



\* DOUBLETALK

just for Tandem  
Enthusiasts

\* TANDEM EVENTS

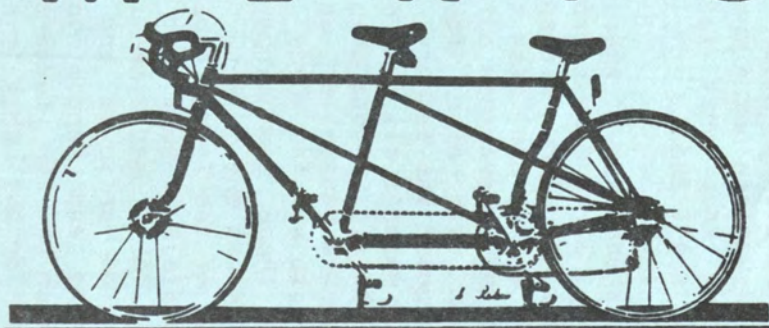
CALENDAR

\* TANDEM CLASSIFIEDS



Tandem Club of America  
c/o Mal & Jean Smith  
11010 Jamison Road  
East Aurora, NY 14052

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



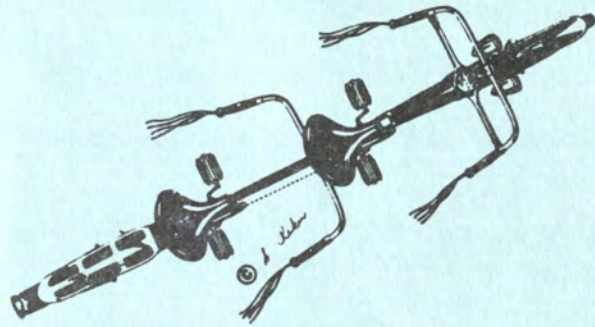
"An International Organization for Tandem Enthusiasts"



## Introducing the Tandem Club of America...

Perhaps you have heard of us. Maybe you were even a member in the past. But if you are not a member now, you may not know what today's Tandem Club is all about!

The Tandem Club of America (TCA) was founded in 1976 by a group of tandem enthusiasts who wished to share their enthusiasm with the uninitiated and to exchange bits of information with other tandem owners throughout the country. (Back then there weren't all that many tandems out there!). These original members created a newsletter, called DoubleTalk, to be the voice of the TCA. Since those beginnings, DoubleTalk has become one of the most visible signs of the Tandem Club of America. DoubleTalk is 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 also find out what is happening in the world of tandems through TCA's Tandem Events Calendar, published each issue in DoubleTalk. A Classified Ad section is included, too, to help sell that extra set of wheels or that tandem that doesn't fit this year's color scheme!



Through the years, the TCA has been instrumental in promoting rallies for owners of long bikes. From the original rally held in 1972, there are now four 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 across the country, just fill out the attached membership application blank, and you soon be receiving your own copy of DoubleTalk in your mailbox!



Hope to see you on the road!

Please fill out the application below and mail with a check for \$8.00 US  
(\$10.00 US for foreign memberships)  
payable to Tandem Club of America. Send it to  
Mal and Jean Smith, TCA Treasurers  
11010 Jamison Road  
East Aurora, NY 14052

### TCA MEMBERSHIP

Name(s) \_\_\_\_\_  
Address \_\_\_\_\_  
City & State \_\_\_\_\_ ZIP \_\_\_\_\_  
Tandem Make \_\_\_\_\_ Year \_\_\_\_\_  
Color \_\_\_\_\_ Size \_\_\_\_\_ X \_\_\_\_\_



NOV 28 1983

*Walt  
pls let me  
see when  
you've looked  
at. Thank you*

# DOUBLETALK

*Tandem Club of America*

NOVEMBER 1983

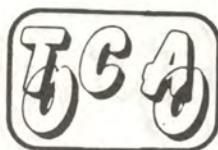
Doubletalk  
the bulletin of the  
Tandem Club of America  
Drew Knox, Editor  
705 W. 27th Street  
Wilmington, DE 19802

BULK RATE  
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Walter K. Ezell  
League of American Wheelmen  
P.O. Box 988  
Baltimore  
MD 21203

THIRD CLASS MAIL





Dear Doubletalk:

I've been waiting pretty goddamn patiently for this here September DOUBLETALK and would like to know where in hell my September issue is! Folks hereabouts have been askin' me, as I know most everything about tandems, "Where in hell is that September DOUBLETALK we've been waiting so patiently for?" Well, where is it?

Jake Nurds  
Backwater, Alabama

Dear Jake:

Unfortunately, your issue was inadvertantly sent to Backwater, Nicaragua. Here's how you can track it down. Bike south on Route 77 through Texas and Route 101 through Mexico. When you get to the Guatemala border, stop and ask directions. They'll tell you where to go. And thanks for writing!

March 21

Dear Doubletalk:

After 2 years as TCA members without having a tandem, our new Rodriguez arrived. The one-and-a-half year wait was worth it, as the bicycle is beautiful--it's truly state of the art, yet a very clean and efficient design. We really love her and now can say we're really TCA members.

We welcome all TCA members to say hello when they come to Seattle. We look forward to seeing some of you at GEAR WEST and will send some articles in once we get some miles under our behinds.

Sincerely,  
Bob & Louise Rogen  
916 N. 93  
Seattle, WA 98103

April 16

Dear Doubletalk:

We were excited to get our first issue of Doubletalk and are looking forward to more issues. Is it possible to get back issues? There's so little information available on tandems. We'd

© 1981, The New Yorker Magazine, Inc.



"Look where you're going!"

Submitted by  
Ashley & JoAnn Molk  
4216 E. 6th St.  
Long Beach, CA 90814

really appreciate it.

Anthony & Margie Klug  
5713 Elder Place  
Madison, WI 53705

Dear Anthony & Margie:

Some back issues we have in abundance, others are depleted down to our last piece. In the next Doubletalk we will publish an index of available issues and of all previous articles with a short synopsis, so you can pick and choose. Cost will be based on number of pages to be copied.

Dear Doubletalk:

At about the time of Tandem '80 in Princeton, N.J., Joseph Rogers 1775 S. 1300 E, Salt Lake City, Utah 84105 put out a questionnaire asking a lot of questions about tandems. I discussed this with him a little bit at a rally, but I never saw any results of the survey. Have these results ever been published? I think it would make a good subject for an article in Doubletalk.

David Bowen  
12 Indian Rock Rd.  
Warren, NJ 07060





Dear David:

Publishing the results of a tandem survey does sound like an appealing article. Someone should write that guy and see if he still has them.

Dear Doubletalk:

I also have a question for the answer man. I am having too much tire trouble. I am using Schwinn LeTour tires @ 85 psi and Cycle Pro tubes with presta valves. Riding is on country roads with lots of potholes. Total captain and stoker weight is 260 pounds.

David Bowen

Dear David:

Nothing wrong with the brand of tires and tubes. In fact, Schwinn LeTours are terrific. Peel off your tires and carefully file the ends of any spokes that might penetrate the tubes. Then wrap the rim with either 2 layers of adhesive tape or one layer tape and one rubber rim strip. Your flat tire problems will be resolved. By the way, the psi rating on tires indicates minimum not maximum tire pressure. The problem with underinflating-- below the suggested pounds per square inch rating-- is that the bead may not stay on the rim.

Dear Doubletalk:

(I found this in an old bottle left on the road, which proves we need more bottle deposit laws.)

The Perfect Tandem Team

I got tired of people asking, "Who does the most work?" "How do you know she's pedaling?" etc. etc. So I decided to find out who was doing the most work.

Taking the scientific approach we purchased and installed two micro calibrated electronic digital computers with two-tiered memory banks. The first was installed to measure the captain's effort and the second measured the stoker's effort.

The first measurement was made on cadence. The findings proved we were both going at the same cadence. Secondly, our miles per hour were

identical. Measurements for elapsed time, miles travelled, miles to go, distance to the next beer stop, potholes missed, potholes hit, and enjoyment per hour all proved to be identical.

The only item where there was a variable of significant difference proved to be in "flowers observed." The stoker had a definite and overwehing superiority in this category.

Significantly, in all other aspects, the findings proved we were the perfect tandem team.

"Dad, if you don't worry about who's doing the most work your hair won't turn gray."

The Unknown Biker

Dear Unknown:

Research like that will go a long way toward developing the much needed drilled-out water bottle.

Dear Doubletalk:

I have been appointed area rep for New Jersey. Is there anything I am supposed to do?

John Ruggini  
4 Victoria St.  
Roritan, N.J. 08861

Dear John:

Yes, after completing a grueling six-week TCA training course in the outback, area reps are required to tandem home in four days while their stoker rides facing backwards. Of course, many of our area reps already live in the outback, which is considered more "scenic" by tandem types.

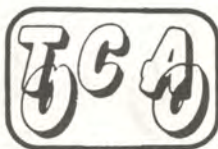
Area reps are asked to act as salespeople, generally drumming up memberships and articles and to field questions from local denizens and inquisitive novices within their area, like: "WHAT IS AN OUTBACK?"

The only other requirement is that area reps not fade away. Keep hacking and when you feel it's time to tandem off into the sunset, help find a replacement.

Dear Doubletalk:

My current project is to adopt the





rear of our lightweight tandem (a custom by Jim Bradford of Georgia) to accomodate my 4 year-old daughter. The project is complicated by the frame being a mens/mens with widely spaced twin laterals. These internal stays seem to prevent the accessory bottom brackets which clamp to the stoker seat tube.

Is there anyone out there who can offer advice on what has worked, before I reinvent the wheel?

Frank & Peggy Krygowski  
29 Ohio Ave.  
Poland, OH 44514

Dear Frank & Peggy:

Our local ombudsman and soothsayer, Bill Boston, says to try just about any BMX bottom bracket, which at 135 mm is wider than your average triple.

Dear Doubletalk:

I loved our first issue of Doubletalk and thought I would send some information about our tandem interests. My wife and I are both 37 years old. I am a bit heavy at 185 lbs and she is a trim, light stoker at 95 lbs. Since we have two children and I have a busy job, we don't actually tandem too much. Nevertheless, we consider ourselves tandem and bicycle enthusiasts.

There was a time when we tandemed every weekend, but now the rides come about every other week, or twice a month. Our rides are about 30-45 miles, generally on pretty flat terrain. I envy those people I read about who log thousands of miles on their tandems. Reading the month's long tours and about the people who ride a couple of times a week makes us enervated to do more riding.

Our longest tour has been a 3-day tandem adventure alone through the "Gold Mother Lode Country" in the Sierra foothills. We averaged 45 miles a day over moderately hilly country staying at beds-and-breakfasts along the way.

Our tandem is a 6-year old, 22/19 Schwinn Paramount mixte. Our moderate pace and relatively light riding have

presented no significant problems. We changed the cranks to an out-of-phase position and feel like the power flow is better and smoother.

The wheels are Campy high flange hubs and #58 Super Champion rims. The spokes are originals laced into 36 hole rims. No broken spokes so far, but I do retrue and tighten the wheels periodically and I recently superglued the nipples and tied and soldered the spokes.

Since my wife at 4'11" is eight inches shorter than me, we initially had cadence problems--I wanted to spin faster than she did. I thought her 170 mm cranks were too long, so I bought a set of 160 mm crankarms which helped the problem alot. Maybe I should have even bought 150 or 155 mm arms.

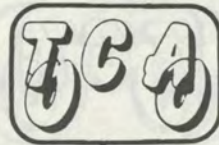
This leads to a problem. I would like to switch to a triple-chainwheel crossover drive. I don't like TA cranksets too well since the chainwheels are pretty soft and not as durable as Campy chainrings. Yet, while I want to go with Campy, I don't know if it is available with 160 mm rear cranks.

John and Naomi Rice  
3384 Sierra Oaks Dr  
Sacramento, CA 95825

Dear Rices:

We again defer to local mystic and bike guru, Boston: "As a preface, let me say that this type of Paramount has both chains on the same side, which is how John and Naomi were able to mount 160 mm cranks. For a person around 4'11", 155 mm cranks probably would be optimum. However, when you change to a crossover crankset you get new problems to replace the old, major one of the two chains jumping into each other. Unfortunately, for any crossover crankset 165 mm cranks are the shortest available. I've tried to convince TA in the past of the need for several lengths. We'll send this Doubletalk to some of the major TA suppliers to let them know we tandemists need shorter crossover cranks--even 160 mm would be an





improvement.

"A personal opinion: Campy isn't worth it! They aren't even available in 165 mm. (only 170 mm). Of course, TA has a much greater variety of chainwheels; they aren't twice as soft and they don't wear twice as fast. Campy does cost twice as much. You can also nearly double the life of TA chainrings on the drive side (the left side) by swapping the front and back, because the leading profile on the front is pulling while the back is being pulled, so you are only using half of the chainring."

[ED.] The softness of TA cranks, as far as flex is concerned, can be drastically reduced, as you will see shortly in Ray Torresdal's article. But if you absolutely must have a Campy triple crossover crankset, I suggest sending \$3.50 to GEARCHARTS, 38 Franklin Street, P.O. Box 114, Swedesboro, N.J. 08085 to find out how to make it work without alot of duplication.

Dear Doubletalk:

My wife and I want to join the Tandem Club of America; I've enclosed a check for \$8.00 for a Doubletalk subscription and any other information you have.

We have a 1970 Schwinn "Deluxe Tandem" which began life as a 68 lb.

5-speed with balloon tires. It is now a 55 lb 10-speed with alloy rims, racks, and cranks, plus water bottles, anatomical saddles, plastic fenders, and 14-38 tooth freewheel.

I feel compelled to bore everyone with the statistics of our freakish bike.

Keith & Deborah Ryder  
1010 N. Stoddard  
Wheaton, ILL 60187

Dear Keith & Deborah:  
So, bore more.

Dear Doubletalk:

I am a toolmaker by trade and have utilized some of my training to improve

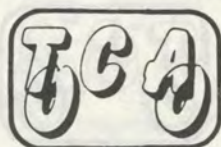
one of our most common tandem components--the TA crankset. A couple years ago, Bicycling carried an article on stiffening chainrings, but I thought their method didn't allow for interchangeability, so I created a procedure which will bolt TA chainrings together near the outer circumference. As a result, chainrings maintain interchangeability, while using standard parts, and they become so stiff you can't flex them with your bare hands.

This isn't a big project for those of you with access to equipment found in most any machine shop. Or if you've a friend in the trade, these instructions should be sufficient.

I made a drill fixture which locates from the standard bolt holes for joining the outer and middle (or inner) chainrings together. I drilled another bolt circle, with a diameter of 160 mm (6.300") with a letter 'J' drill through both chainrings. The inner chainring must be at least a 46 tooth. After drilling, I used a 13/32" flat-bottom drill to counterbore the inside of the small chainring about .075" deep. This will put the socket head TA nut deep enough that the chain will never hang up on it, should you be using a triple chainring setup. I then counterbored the inside of the outer chainring .030" deep with a 1/2" flat-bottom drill or end mill. This allows the use of standard TA double chainring bolts and spacers. When assembled, the hex-head bolt protrudes from the outside of the chainring. I did not counterbore the outside to preserve strength in the outer chainring and also to maintain the proper distance, so that the TA bolt will tighten up without bottoming out on itself.

When I first started doing this modification, I used an indexing chuck mounted on a bridgeport mill. With an expanding arbor in the chuck to grasp the center hole in the outer chainring, I indicated my center hole, moved to the TA holes and indicated one of them in line with the center holes, and then moved out 80 mm from the center. I then indexed my chuck to locate the holes.





After drilling the holes, I counterbored the inner chainring and disassembled to counterbore the outer chainring. The problem with such a setup was that I needed the chainrings bolted together, and indicating and lining up the center hole and one of the holes in the arm took too much time. This wasn't too big a job for doing my own chainrings, but since then I have done enough for friends to outfit most of the tandems in the Quad-Cities.

If you have any further questions, or if you would like me to drill your chainrings (price is approx. \$10), contact me at the following address:

Ray Torresdal  
5007 Warren  
Davenport, IA 52806  
phone 319-386-8512

Dear Ray:

As soon as the first snow falls, my TA's will be in the mail. Folks, Ray brought a set of stiffened TA's east with him last spring and it is amazing how much difference that extra set of bolts made! And a belated congratulations on the birth of a girl, Christine Clare.

Dear Doubletalk:

I would like to put a classified advertisement in DOUBLETALK for selling my tandem because of a breakup between captain and stoker. For Sale: Santana tandem 23.5" x 22.5". Sonoma, burgundy, used 2 seasons. \$2,000 or best offer. Bike located in MA. Write Gail Taylor, 103 Lime Street, Newburyport, MA 01950 or phone 617-462-6419.

Dear Ex-Sonoma Tandemer:

We hope the breakup between captain and stoker happened off the bike.

April 4

Dear Doubletalk:

I have just this evening mailed my check to the Smiths to become a member of TCA. My wife, Kris, and I are much excited by your group and by the bulletin DOUBLETALK. I work for "Two Wheel Travel" here in Richmond and a

co-worker is also a member. Bob Freeman's article in the March issue really impressed me. I saw almost everything he spoke of at the New York bicycle show and agree with many of his assessments.

Kris and I are now awaiting the arrival of our second tandem, a brand new Santana. Our current tandem is an old Phillips 3-speed with 40 hole Sturmey hubs, crossover cottered drive, and rod brakes. It's a fun machine to pedal on Sunday but not too great for lengthy outings.

Kris and I hope to contribute something soon.

Tandems away,  
Joe & Kris Kauffman  
3902-B Cary St. Rd.  
Richmond, VA 23221

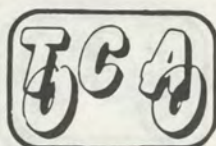
Dear Doubletalk:

Jean Mahaffey's appeal to other stokers for their solutions to the sore crotch problem leads me to write you about "The Bummer," an ad for which is enclosed. Her letter appeared in the August, '82 issue of DOUBLETALK.

We attend rallies of all types, and often we're the only tandem couple. Other women usually ask about my "Bummer" because most women are uncomfortable during long rides on a regular seat. For me, enjoyment decreases in direct proportion to pain. I've tried every type of seat made, I think, and the one I found most comfortable before "The Bummer" was the old-fashioned, short snout with springs which most bicycles had before biking became the passion it is now. I found the Avocet women's seat one of the worst, partly because of its hardness, but mainly because of its long snout.

I know that serious bikers believe that the harder the seat, the more power to the legs. But I found that more pain equals less power was the operative equation, and the unnecessarily long snout on modern seats increases the problem. The Bummer eliminates both of these discomforts by cradling the rear in a more natural position, and enabling





the stoker to concentrate on getting up that hill, enjoying the scenery, reading the map, and contemplating the pleasure of healthful exercise.

Barbara Levee  
4 Laurel Lane  
Wilton, Conn 06897



OUR BICYCLE SEAT IS A "BUMMER" BUT IT IS THE ULTIMATE

For the discerning person that wants the best. The most comfort per ounce that money can buy. Foam filled suede naugahyde seat, black aluminum alloy frame, with roller bearing pivots.

Now only ..... \$54.95\*  
\*Also available in chrome steel @ \$24.95  
or flat black @ \$19.95  
Add 10% Handling Charge

BUMMER SEAT 10, NEW HUDSON, MI 48165  
(313)437-2530

NEW  
ALLOY FRAME  
ROLLER BEARING PIVOTS

30 day money  
back trial  
period

We decided on a \$3.50 plastic bicycle bag rather than resolving the looming problem of what to do with a box at our destination. Ever try putting an eight-foot box in an airport storage locker? Or transporting an eighty-five pound crate to the luggage area? On a hot day that is enough to make you wish you had never thought of the project.

The airline bag is too short, so go to the hardware store and purchase a quantity of heavy duty plastic to match the bag. We cut the end and used an iron on a low setting to partially melt the plastic together.

Our other secret is light-weight packing material, like plastic air bubbles, to cushion derailleurs and other delicate stuff. You will need a pedal wrench and crescent or allen wrench for the seat post and rear handlebar. Here's the recommended drill:

1. Ride or walk bike to the luggage area;
2. Take off water bottles and accessories (although we left off rear panniers and handlebar bag);
3. Remove pedals;
4. Use protective material and duct tape for special padding on derailleurs and on polished aluminum surfaces;
5. Put modified bag on bike and tape the opening;
6. Be as charming as possible to the person in charge of handling luggage. Persuade him to treat your bike with kid gloves. Another tactic is to smile and give the man a few dollars. A tactic to avoid is chewing him out and threatening to report him to the president of the airlines;
7. Relax and enjoy the trip.
8. At your destination charm the luggage handler and give a generous tip. A few words in his native language helps.
9. When you get the bike, simply reverse these steps and you are on your way.

Our bike had absolutely no damage, while the whole process went quite smoothly. The most important thing is gentle treatment by the baggage handlers. If they are intent on

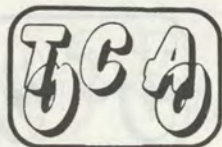
Dear Doubletalk:

In September, 1978, my wife and I took our Schwinn Paramount tandem to Europe. Since this is our one and only experience, I am reluctant to make sweeping generalizations, but we had excellent results by placing the bike in a plastic bag.

We first contacted the carrier to make sure they could accomodate our bike. Be sure to speak with a person who really knows [and get their name and, if possible, a written policy statement].

Now, the controversy--what is the best way to protect that beautiful bike from the ravages of gorilla luggage handlers? One approach is to use a rugged box and pad the bike so a direct nuclear hit would not scratch the paint. Another approach is to use a plastic bag. Obviously, in cases of real abuse, the box gives better protection, but even that is no guarantee the bike will escape undamaged.





destroying your pride and joy, you will need a high-strength steel box and four feet of padding. On the other hand, treat them like human beings and the chances are a six-ounce, transparent plastic wrapper will be all you need since most people do not want to hurt something beautiful.

Good luck!  
Bob & Diane Steele  
6461 Euclid Avenue  
Cincinnati, Ohio

Dear Bob & Diane:

Sounds like good advice, but we don't know about speaking a few words in the native's language. It's hard enough learning to twang like a Cincinnati let alone saying anything in Philadelphiaese without a wad of gum in your mouth. Yiz know wot we mean?

Dear Doubletalk:

Here is a short manuscript. I don't think I've ever seen anything on solo tandeming. About once a week in seasonable weather I take a blind person riding. She lives about four miles away so I do plenty of solo riding.

First off, your tandem needs to be in-phase with the pedals strapped together with bungee cords so the rear toe clips won't scrape the pavement. For me solo riding is easier than having my spouse or pre-teen daughter as stoker. Consequently, I go faster alone on level ground. And for hills, I have 18 speeds ranging from a 25 to 112 inch gear. To lighten the load you could also remove the rear seat post, seat, and bars. Then, voila: a super comfortable, long wheelbase, well-braked and well-g geared long distance tourer.

I'll admit it may appear eccentric to ride around on a 67-inch wheelbased tourer, but that exhibits the versatility of our long bikes. There is a final advantage involving oneupsmanship. A bikie bragging about the cost of his single is quickly silenced when you ride up on your tandem, which probably costs on the high side of two big ones. Seriously, try solo tandeming. You will

appreciate once again the tandem.

Paul Hill  
6331 William  
Omaha, NE 68106

Dear Paul:

That reminds us of the response from the masochistic fellow who was asked why he was rubbing his face in gravel. His reply: "Because it feels so good when you reply."

June 30

Dear Doubletalk:

I would like to have Shimano be included on your mailing list to receive the Tandem Newsletter "Doubletalk." If there is a subscription fee, please advise me of it.

Gary Marcus  
Assistant Manager,  
Marketing  
Shimano Sales Corporation

Dear Gary:

Funny you should write. We need a special part that fits inside the shifter barrel so we can mount a new set of Shimano bar-end shifters. But for some reason, local bike dealers are reluctant to even talk about a special order for small Shimano parts. They mutter something about Shimano components always changing and curse vaguely as they walk to another part of the shop. How can we purchase this small, innocuous part to make our spiffy, new, expensive shifters work?

Dear Doubletalk:

Forget it!

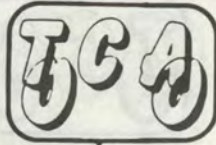
Dear Doubletalk:

Enclosed is a brief history of the Midwest Tandem Rally.

The first Midwest Tandem Rally was held over Labor Day Weekend in 1976 at Kokomo, Indiana, with the sponsorship of the Kokomo Wheelmen under the direction of tandemers Mont and Pam Williams. All MTR's since have been held on Labor Day weekends.

The sponsors patterned MTR after Tandem '75, which was billed as a





national tandem rally but actually drew mainly from the east coast, and was expected to attract about ten teams. Instead, 35 teams, representing eleven states, appeared for the rally including Karen and Dave Fry who rode in from Kansas City, MO., via tandem, a distance of nearly 500 miles. The rides were 28 miles on Saturday and either 60 or 96 miles on Sunday. At Sunday's banquet the formation of the Tandem Club of America was announced by Mont Williams and those present voted on Kenosha, Wisconsin, for MTR '77.

MTR '77 was coordinated by Tom Harrington of Kenosha with the help of the Kenosha Roadrunners. No further details are available as the coordinator couldn't be located.

Deborah and Stewart Prather coordinated the third MTR at Louisville with the help of the Louisville Wheelmen. 38 teams from 14 states were in attendance. Of note was an entry fee of \$10 which included a patch and refreshments. The ride mileage for Saturday, Sunday and Monday was: 30 or 45, 34 or 64, and 30. Veteran MTR'ers still reminisce about the river cruise and dance aboard the steam-powered, sternwheeler "The Belle of Louisville."

MTR '79 was headquartered in Springfield, Illinois and was coordinated by Deb and Dave Ringland of Chatham. 40 teams from thirteen states appeared to partake in the rides and also the tours of President Lincoln's home and tomb. Another trip went to Lake

commemorating a grasshopper.

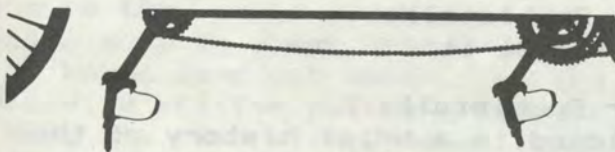
St. Charles, MO., was selected for the site of MTR '80 which was coordinated by Karolyn and Steve Reker. By now 46 teams were in attendance and the entry fee was \$16 for a picnic lunch and tickets for a play, "The True Story of Frankenstein, A Melodrama," aboard the Goldenrod Showboat at the St. Louis riverfront.

Leon and Avonelle Moss with the Des Moines Bicycle Club hosted MTR '81 at Des Moines. While attendance dropped to 18 teams, probably due to late distribution of registration materials, the patches are probably collectors' items by now. They noted Avonelle's 26-dozen home baked cookies and 24-gallons of lemonade and ice tea. The keynote speaker was John Karras, co-founder of RAGBRAI, who showed a movie and discussed the logistics of putting on a week-long bicycle event for 7,500 riders covering 500 miles from Missouri to Mississippi.

Coralville (Iowa City) was the site selected by the Quad City Bike Club of Davenport, Iowa, for MTR '82. It is the largest rally to date with 79 teams from eleven states. The entry fee remained at \$15 for one patch per team, refreshments and a door prize for each person who attended the Sunday evening banquet. Rides were 30; 50 or 70; and 10 or 28. However, the Labor Day rides were rained out for the second consecutive year. Perhaps the highlight of the weekend was Saturday's outing to the Amana colonies with time for sightseeing. Thanks for a team effort by Becky and Bruce Perry, Paula and Denny Peterson, Peg and Bill Langan, Cindy and Paul Scheibulhut and Don Davis.

Thus the trends have been established for date and ride lengths, but the highlight of each Midwest Tandem Rally is the opportunity to make new friends and to renew friendships made at previous MTR's because tandemers are special folks.

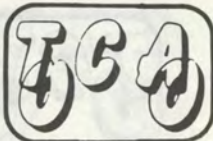
Sara and Doug Laird  
on behalf of  
The Twin Cities'  
Tandem Club



**MIDWEST TANDEM RALLY**  
**P.O. Box 22635 Minneapolis, MN**

Sangchris and the last covered bridge in Sangamon County. The entry fee grew to \$15 which included a Sunday banquet, Monday breakfast and a patch





August 6, 1982

Dear Doubletalk:

Here's the full story on SUPERACK, in the form of a story (wink, wink) for DOUBLETALK.

## Superack

The Absolute Last Word On Racks  
As Phil and Jini Caruso pointed out in the March ('82) issue, most rack designs for carrying tandems are "far from perfect." Bill Boston's postscript in May-June was also correct--carrying the tandem on its side is not good for either the tandem or the car.

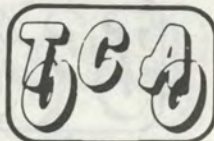
Two years ago I faced the same problems as the Carusos. I discovered

that there ain't no such thing as a rack designed to carry a tandem, so I decided to design one myself. No sooner was it on the car, than friends were asking me to build one for them. I figured I might as well go into business, and the result was Freeman Enterprises, makers of SUPERACK, "the ultimate bicycle rack."

SUPERACK is the ONLY roof rack on the commercial market designed specifically to carry tandems...safely, securely, and attractively. It can be mounted on the roof of almost any vehicle with structural rain gutters at least 34 inches. That's right...only 34 inches, which means almost anything from a VW bug to a Ford Van. (If you don't have rain gutters on your car, I can offer you a "gutterless roof adapter kit.")







Bikes ride on SUPERACK in an upright position, resting on the rear wheel and on the front forks. Front wheels can be stored in a trunk, hatchback, or on a Wheel Rack accessory from--you guessed it--Freeman Enterprises. I studied this aspect of the design very carefully (I was taking no chances with my precious Ritchey!). With the forks locked down securely on the axles I use, side forces and sway are distributed to the part of the frame designed to take them.

The carrier trays on SUPERACK will hold bikes of any wheelbase length up to 72". So you can carry singles as well as tandems on the same rack. I make two models: SUPERACK SENIOR for four bikes, and SUPERACK JUNIOR for two. The construction is of lightweight, weather-resistant aluminum and corrosion-resistant hardware strong enough to hold onto the beefiest tandem. I've served my time as a Mechanical Engineer in the aeronautics industry, and I used that knowledge in SUPERACK's design. I'll admit that, the first time I looked up through the sun roof and saw the results of the flex I designed into the rack, my heart was in my mouth! But the flex in the trays works perfectly. Instead of resisting motion and straining the bike frame, SUPERACK "goes with the flow."

## **FREEMAN ENTERPRISES**

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two projectors and a screen for slides and movies, including the QCBC's (Quad Cities Bicycle Club) "TOMRV Weekend." The evening was informal and relaxed with several discussions of tandem equipment, cycling tips, past tours, and some roller riding.

Sunday's ride featured the Amana Colonies. While the weather was not as perfect as on Saturday, it was very nice. Promptly at 8:15, 79 tandems eased out onto U.S.



Another point: SUPERACK attaches with clamps to the rain gutters. There are no suction cups or straps to mar the finish on the roof. I was especially concerned with this feature, to save the finish on my BMW 530i. I'm now busily adding dealers across the country. Check with your local bike shop if you want to order a SUPERACK through them. Or contact me directly. I'll send you information or answer your questions personally. I'm convinced that SUPERACK is really the last word on racks for tandems.

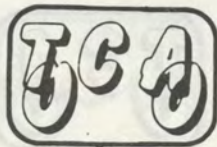
Barrie Freeman,  
President, Vice  
President,  
Secretary & Chief  
Janitor  
Freeman Industries, Inc.  
1224 Robbia Drive  
Sunnyvale, CA 94087

Dear Chief Janitor:

The gutterless roof adapter kit at \$25 sounds interesting. But if you charged those friends, busy scrambling for roof racks that intentionally sway, the full retail prices of \$240 for the 2 bike rack and \$310 for the 4 bike rack, then you must be biking alone. Maybe you could lower production costs by eliminating your advertising firm and writing us yourself.

Another point: for 25 cents and a S.A.S.E. DOUBLETALK will send complete plans for building Bill Boston's immaculate roof rack which costs only \$70 and will fit any car with rain gutters.





August 2, 1982

Dear Doubletalk:

I have enclosed the tandem section of THE BICYCLING BOOK in the hopes that it will facilitate a mention and/or review in your newsletter.

A note to Deirdre Goodwin [the publisher] stating your intention to review the book should be good for a free copy.

John Krausz

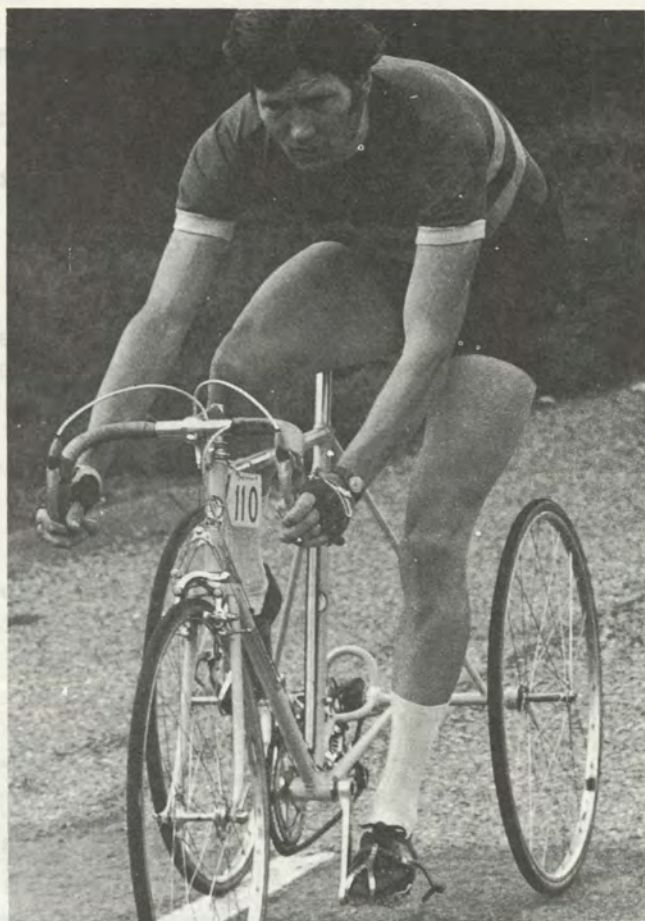
Dear John:

Sorry it took us so long to get around to reviewing your book, but our mamas always said, "If you can't say something nice, don't say anything at all." And it took us this long to think of something positive--whenever The Bicycling Book sits on our coffee table, we get fewer glass rings on our good wood.

The Bicycling Book, John Krausz and Vera Van der Reis Krausz, The Dial Press, 280 pps., \$11.95

One abysmal sentence in the cover sheet sets the tempo: "THE BICYCLING BOOK fascinates me..." James Fixx, author of The Complete Book of Running. Why is a runner quoted instead of a biker? Couldn't the Dial Press find a biker with as much sex appeal or name recognition as James Fixx? Say, someone like Bruce Jenner or O.J. Simpson? Or is it that only someone with absolutely no idea of which way a bike seat faces could find this book

Stan Spelling in Royal Navy 30 mile Time Trial in 1972 Courtesy Tricycle Association

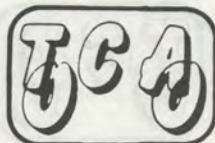


"fascinating?"

To ardent bikers, John Krausz and Vera van der Reis Krausz offer little of substance, but have accumulated a rather amazing conglomeration of ditties covering a seemingly endless list of bicycling-related phenomena. The sheer breadth of topics is remarkable: high wheelers, trikes, klunkers, effective cycling, off-road and winter cycling, bicycle polo, cycleball, artistic cycling, orthopedics, training, equipment, tricycles, unicycles, and, sadly, tandems.

My favorite article far and away was by Beryl Burton, the British racer who has won over eighty titles and seven world championships. Her style is disarmingly straightforward and unassuming. And for sheer writing ability, whether edited or not, Burton comes across in a very earnest British





flavor that intimately speaks of her success in competing against men, women and the clock.

My next favorite section contained three articles on tricycles, that made their uniqueness something to appreciate and enjoy. It made you want to go out and ride a trike. A tidbit from Dennis Donovan's article:

*"Why does anyone ride a trike? Logically, they shouldn't. The trike is heavier, more awkward to ride, and takes up more room on the road. It's awkward to park, too. I guess it's because of the challenge...Triking has its advantages in bad winter weather. You have three wheels on the ground at the same time, and you are therefore more stable. Indeed many cyclists in Britain switch over to three wheels when there is ice and snow about, and while their contemporaries visit hospitals for broken limbs, they stay mobile and accident free.*

*"Finally, there is one more advantage to those who like to say they have ridden every inch of the way. On a trike you never need to put your feet to the ground, not even for traffic lights!"*

Now for the bad news, because we are, after all, a tandem-oriented group. "Come Ride With Me" brings an enthusiasm that is tainted by mishaps that are passed along as information, like: "Suntour Cyclone long front derailleurs twist on the seat tube under the pressure of a five-hour Century" and "Schwinn LeTours will take 150 psi before seating evenly on the rim" and, worse, "B-72 saddles are very comfortable on the rear but seat wires will break when clamped on a Campy seat post." We could excuse these malfunctions described as common knowledge and pass them off as bad editing.

But not so for the main tandem article. When it comes to outdated and misguided appraisements of tandem handling and equipment, it's tough to top "The Tandem Story." Witness some of these gems: "...one should consider choosing a bike with an increased fork rake for stability if many touring miles

## THE BICYCLING BOOK

May 7, 1982 / \$11.95 pb  
(ISBN: 385-27666-4)

The ultimate guide to all aspects of the sport, THE BICYCLING BOOK contains articles by over 60 experts in the field and 400 illustrations. It concentrates on two areas: bicycle riding as a learned skill and bicycling from a bio-medical (sports medicine) point of view. It comprehensively presents information especially pertinent to women. John and Vera Krauz, veteran bicyclists have organized and designed a unique book for the beginner to the expert bicycle rider.

"THE BICYCLING BOOK fascinates me..."

—James Fixx, author of  
The Complete Book of Running

For further information contact:

Deirdre Goodwin  
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(212) 832-7300

are anticipated." What about wheelbase and head tube angle?

*"If the wheels are of marginal durability with spokes breaking at a nominal rate of one per hundred miles, the alternative is to tie and solder the wheels..."* However, according to Jobst Brandt in The Bicycle Wheel that's bullshit, "Precise measurements and computations show that there is no change in lateral or torsional stiffness or strength in small or large-flange wheels between tied and untied spokes. The extremely small movement at the spoke crossings that tying restrains does not cause changes that can be measured by a micrometer."

*"Try to buy small--big tandems are awkward and loose jointed."* Actually, the whole idea of spending all the extra dough to buy a custom-made tandem is to



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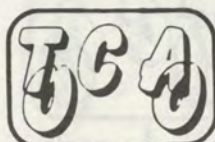
EDITED BY  
**John Krausz & Vera van der Reis Krausz**  
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# BUILD A CUSTOM TANDEM FRAME

## PART IV

by Rodney Moseman

In the last issue of *DOUBLETALK* we arrived at the moment of truth--actual construction of a frameset. A quick recapitulation to bring us up to date: we prepared the lugs and bottom bracket shells, set up the tubes in jigs and finally lit up the torch. Our



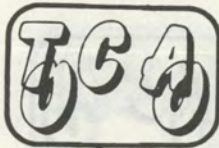
get one that fits. If you need a big tandem and it is delivered "loose jointed," then that is the time for tying and soldering--tying and soldering your frame builder.

There is more bad information, some really bad, about tandem brakes. "[When] Riding a twisting mountain road and trailing behind cars, it is possible to blow out tires if a few precautions are not followed...applying your brakes should be avoided." And later, "Once in the corner it is equally important to stay off the brakes because it upsets the balance of the machine in the corner and could lead to loss of control." And then in the summary we get this tidbit: "Maxicar, Exceltoo, Atom, Bridgestone, and Phil Wood all make hub brakes. The latter is overpriced and overrated, in my opinion."

Maybe, but did the author consider the obvious. If he worries about blowing tires by "applying the brakes" on a mountain descent or that braking in a corner "could lead to loss of control," then he is under-braked and could damn well use a Phil Wood disk brake or two.

The Bicycling Book is light entertainment but not "fascinating" enough for readers to want to run out and buy it, unless your name is Fixx. Our acid test was leaving The Bicycling Book on a coffee table in the midst of a crowd of picnicing riders. It got a few browsings, but no one really seemed interested enough to pore over it. On the other hand, someone must have poured over it because there weren't any spills on the coffee table.





description of soldering tubes together had proceeded from forming three assemblies of tubes and then, finally, assembly of the main frame section.

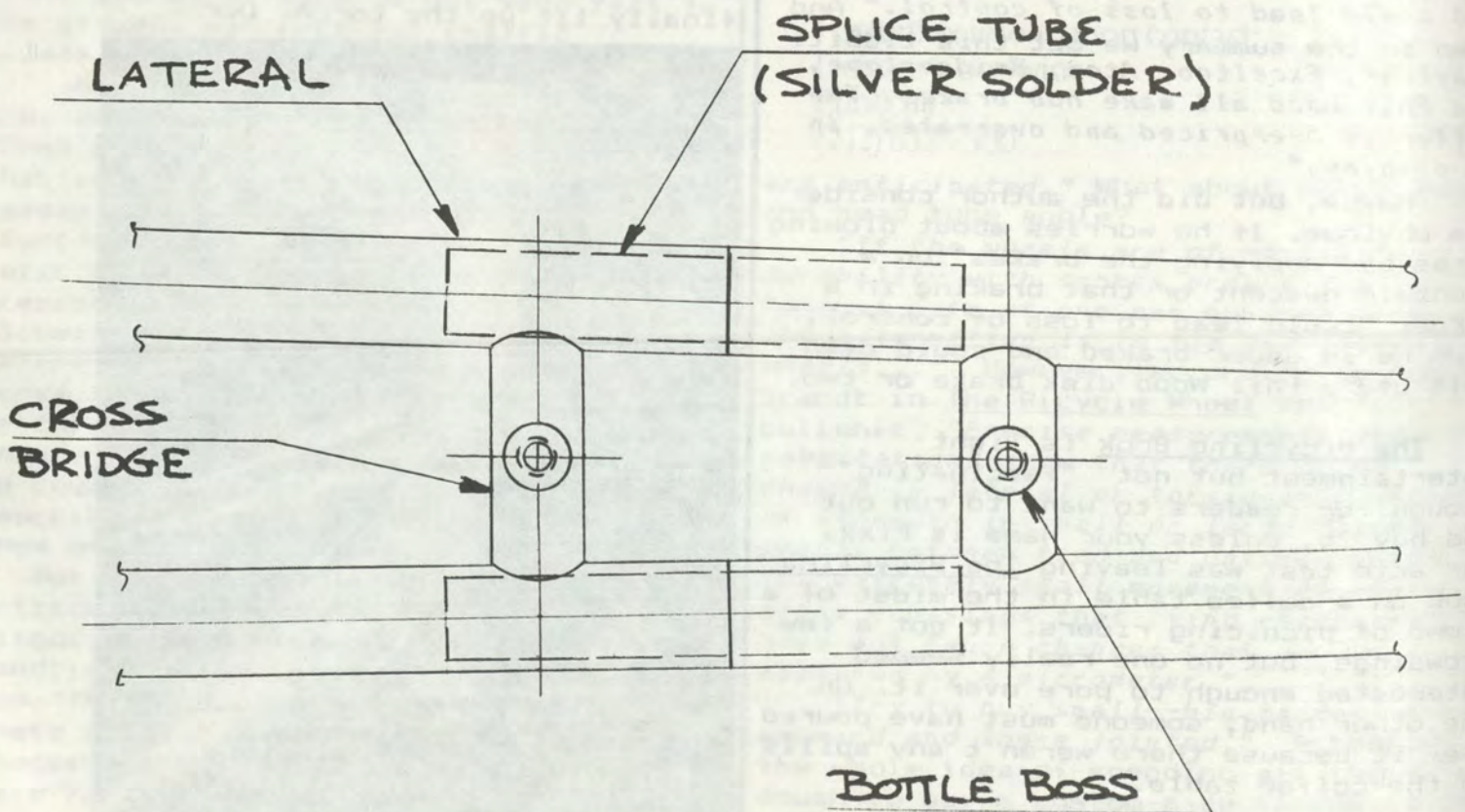
If everything is satisfactory after checking the alignment of each spot, complete the front seat tube/front and rear top tube joints and let cool. Next, silver solder the down tube/head tube joint and let cool. Follow this step with the front eccentric/down tube joint and let cool. Finally, the rear seat tube/bottom tube and rear bottom bracket shell. When all this is completed and cooled, clean the scale and polish each joint. Then concentrate on the rear triangle.

Since both top tubes and the seat stays are sealed when assembled, it is to your advantage to vent them. This relieves pressure differentials caused by heating the tubes and which can cause

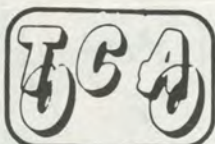
voids in the silver solder joints. Vent the top tubes into the front seat tube via small, drilled holes in the seat tube. Other sealed tubes, such as seat stays, fork blades and laterals should also be vented via small holes drilled in inconspicuous places in the tubes. Usually, one per tube is sufficient.

The rear triangle is the next phase of construction. Proceed by laying out the rear triangle to full scale on a large piece of cardboard in order to establish the angle between the seat and chain stays. Slot the stays to fit the dropouts and braze the dropout into the stays. Check the angles with your drawing as you proceed. At this time, a full-size layout is used to establish fork blade length. Slot the fork blades and braze the dropouts in place. Fit the steerer tube to the fork crown and silver solder this sub-assembly. Stow

FIG # 13







away this unit with the fork blades until later. Next, refer to pages 70 & 83 in the Talbot book for selecting style of stay end and seat cluster you wish to use. I chose a semi-wrapover stay for this frame. Fig. #7 shows the plate that caps the seat stay prior to trimming and forming in the assembly.

Trim the seat stay ends and miter the chainstay to the bottom bracket. At this point, have ready the rear wheel you are going to use. Let me emphasize the importance of the wheel being accurately dished and trued. If someone else builds your wheels, personally verify the accuracy of the dish. If you are not satisfied, request that any out-of-dish be corrected before accepting the wheel.

Trial-fit the rear triangle to the frame with the wheel in place. Adjust the dropouts so that the inner faces are as parallel as possible by trial bending and fitting. If you are now ready, flux the mating parts and assemble with the rear wheel in place. Check the alignment with the usual string. Check from dropout to dropout around the head tube (Fig. #8). Wire tourniquets are used to assist the alignment (Fig. #9). My experience is that a 1/16 inch washer between each dropout and axle will compensate for spring-back that usually occurs when the chain stay and brake bridge are added.

Light the torch and silver solder each chain stay to the rear bottom bracket separately. Allow each to cool individually. Next, do each seat stay to the rear seat tube/top tube lug cluster separately and allow to cool before removing the rear wheel. Now, clamp the rear bottom bracket in a vise and run your string check again. If some adjustment is required cold set with the rear wheel removed. When cold setting, maintain the allowance for the two 1/16" washers in the dropout width.

Miter the chainstay bridge and the brake bridge to the frame. Clamp the wheel in place, flux the bridges and silver solder in place.

Again remove the wheel and check the frame alignment. Cold set if necessary

and adjust the dropout width for the wheel if necessary. Clean up and polish the seat stay cluster and other joints. Now, refer to your drawings and determine what must be done to add the lateral braces to your frame. I have chosen to miter the laterals to the tubes with which they mate. You may choose to do the same, or you may want to attach it in a manner that is similar to the seat stay cluster.

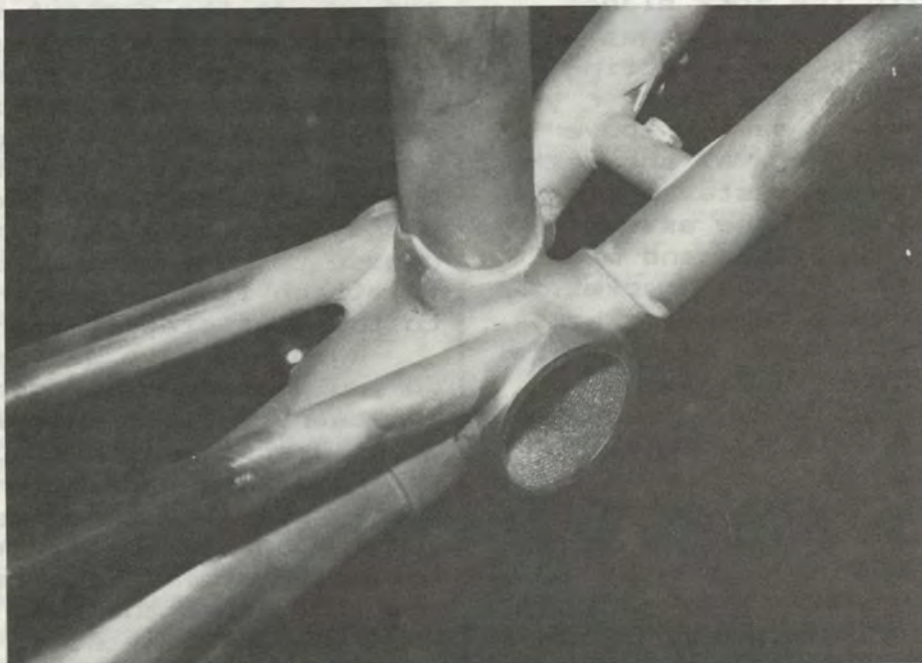
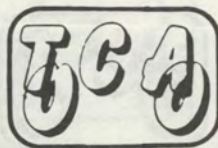
When you have decided how you will do your laterals, proceed with the necessary fitting and, finally, brazing. Cross-braces are then added between the laterals. When spaced properly, cross-braces can also serve as mounting points for the bottle bosses. You will note that the lateral is a larger diameter where it meets the seat stay, due to the taper of the seat stay. While this presents no functional problem, you may want to splice a seat stay to your lateral for a smoother appearance. The splice is made by fitting a section of tubing into the lateral and a seat tube. After they are joined together, they are fluxed and silver soldered. Place the splice approximately six inches forward of the rear seat tube; the cross-braces for the bottle bosses lie on either side of the splice for further reinforcement. Fig. #13

Clean up your work and polish to this point.

Putting on the little braze-on bits and pieces is the next step. To attach the necessary cable stops, guides, pump pegs and bottle bosses, you must know what you want and where it goes. Determine the controls you are going to use and who will operate them. Then determine the cable routing. Once this is decided you can proceed to silver solder the braze-ons in place.

After the cable stops and guides are in place, make a trial run of cable and casing to determine if the cable is running smoothly. The same applies to the pump peg and bottle bosses. In other words, attach the pump and bottle cages to see if they fit properly. If not, now is the time to make changes, not after you paint the frame. You may also want





to install a chain hanger on the right rear seat stay to allow you to rest the chain on a convenient place when removing the wheel to keep from scratching the chain stay with the chain.

I also like to personalize my frames by silver soldering a monogram "M" on the head tube. I fashion this piece from a scrap of head tubing with a jeweler's saw and Dremel tool. You may want to use your own initial or symbol. Silver soldering the braze-ons in place is a little tricky. You can hold them in place with a vise grips and piece of coat hanger wire or strip stock as shown in Figs. #10,11,12.

The cantilever brake bosses require that you install the rear wheel and locate the stud position and describe the location on the seat stay. I was able to locate two pieces of scrap hardware to fashion a stud holder along with a little help with some other tools to hold them for brazing (Fig. #13). I am sure by now you will be able to devise a similar means of holding the cantilever studs in place.

The fork blades with attached dropouts and the fork crown with attached steerer tube are the final assembly we need to construct. Trim the blades to an equal length and check that

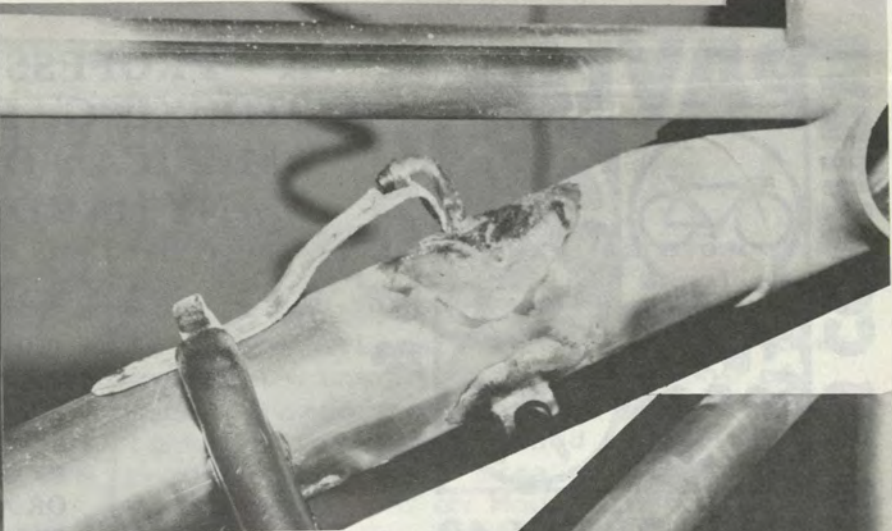
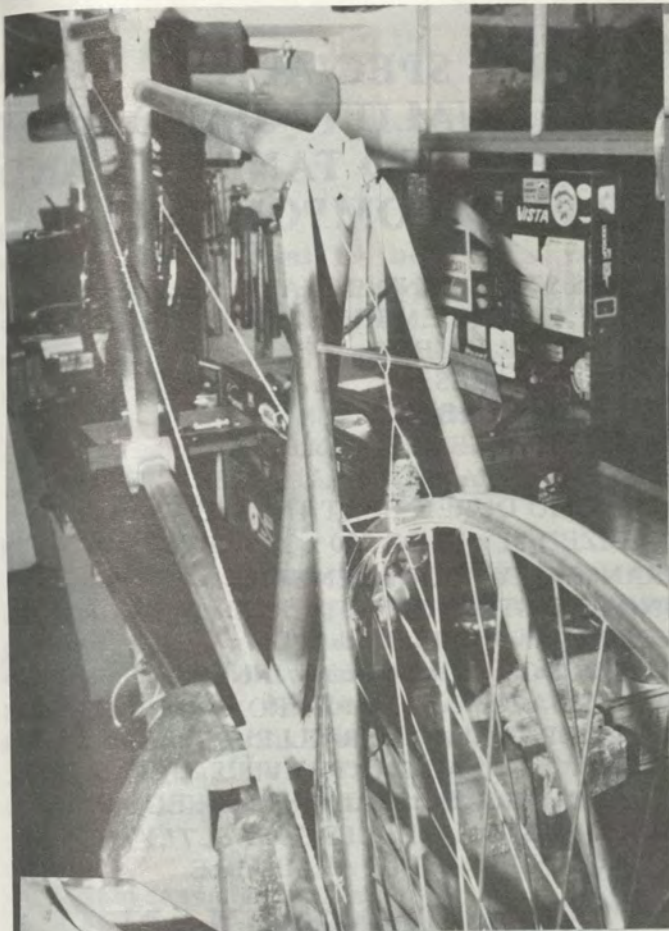
length with your full size drawing. The blades are fluxed and assembled into the fork crown. Again, a properly dished wheel can be used to construct the fork in the same manner as the construction of the rear triangle. I have built a fork in this manner but do not feel comfortable about this method, even though my results were in proper alignment and accurate. I believe the wooden jig illustrated in Talbot's book on page 67 offers a much more reliable means of achieving a properly aligned fork.

Slot the seat lugs with a pair of sawblades placed together in a hacksaw. Take the frame to your local bicycle shop or framebuilder and have the head tube faced or reamed for the headset and also have the rear bottom bracket threads cleaned and the shell ends faced. The dropouts will also have to be adjusted so they are parallel and the derailleur tab aligned.

I cannot stress enough the need to think through this project and the importance of patience and pacing yourself. The end result can be a tandem that you can be proud of.

In the next issue we conclude our series with instructions on painting your frameset.

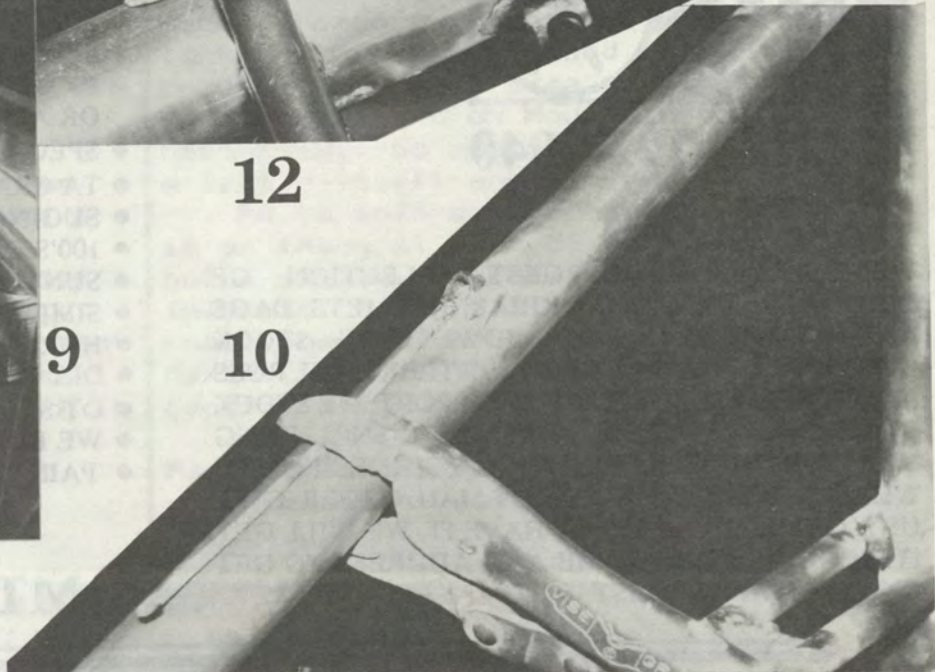




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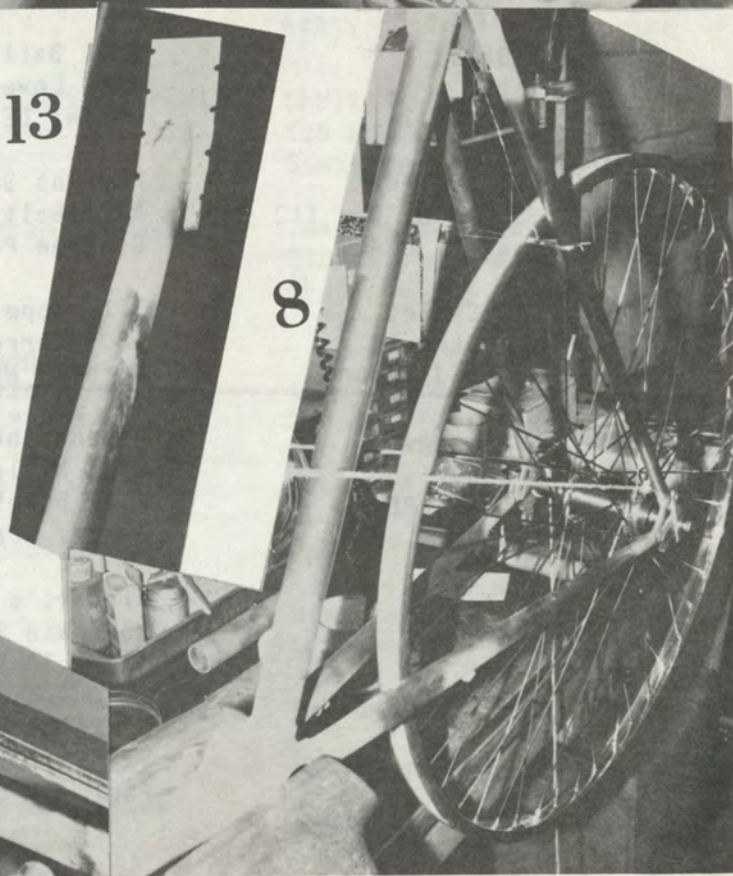


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 Angola, NY 14006

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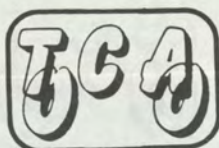
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 Dallas, TX 75205

Rodney Moseman  
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 P.O. Box 362  
 Lititz, PA 17543

Bock Custom Cycles  
 929 North 4th St.  
 Ames, IA 50010

Romic Cycle Co.  
 4434 Steffani Lane  
 Houston, TX 77041





Dear Doubletalk:

We are interested in buying a tandem. We would like to know if you could send us the names of builders, info on frames, parts, sizing, and maximum and minimum wait on delivery.

Mark Koch  
202 Fowler St., Suite 1  
West Lafayette, IN 47906

Dear Mark:

Here's our mailing list of tandem framebuilders who have been receiving a gratis copy of Doubletalk. If any readers wish to add their framebuilder's name, send it to the club secretary, Peter Hutchison. We think it in our best interest to incorporate framebuilders into our news and information network in

the hope they in turn let prospective and veteran tandemers know about us. Several builders have been quite active in Doubletalk: witness the complicated and time-consuming contributions of Rodney Moseman; also Bill Boston as a technical reference, and Bill Bailey in production and as area rep. Also, look for information on Mountain bikes in our next issue. So you can see, if you give a little it all comes back.

As to info on frames and parts, that is an integral part of each Doubletalk, but a single comprehensive source of information is still pretty far down the road. The tandem showdown slated for March in BICYCLING should be a good general information/introduction piece.

Sizing is another book altogether. Maximum and minimum wait for delivery is your research--and what you'll believe.

Stevenson Bicycles  
474 Cleveland Ave.  
Tumwater, WA 98501

Klein Bicycle Corporation  
207 B South Prairie Road  
Chehalis, WA 98532

William Sampson  
c/o Cusom Cycles  
38521 Ocean Ridge Road  
Gualala, Ca 95445

Ray Glover Bicycles  
860 1/2 11th St.  
Arcata, CA 95521

Elk Grove Bike America  
9032 Elk Grove Blvd.  
Elk Grove, CA 95624

W J L Frames  
1203 Broadway  
Chico, CA 95926

Merz Manufacturing  
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Portland, OR 97210

Bruce Gordon Cycles  
1070 West 2nd Street  
Eugene, OR 97402

R & E Cycle Repair  
5627 University Way NE  
Seattle, WA 98105

Forrest-Willins Custom Bicycle  
144 W. 10th St. P.O. Box 3124  
Durango, CO 81301

Della Santa Bicycles & Frames  
P.O. Box 6771  
Reno, NV 89513

Medici Biycle Company  
3238 Union Pacific Avenue  
Los Angeles, CA 90023

Sweetheart Cycle  
P.O. Box 20057  
Long Beach, CA 90802

Santana Cycles  
488 W. 1st St.  
P.O. Box 1205  
Claremont, CA 91711

McAuley Manufacturing  
2150 East Ardenwood Avenue  
Simi Valley, CA 93063

Bill Davidson Cycles  
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Kent, WA 98031

Chris Pauley Frame Design  
528 North Milpas Str. #111  
Santa Barbara, CA 93103

Tom Ritchey Custom Frames  
2005 Skyline Blvd.  
Woodside, Ca 94062

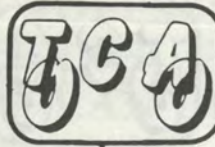
The Cove Bike Shop  
1 Blackfield Drive  
Tiburon, CA 94920

Mountain Bikes  
P.O. Box 405  
Fairfax, CA 94930

Jeff Lyon  
Lyonsport Cycles  
335 E. Taylor  
San Jose, CA 95112

Caylor Frames  
709 East Roseburg Avenue  
Modesto, CA 95350





Dear Doubletalk:

Please print these corrections in the next issue of Doubletalk: the tandems pictured in the article "Ah, Those Were The Days" were all built in 1896. The word "brazed" referring to frame structure should have read "braced."

A reprint of Bicycles and Tricycles by Archibald Sharp first printed in 1896, is now available with all the original illustrations for \$8.95 from The MIT Press, Massachusetts Institute of Technology, Cambridge, Mass 02142.

S. Reker  
1636 Christy Court  
St. Charles, MO 63301

Dear Doubletalk:

The International Bridge from Sault Ste. Marie, Canada to Sault Ste. Marie [pronounced Soo Saint Marie], Michigan gives bikers a beautiful view of the canals and the St. Mary's rapids connecting lake Superior to the lower Great lakes. Crossing it was the "high" point of our tandem trip in the north country this past summer.

We bombed down from the 175 foot high structure and braked hard to stop at U.S. Customs. We have always been impressed with the perceptive and insightful interrogation of Customs Officers. They ask questions which appear innocent, but which ferret out all sorts of nasty people trying to enter our country.

As we rode up, the officer eyed our Santana and asked the male member, "Does she do her part?" Only fear of becoming a woman without a country prevented a very terse response from the female. "We share 50/50," the male responded. "She pedaled the first half of the bridge and I pedaled the last."

Outwitted, the officer grunted and asked, "Where were you born?" We passed the test and regained our native soil.

Can some TCA member help us find a funny, sarcastic, short and contra-sexist retort for those who make snide

remarks? We will report the best (and worst) responses to DOUBLETALK.

Oneida & Lee Kreider  
2033 Knollwood Dr.  
Findlay, OH 45840

Dear Oneida & Lee:

Here's a funny, sarcastic, short and contra-sexist remark to hold you over until those sharp Doubletalkers load you up. The next time a customs officer asks, "Where were you born?" reply "Originally?"

Dear Doubletalk:

As a regular reader of DOUBLETALK I want to suggest a future TCA article.

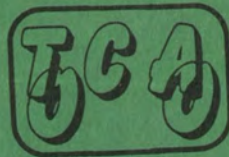
The tandem bicycle is a means to provide "accessible biking" for the blind and visually impaired. In order to broaden the awareness of this special use of the bicycle-built-for-two, how about a feature on low-vision tandem riders?

Larry Harper  
111 S.W. Harrison ST [7-A]  
Portland, OR 97201

Dear Larry:

Sounds great! We live to have our awareness broadened. Readers, if you have any involvement in this unique aspect of tandeming, please drop Larry a note so he can put together a piece for us.





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