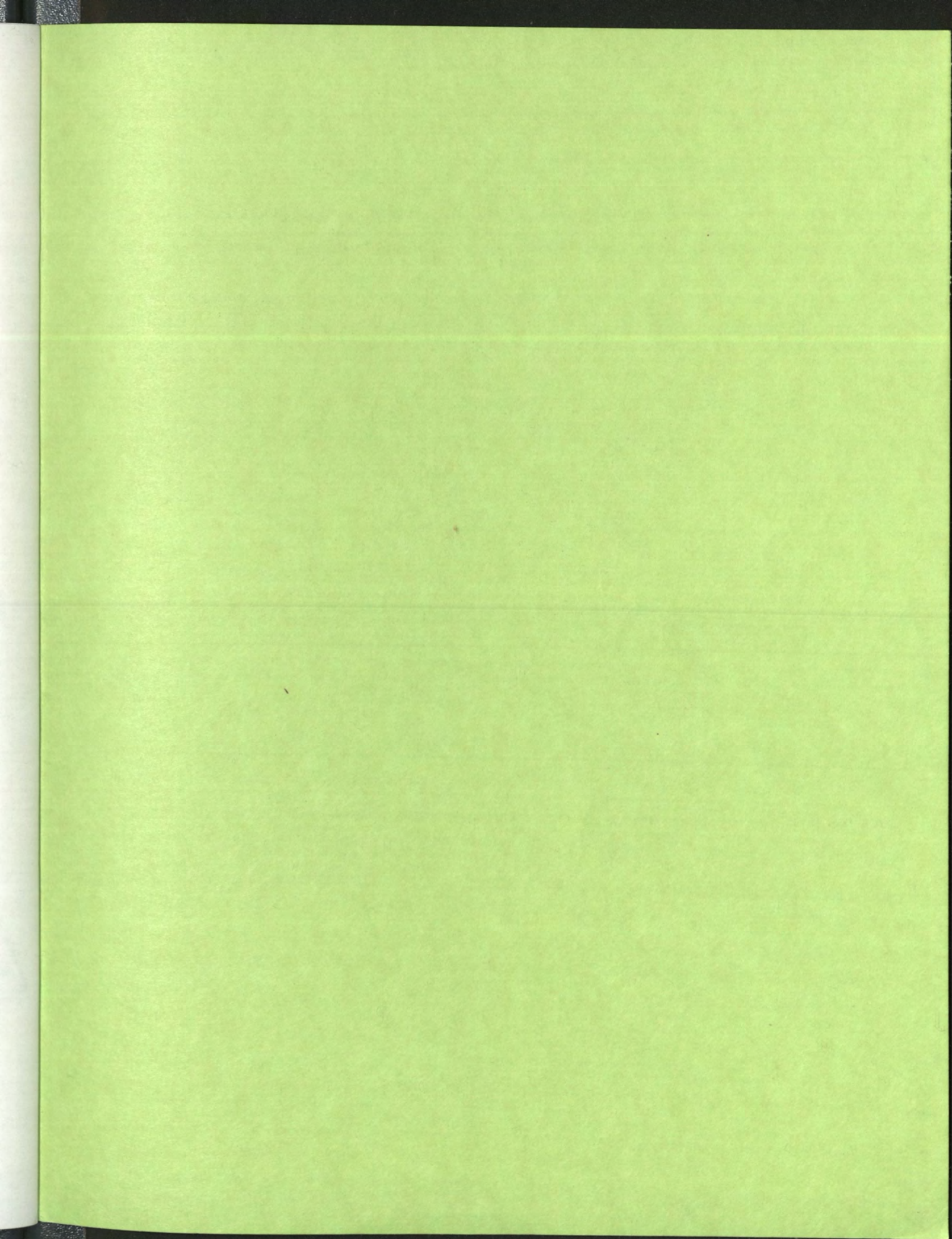
24252 LA, Manhattan



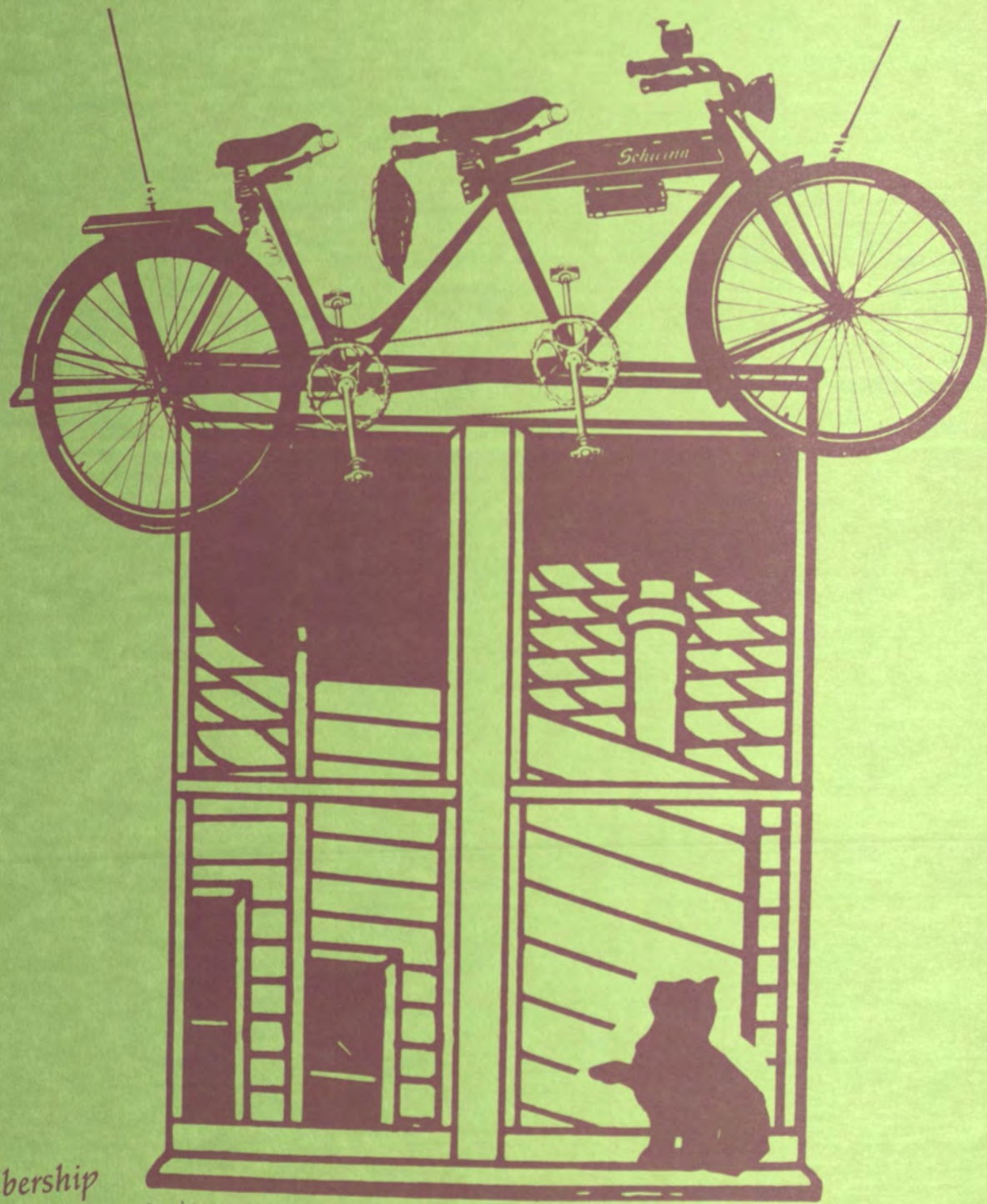
Share a little  
Name(s)  
Address  
City, State, Zip  
Phone (include  
Area Code)  
Color

Amount enclosed  
Multiple year subscriptions are accepted at 1/3 less rate x number of years  
is paper included for a party?









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