

# DOUBLETALK

*Tandem Club of America*

March 1983

Doubletalk  
the bulletin of the  
Tandem Club of America  
Drew Knox, Editor  
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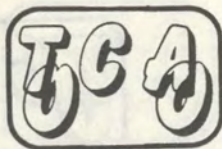
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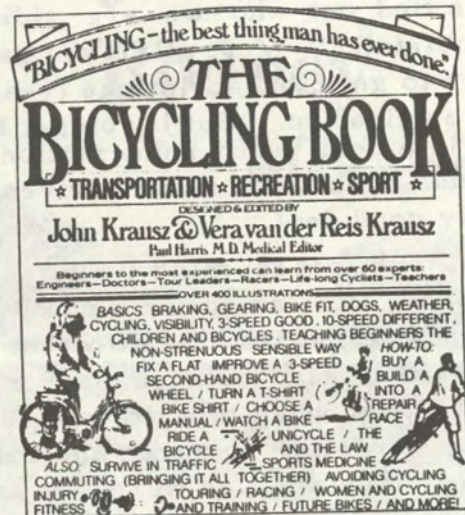
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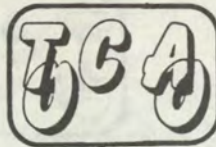
"This may be the best book ever on the subject."  
-LIBRARY JOURNAL

### Book Review:

*The Bicycling Book*  
by John Krausz &  
Vera van der Reis Krausz

*"Shovelin' Coal"*  
with Tony Pranses

- \* A visit with Jack Taylor
- \* A Tale of Two Wheels
- \* An exciting history of tandems
- \* Details on the Midwest and Eastern Tandem Rallies
- \* Plus a continuation of Rodney Moseman's frame building series
- \* Technical tips from Ray Blum and Bill Boston
- \* The conclusion of "Grand Canyon to Mexico" and, of course, a mailbag of goodies from from you!



## Another Pen Warmed Up In Hell

Let's find out who we are riding with in "Doubletalk." Most all of you paid eight bucks to get 5 subscriptions (yearly) of this publication. But if you get less than that in a year, your subscription continues until your fifth issue arrives. A pretty good deal.

With that in mind I published in my first issue as editor a publication schedule to get you five different "Doubletalks" in a year. The purpose was to let you know when to write and get articles to me--not when to curse and call me names. The articles were few and far between. I must assume that either you all weren't writing enough or else my postman bears me a specific grudge.

Believe me I know most of you would prefer a visit to the dentist rather than penning an article. Personally, I'd rather be working on a new calligraphy course. Most of you figure you are riders not writers; but if Kay and Rudy Van Renterghem can take the time to send 3 articles (2 they wrote and one clipped from the paper), then all of you can. Kay and Rudy have logged over 38,000 miles on their Assenmacher (which Rudy says has broken it in just right) in just under six years.

For two editions, including this one, I mailed over 50 requests to our members asking (pleading pathetically, really) for some few scraps. When those orts of tandem tidbits failed to arrive, I twisted arms of wife and friends (now many of them ex-friends) until I had sufficient material for a newsletter. I'm running out of wives and friends.

SCHEME II--I wrote to the area representatives (some were replaced as they could not be contacted) asking them to coax, wheedle, whine, and strangle by the throat if necessary two articles from folks in their area for each issue. Please help them--and all of us--by writing.

My policy has been to try turning out a top-quality newsletter, so I hold the material until there is a sufficient quantity to put together an issue. Modestly, the Mozeman and Boston articles in this issue are a cut above the pablum you find in Bicycling and American Wheelman. But it takes a lot of work to cull these articles, and if I'm going to spend that much time on the beat I'm going to try and sell this stuff.

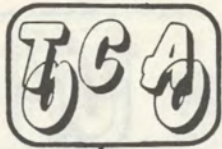
I promise that the next five editions will be on schedule. If there is anything between the covers depends on you! And now, back to my calligraphy.

Mailing Date	To Printer	To Editor
March 1	Feb 15	Feb 1
May 1	April 15	April 1
July 1	June 15	June 1
Sept 1	Aug 15	Aug 1
Nov 1	Oct 15	Oct 1

*Drew Knox*

## Important!!

The mysterious numeral appearing on your mailing label indicates the number of issues of Doubletalk remaining in your subscription.



# Build Your Own Tandem

PREFACE--In this series of articles I will try to describe the process of designing and constructing a tandem frameset. Since 1976 I have built over fifteen tandems and assisted several beginners in building theirs. Throughout those years I have felt a deep satisfaction upon completion of each frameset and have shared a similar joy of accomplishment helping others.

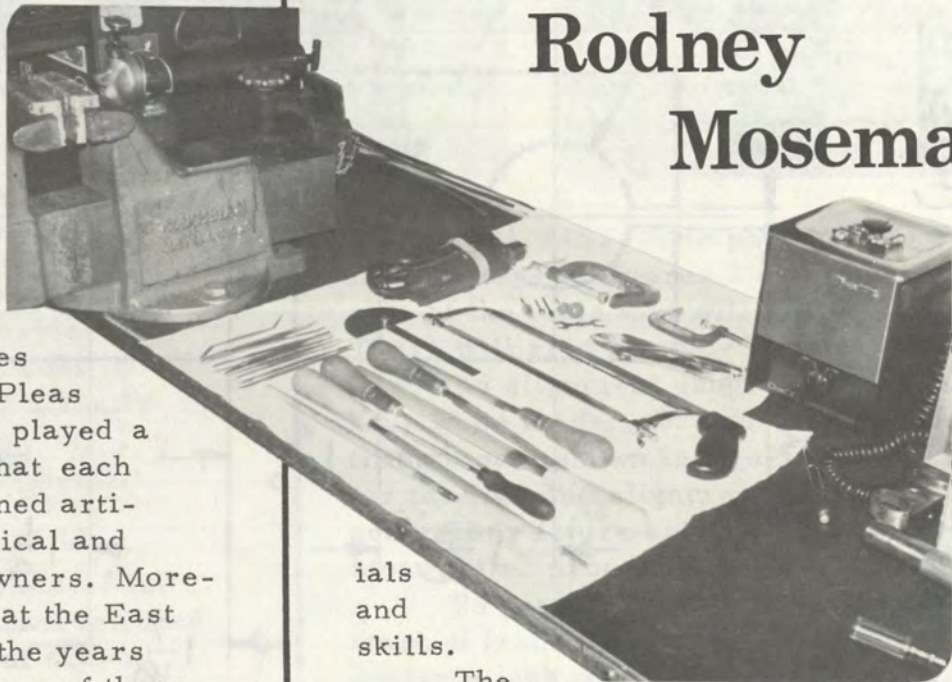


Figure 2

The idea for this series was a long time in coming. Pleas for articles from this editor played a big part. Also, it seemed that each issue of "Doubletalk" contained articles pointing out the mechanical and inventive skills of tandem owners. Moreover, meeting many of you at the East Coast Tandem Rallies over the years has reinforced my impressions of those skills. I believe many of you would eagerly tackle this type of project if some guidelines were laid out directing prospective builders on how to obtain mater-

by  
**Rodney  
Moseman**

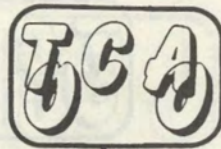
ials  
and  
skills.

The  
final inspiration  
for this series came at last year's  
New York bicycle show when the Haden  
Co. of England showcased a prototype

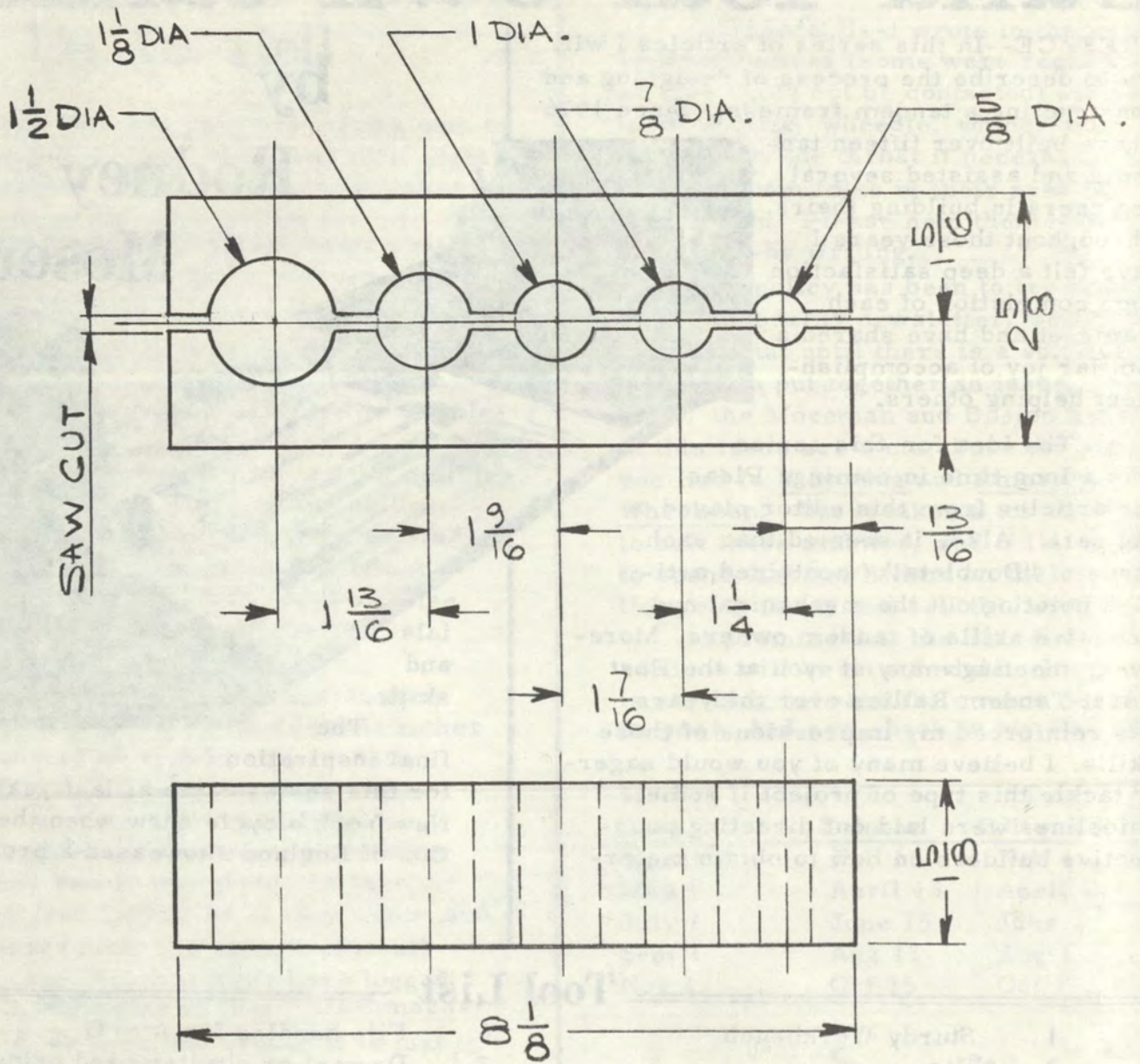
## Tool List

- |                                |   |
|--------------------------------|---|
| 1. Sturdy Workbench            | 6. File handles for A to G  |
| 2. Vise                        | 7. Dremel or similar hand grinder with assorted burrs & abrasives |
| 3. Soft Jaws for vise          | 8. Oxygen/acetylene torch or Equiv.                               |
| 4. Hacksaw with 32T blade      | 9. Adjustable protractor  |
| 5. Files                       | 10. Vise Grips  |
| a.) 6" round bastard cut       | 11. "C" clamps  |
| b.) 6" half round second cut   | 12. 1/4" electric drill   |
| c.) 10" half round bastard cut | 13. drill bits (1/16 to 1/4 set)                                  |
| d.) 6" round bastard cut       |   |
| e.) 6" round second cut        |   |
| f.) 10" round bastard cut      |   |
| g.) 10" round second cut       |   |
| h.) raffle set                 |   |

figure 1



FILING BLOCK - MAKE FROM  
2x3 LUMBER SCRAP (FIG. 3)

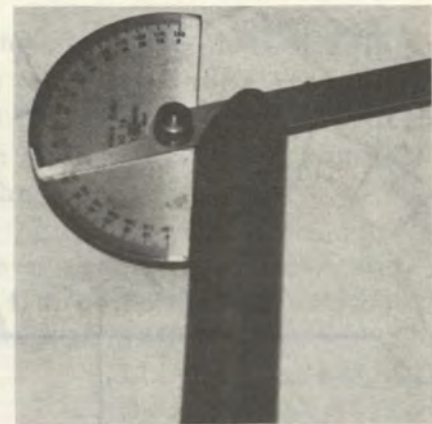
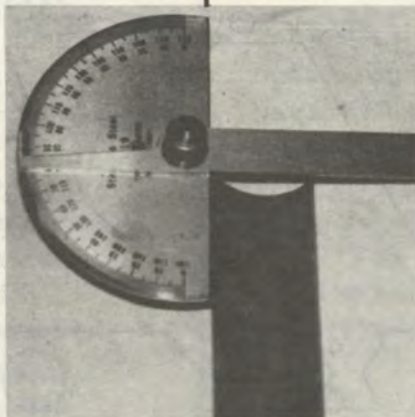


lugset for tandems. Because a lugged frame is much simpler to construct than a lugless one, I selected this style to illustrate in this series. Later, toward the end of these writings, I will do a piece on lugless construction. At this time I am awaiting shipment of a Haden lugset, so I hope to have them in hand to be able to advise you of their cost and availability in the next issue.

In the meantime, we begin the groundwork of obtaining tools and learning detailed information.

TO BUILD A TANDEM you can be proud of requires a great deal of skill, patience, and perseverance. So do not be put off by learning skills in areas in which you are probably unfamiliar. You can do it! And there is help out

Figures 4, 5, 6



there. To start I recommend Richard P. Talbot's book entitled Designing and Building Your Own Frameset, as one of the best I have read. Consider it a must for this project. The cost is \$18.00 and you can order it directly by writing: The Manet Guild, 310 Franklin Street, Dept. 535 (N-82), Boston, MA. 02110.

PRACTICE, practice, practice...but how to start? If you are unaccustomed to using a torch, many local school systems offer evening classes in oxygen acetylene welding. While this can be an excellent place to gain hands-on experience, I suggest you discuss with the instructor the areas in which you are mainly interested--specifically, brazing and silver soldering.

Metal working skills can also be obtained at evening classes. A machine shop course would be of value, but with limitations. Since we will be using hand tools, such as a hacksaw and files, I feel that with a little practice at home you can gain the "feel" that is necessary for this work.

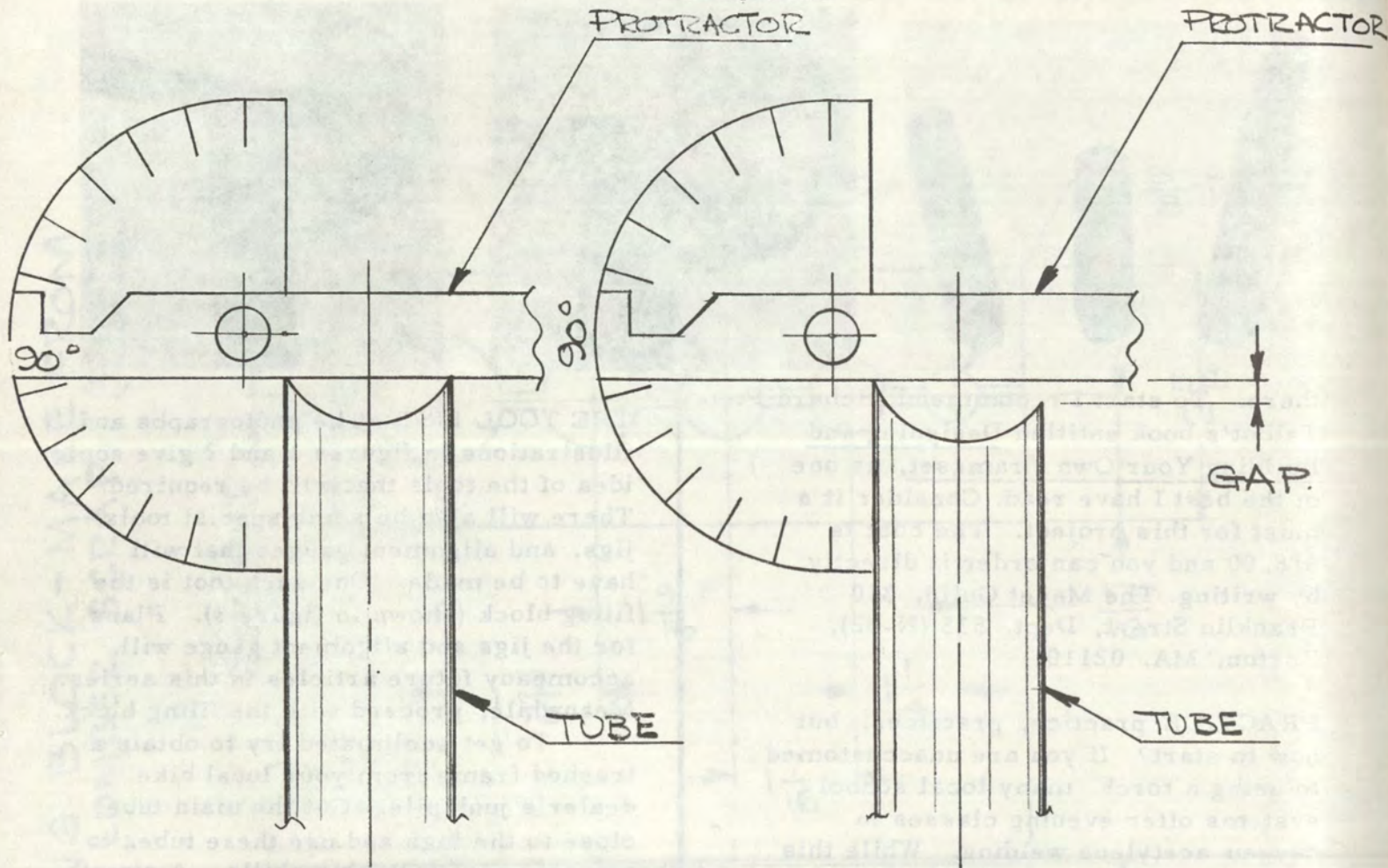
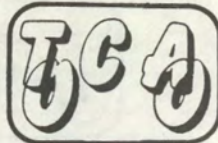
There also may be a framebuilder in your area who is willing to assist you. Keep in mind that time he spends with you is part of his livelihood and some form of compensation would be in order.

THE TOOL LIST--The photographs and illustrations in figures 1 and 2 give some idea of the tools that will be required. There will also be some special tools, jigs, and alignment gauges that will have to be made. One such tool is the filing block (shown in figure 3). Plans for the jigs and alignment gauge will accompany future articles in this series. Meanwhile, proceed with the filing block.

To get acclimated try to obtain a trashed frame from your local bike dealer's junk pile. Cut the main tubes close to the lugs and use these tubes to practice your mitering skills. A simple exercise is to cut the salvaged frame tubes into six inch lengths and practice filing miter joints so that the end of one tube joins another tube at an angle of  $90^{\circ}$ ,  $73^{\circ}$ , or  $60^{\circ}$ . The photograph (fig. 4) shows the steps for mitering a tube.

From left to right, we see the tube-end as cut; in the center, the end of the tube is rough-shaped by taking cuts with a hacksaw to eliminate excessive filing; on the right, the tube is filed to conform to the shape of the tube that will butt against it. The photos in figures 5 and 6 show the mitered end being checked with a protractor. It is necessary for the miter to be the correct angle, as well as centered on the tube. The sketch (fig 7) illustrates a centered and off-center miter.

FIG. 7



MITER ON CENTER

MITER OFF CENTER

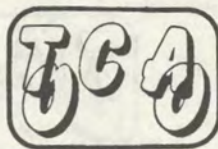
After trying several miters, you may start to feel a little cocky about how simple it is to master a single-end miter. The fun part is to miter the other end so that the center line dimension between adjoining tubes is correct and the miters are parallel or perpendicular depending upon the function of that tube. So now you can try mitering the other ends and, to make these exercise even more interesting, do the second end-miter to a predetermined dimension, similar to the type of miters found on both ends of a top tube.

In the next article I will deal with frame design, materials we will be using and, as mentioned earlier, the alignment fixture and jigs. The first project for your tandem frameset will be constructing a rear handlebar stem.

So until next issue, have patience, research the project by reading all you can in the suggested book, and any other pertinent books and magazines.

Rodney Moseman  
c/o Bicycle World  
747 S. Broad St.  
P.O. Box 362  
Lititz, PA 17543





## Save That Clincher

A particular advantage of clincher tires over sew-ups is the ease of repair. Also, it is not necessary to carry a spare tire. Even a badly gashed casing can be quickly and dependably repaired by proper insertion of a small piece of thin, light canvas (or other sturdy, non-stretch material), while the inner tube can readily be patched or replaced. Many tires have been discarded that could have been saved by the following procedure.

The canvas method of repair, when properly done, is much more effective than the complex surgery of booting the inside of a tubular, and is an expedient well-known to those people long experienced with high pressure clincher tires. A small strip of canvas, say 1 1/2" wide by about 4" long (or pre-cut length to suit the tire) is inserted transversely inside the casing and snug against it, with ends projecting outside of the rim. When the tire is inflated, the canvas is tightly locked in place by the bead and provides full support for the inner tube, preventing any bulging or stress on the damaged casing. In fact, particular care must be taken that the canvas be snug against the casing and not short-cutting, or else there will be a low spot at that point on the tire when inflated and ready to ride. Any excess projection of canvas beyond the rim may be trimmed off when satisfied that the support has been suitably positioned.

The road repair cited above should suffice until it is convenient to make it more permanent, namely cementing the insert in place.

Why is this scheme different than other methods of patching or booting the casing? Generally, other methods do not take all the pressure off the casing in the damaged area. Bulges develop that shorten the life of the tire.

Carrying a suitable insert with your spare tube is good insurance against road hazards, and it is a good idea to practice this insertion ahead of time so you will be ready when the need arises.

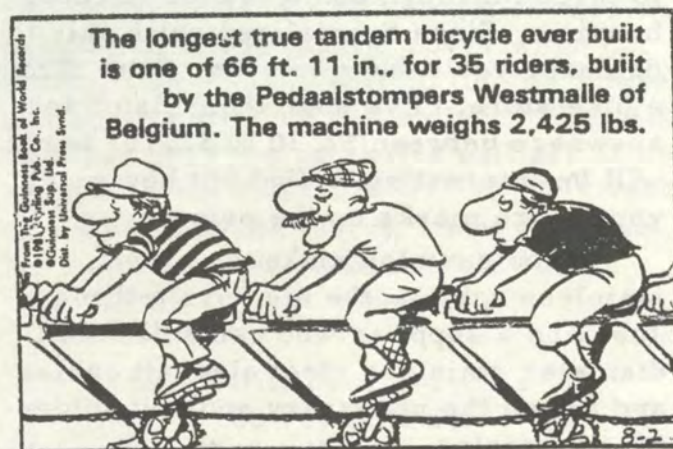
For more specifics of tires and wheels and a list of reference articles, send 40¢ stamps to RAY Blum  
11100 Pangborn Ave.  
Downey, CA 90241

OF SPECIAL INTEREST - -  
Several inquiries have come about transporting tandems by airlines and especially overseas. Let's hear about how you accomplished these metal-scraping feats, successfully or otherwise.

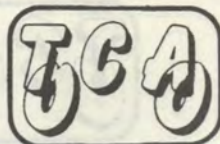
## four sail

1 982 midnight blue Santana tandem.  
23 1/2 x 20 1/2. Contact Joe Wright,  
13527 137th St. W, Taylor Rdg, IL,  
61284 (Phone 309-764-6959)

## according to GUINNESS



from the Toronto Tandem Co-op



## Quick Cable Notes

If you really want the last word in well equipped tandems, outfit your bike with stainless steel cables. They look marvelous when you install them and they'll look just as good a month or a year later. Since they never rust, you can say goodbye to cable binding, even if you neglect to lubricate them.

Two sources are Hi-E Engineering, Inc. at 1247 School Lane in Nashville, Tenn., 37217 (phone 615-361-1312) and Specialized Bicycle Components in San Jose, California.

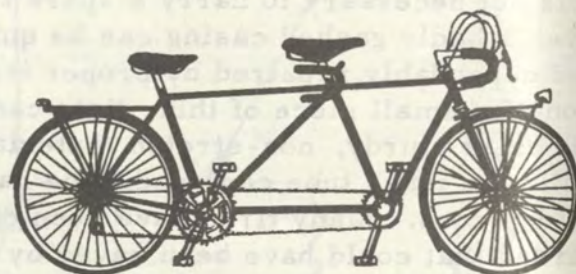
The Hi-E cables are better looking, 1/16th of an inch (1.59mm) in diameter and very shiny. They cost 1.75 cents an inch, plus \$1.05 for an end. That means a 110 inch rear derailleur cable costs \$2.98 plus postage. Hi-E will also sell you a set of four stainless steel cables for your single for \$7, also add postage.

Specialized cables, although less shiny, seem to be braided with coarser wire. Gear cables are about the same thickness as above, but brake cables-- at about 2.0 mm--are so beefy that your brake fittings may have to be drilled out to use them. What's more, they are hard to thread through some brands of cable housing. Since Specialized sells only to dealers, you'll have to order them through a bike store. I've seen them listed for anywhere between \$2.30 to \$2.75, but it will be interesting to find out how much your store marks up the price.

You can also make your own stainless cables, the big boys tell me. Just find a supplier who can sell small diameter stainless steel aircraft cables and attach the necessary ends by soldering or brazing.

Jim & Anne Reynolds  
405 Oradell Avenue  
Oradell, NJ 07649

Harv and Les Hopkins  
Box 1241  
Aspen, Co. 81612

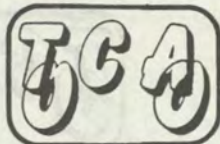


We hear from Harv and Les that they have just finished their first season on a new "Rodriguez" touring and camping along the spectacular countryside. They expect to return home to Massachusetts for Tandem '83 for riding and showing off baby Hopkins. Harv and Les, please refer to "The Rides of John and Amy."

The drawing is by Leslie, a painter and graphic artist.

## Put Saddle Sores Behind You

The first thing to do is go out and buy a brand new Brooks Pro saddle! And when the salesman asks if you want Proofide, tell him where to rub it. I recommend Brooks Pro because you want a leather saddle that is not pre-treated. My personal preference runs towards the looks and leather of the Team Pro with the large rivets.



Put the saddle on the bike in the proper position. The nose should be just about flat or parallel to the ground. After it is set up, put a damp washcloth on the rear part of the saddle about an hour before you go for a ride. Make sure that it is about 2-3 inches in front of the rear-most part of the saddle in the area where most of your weight will rest. The cloth should be damp but not so soaking wet that it drenches your bike. Then, just before your ride, take your thumbs and knead the area where your ischial will hit in order to start softening the leather. Ride an hour or two--with the washcloth off. (Don't laugh! I saw a guy riding down the road leaving a dripping trail, thinking, "Damn, this thing's comfortable already!")

Repeat this procedure of dampening and riding for five or six rides until the saddle has noticeable indentations and has taken on a curve that looks like a three or four year old, well-ridden saddle. All you are trying to do is mold the leather, which is something you can't do with a plastic saddle unless you have a mighty hot set of buns.

When your seat fits your anatomy, stop! Now that your saddle fits, you don't want it to absorb any more water because it will continue to change shape. Here's how you seal it: First, expose the pores on the top of the saddle by rubbing the leather with a triple-ought steel wool until the top turns white. If you want a custom-colored saddle, now is the time. Select any leather dye--not shoe polish--which comes in a variety of colors. The idea is to fill up the pores with the new dye, which will last longer than the original and will keep the water out. Lightly scrub with the steel wool between coats, then allow the last coat to dry before buffing

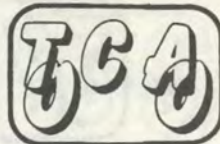
with a shoe brush and a cloth. Let the saddle dry overnight, then rub in paste saddle soap and brush off the excess. Remember to not wear light colored clothes as the excess dye will wear off for awhile (it will stop wearing off faster than the dye that came on the saddle).

Let me take a moment to make an urgent appeal: do not, I repeat do not, oil your saddle. Oil will allow the saddle to continue changing its shape. Eventually, the horn of the saddle, which should be very hard, will soften and spread and chafe. The leather is formed by wetting and shaping it over a form. The tanning agents which stiffen the leather, are broken down and softened by the oil. Wetting the rear of the saddle with water allows that area to be remolded while the front part of the saddle remains stiff. You can't do that with oil because you can't stop the migration of oil through the porous leather.

Now, to finish sealing your saddle, coat the underside with a non-softening snow-seal. Paste it on underneath the saddle and use a hair dryer to warm and spread it. Also bee's wax or paraffin will work.

Finally, take precautions to keep rain off your saddle by using a shower cap, baggie, or cheap plastic cover when not riding. Your fanny will do fine as a rain protector while you are riding. You will find that your riding shorts will act as a very efficient buffer, polishing your seat to a smooth, high lustre. You will also have an extremely comfortable saddle that will give years of service.

Bill Boston Cycles  
38 Franklin Street  
P.O. Box 114  
Swedesboro, N. J. 08085



## Tandem Technology '83

What's new in componentry for state-of-the-art tandem? Here is a sampling of some items made for tandems especially:

Gipiemme tandem cranks--A crossover drive triple crank similar to Campy (in fact, the Gipiemme forgings come from the same forge as Campy) except that chainrings are available down to 28T on the inner. A very high quality set at 2/3 the price of Campy.

Sugino Aero Tour tandem cranks--Another crank in crossover triple style with very low inner rings, down to 24T! Not as high quality as Gipiemme, but very reasonably priced. Forged spiders mean no squeak like the popular French set.

Specialized forged alloy rear stem--available later this spring. A high quality anodized unit similar to the front Specialized handlebar stems, with allen-bolt clamps.

Specialized wide rear bars--46 cm wide, to avoid the captain sitting on stoker's hands.

Dia-Compe rear hand rests--sometimes called "dummy brake levers." They give the stoker something to grab when pulling hard up hills or just another position to hold on the bars.

Suzue tandem hubs--both a sealed and an unsealed version are available. 48-hole large flange hubs. The front is quick release and the rear is nudded, double-threaded for using the Arai drum brake. A very inexpensive alternative to Phil Wood.

Arai drum brake--a nice looking and effective third brake for tandems. Probably should not be used by itself, but helps out cantilevers when you are carrying a load. Also very reasonably priced.

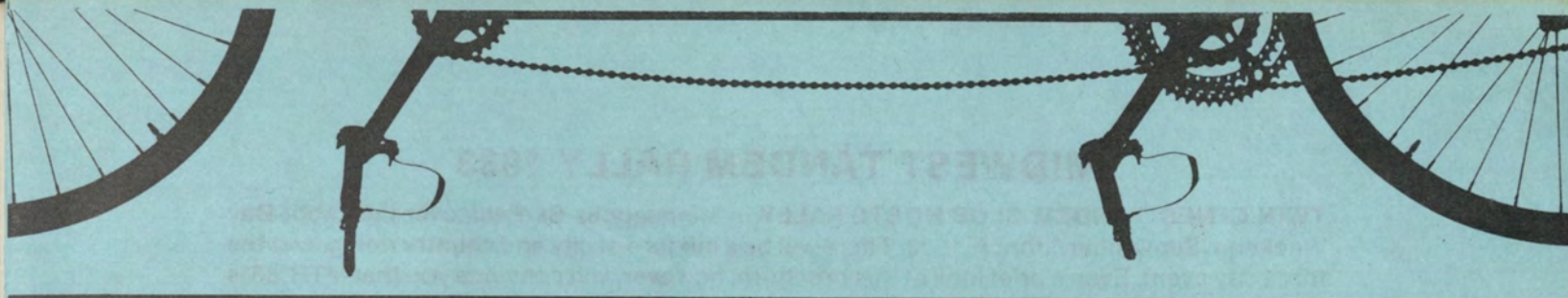
Dia-Compe 980 cantilevers--a new long-arm cantilever designed originally for mountain bikes but they work nicely on tandems as well. A couple of innovative features are a toe-in adjustment and height adjustment for the brake pads, so you can use either 700C or 27" wheels with the same bike. The brake pad posts are knurled so the pad adjustment won't change. The arms are forged and look very beefy. • They fit Mafac bosses.

Shimano XT cantilevers--another new cantilever, also very nice. A triangulated forged arm makes these very stiff. They are highly polished and have a semi-sealed return spring and allen-bolt mounting. They work on Mafac bosses, too. They also have the height and toe-in adjustments.

Phil Wood tandem hubs and brake--truly state-of-the-art. The brake has been redesigned so that the fiber disk is machined flat and 1 1/2 times as thick where it mates with the aluminum disk driver. This should take care of the complaints Phil brakes have always gotten. The hubs, of course, come in 48 holes and several widths, and will take a brake in front or rear. The axles are unbendable.

Super Champion #58 rims--standard tandem fare but worth mentioning because they are very strong and come in 48 holes in 700C, 27", and 650B.

Ambrosio 19 Extra Elite Durex rims--a tubular-construction clincher rim that is "heat treated" (actually they are hard anodized). Exceptionally strong. 48 hole, of course. A nice-looking silver grey color.



# MIDWEST TANDEM RALLY 1983

Hosted by  
**TWIN CITIES TANDEM CLUB**

## MIDWEST TANDEM RALLY 1983

**TWIN CITIES' TANDEM CLUB HOSTS RALLY** in Minneapolis-St. Paul, over the Labor Day Weekend, September 3 thru 5, 1983. There will be a mixture of city and country riding over the three day event. Even a brief look at this brochure, however, will convince you that MTR '83 is "rides and a whole lot more!"

**ENTRY FEE** for MTR '83 is only \$18.00 per team and includes a program, route book, one commemorative patch, refreshments on all rides, Tandem Expo (see below), the Saturday evening poolside party, the Sunday evening program, and one color photograph of our Mass Tandem Ride across the Ford Bridge on Sunday's ride. The entry fee will increase to \$22.00 on August 15th. All entry fees are nonrefundable.

**RALLY HEADQUARTERS** are the Radisson Inn Plymouth, 2705 Annapolis Lane, Plymouth, MN 55441 [telephone: (612) 553-1600]. All rides will depart from there. The indoor events will also take place at the Radisson Inn. One of the area's best, yet affordable, restaurants is located in the Radisson Inn and numerous others are within pedaling or walking distance.

**CHILDCARE** can be provided at a nominal fee. However, we need advance notification of your specific needs. Please notify MTR '83 in writing, at the time of your application, if you intend to use this service.

**ACCOMMODATIONS** at the Radisson Inn Plymouth are offered to MTR '83 at a special room rate of \$38.00 per night (flat rate—up to four occupants per room). However, this rate will be withdrawn on August 15th at which time the regular rates of \$62/\$68 per room will apply. The Radisson Inn is a new "top of the line" hotel and the low price we've been offered is almost unheard of in the Twin Cities area. A postage paid hotel registration envelope is included with this registration form for your convenience.

**COMING EARLY?** For those interested in arriving on Friday, September 2nd, the Radisson is offering the special room rate and for \$5.00 per person will include tickets for the Broadway Show playing in the hotel's theatre which is one of the most popular in the area. Be sure to take advantage of this offer if at all possible!

**CAMPERS** are asked to notify MTR '83 when you register (prior to August 15th-PLEASE) so we can contact you with details.

**SATURDAY AFTERNOON'S RIDE** will leave promptly at 1:00 p.m. and return by 4:15 p.m. Refreshments will be provided on this introductory ride in the western suburbs and adjacent countryside.

**TANDEM EXPO** will take place Saturday evening from 6:15 p.m. until 8:00 p.m. and will include fourteen 45 minute clinics, with such varied topics as: building your own tandem, kiddie cranks, touring, touring with kids, bike clothing, first aid for bikers, bicycle legislation, and so on. There will be things of interest to everyone at the clinics and a display of the latest bicycle related products.

**A POOLSIDE PARTY** will follow Tandem Expo Saturday Evening from 8:00 p.m. until 10:00 p.m. This should give everyone a chance to meet one another before the Sunday ride.

**SUNDAY'S LONG RIDE** (about six hours of biking) will depart at 8:00 a.m., returning at 4:45 p.m. This ride will be a mixture of country and city riding with a portion of the ride on the famous Twin Cities' Parkway System. Refreshments and a "deli" lunch will be provided by MTR '83.

**SUNDAY'S SHORT RIDE** (about four hours of biking) will depart at 9:00 a.m., returning at 3:15 p.m. This ride will be an abbreviated version of the long ride and will feature both country and city riding with a portion of the ride on the famous Twin Cities' Parkway System. Refreshments and a "deli" lunch will be provided by MTR '83.

**A MASS TANDEM RIDE** across Ford Bridge from Minneapolis into St. Paul is set for Sunday. Both of the groups will meet midway through their respective rides at historic Minnehaha Falls for a refreshment break before forming the largest tandem bicycle convoy in Minnesota's (U.S.?) history. What a media event!

**THE BANQUET - SUNDAY EVENING** will be held from 6:00 p.m. until 7:30 p.m. at the hotel. The meal will include a salad, a memorable main course, dessert, and a beverage. The price of \$10.50 per person (half price for children under twelve) includes tax and tip.

**SUNDAY EVENING'S PROGRAM** will take place in the theatre starting at 7:45 p.m. and last until about 9:30 p.m. Marilyn and Jon Grinols will present a multi-media presentation of their ten month, 11,000 mile tandem honeymoon around the United States in 1981-82. The site for MTR '84 will be selected by those present and door prizes awarded.

**A LABOR DAY BREAKFAST RIDE** leaves promptly at 8:00 a.m. and combines country riding with a stop for breakfast (Dutch Treat), returning to the hotel by noon leaving plenty of time for the 2:00 p.m. check-out.

**ADDITIONAL PATCHES** for MTR '83 can be ordered for \$3.50 each. For delivery at the rally, order when you register, prior to August 15th. An order blank is included on the registration form.

**MTR '83 T-SHIRTS** can be ordered at \$6.00 each and picked up upon arrival at the rally. The shirts are 50%/50%, measured in men's sizes, have ringed collar and sleeves and include the MTR '83 multi-colored logo on front and back. An order blank is included on the registration form.

**ADDITIONAL PHOTOGRAPHS** in color of the mass tandem ride across the Ford Bridge can be ordered at \$3.50 each, postpaid. The photographs will be mailed to you following the rally. An order blank is included on registration form.

**MIDWEST TANDEM RALLY '83 REGISTRATION APPLICATION**

CAPTAIN: \_\_\_\_\_

LAST NAME	FIRST NAME	INITIAL	AGE	SEX
-----------	------------	---------	-----	-----

STOKER: \_\_\_\_\_

LAST NAME	FIRST NAME	INITIAL	AGE	SEX
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ADDRESS: \_\_\_\_\_ TELEPHONE:( \_\_\_\_\_ ) \_\_\_\_\_

STREET	APT. NO.	HOME
CITY	STATE	ZIP
		WORK

CLUB MEMBERSHIP: \_\_\_\_\_

NAME	ADDRESS
------	---------

In consideration of the acceptance of our application for participation in the 1983 Midwest Tandem Rally (M.T.R. '83), each of us, intending to be legally bound for himself (or herself), his (or her) heirs, executors, administrators, and personal representatives, does voluntarily hereby release any and all sponsors of M.T.R. '83 and their representatives, successors, and assigns, from any and all liability arising from illness or injuries that either or both of us may suffer as a result of our participation in M.T.R. '83. Each of us attests and verifies that each of us is, and both of us are, capable, experienced, accomplished, physically fit and able tandem bicycle riders and that each of us is and both of us are prepared for participation in M.T.R. '83, and fully understand in advance, the nature of M.T.R. '83.

without obligation or liability to either or both of us. We also understand that any registration fees either or both of us pay, are not refundable. We each have read the foregoing, and certify agreement by our signatures below.

Signature \_\_\_\_\_

Cosignature\* \_\_\_\_\_

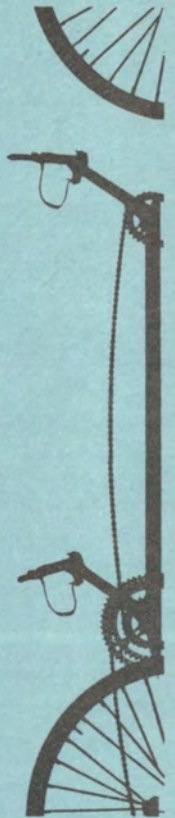
Signature \_\_\_\_\_

Cosignature\* \_\_\_\_\_

We each and both understand and agree that any sponsor may use for publicity and or promotional purposes our names, photographs, videotapes, motion pictures, and recordings of our participation in M.T.R. '83

\*Signature of parent or guardian is required if the applicant is under 18 years of age.

MIDWEST TANDEM RALLY '83  
P.O. Box 22635 Minneapolis, MN 55422



**REGISTRATION FEE** - \$18 per team until August 14th  
\$22 per team after August 14th .....

**BANQUET** - \$10.50 per person, complete dinner w/salad and  
dessert, includes beverage. (Tax & tip included) .....

**T-SHIRTS** - MTR '83, printed two-color, front & back,  
50%/50%, won't shrink. \$6.00 per shirt,  
order now and insure delivery, pick up at rally,  
(men's size designations) .....

SML \_\_\_ MED \_\_\_ LRG \_\_\_ XL \_\_\_

**ADDITIONAL COMMEMORATIVE PATCHES** - MTR '83 design, multicolor.  
\$3.50 each .....

**ADDITIONAL PHOTOGRAPH** — COLOR PHOTO OF MASS TANDEM RIDE  
ACROSS FORD BRIDGE SUNDAY.  
\$3.50 per photo postpaid .....

**TOTAL COST** .....

**MAKE CHECK PAYABLE TO: MTR '83**

**MAIL TO: MTR '83, Post Office Box 22635, Minneapolis, MN 55422**

**CHILDCARE:** If you anticipate the need for our childcare center, please send a note with this  
entry advising of the number and ages of the kids, and the times they'll need care.



DT stainless 14 gauge spokes--you simply shouldn't use anything else on tandems.

Specialized Expedition tires--available in 27x1 3/8 or 700x35c, these super-wide (by American standards) tires leave plenty of cush between your rims and the road. Rolling resistance is a bit more than 1 1/4 tires, but the difference is negligible at speed. The main difference is that you will get considerably more mileage on these tires than inch-and-a-quarters. While we're at it, are you curious to know what production tandems

are available these days? Here is a sampling:

Santana and Solana--widely available and much talked-about tandems made of Ishiwata and Reynolds respectively, one expensive and the other less expensive.

Discovery--a new tandem made by Bill Davidson which uses all oversize tubing and an "American style" design. Very nice and reasonably priced.

Bertin--another French tandem, available in two models, both moderately priced. One made of Reynolds and the other of SuperVitus.

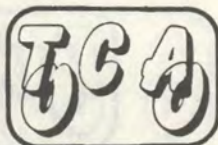
Kuwuhara--a Japanese tandem designed and imported by an ex-Santana person. Guess what it looks like! Nice design and a good price.

Jack Taylor--delivery is quick now so these qualify as a "production" tandem even though they are individually made. [See accompanying article.]

\*\*\*\*\*

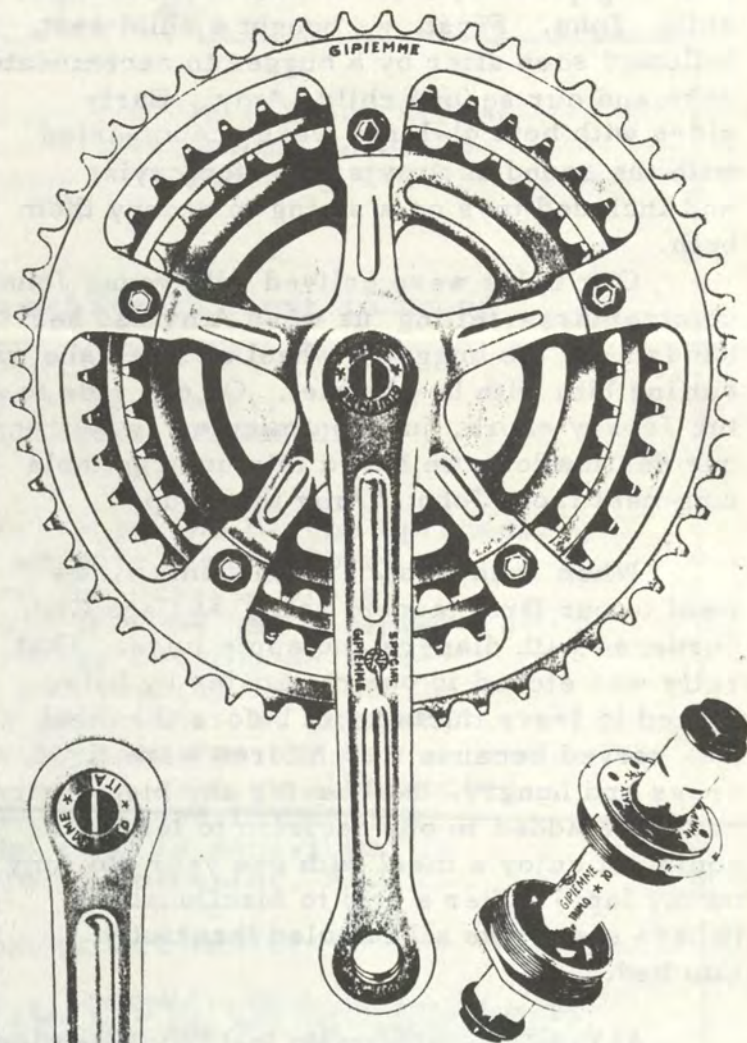
For information on where to obtain these less-than-readily-available parts and tandems, write to

Bob Freeman  
TCA Area Rep  
326 31st Ave.  
Seattle, WA 98122



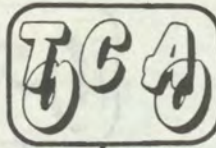
**triple "special"**  
(complete crank  
with bottom bracket)

REF. 600100/3



Data:

- Chainrings 36-42-52T 1/2"×3/32" (2 mm)
  - 170 mm pedal crank with 9/16"×20F" pedal thread
  - Ø 36×24F" threaded cups
  - Spindle 70 mm - grade "A" Ø 1/4" ball bearings
- Can be delivered on special order:
- Chainrings 42-54
  - Chainrings 28-30-32-34T
  - M 14×1,25 pedal thread
  - Bottom bracket cups M 35×1 or 1",370×24 T.p.i. B.S.C.
  - Spindle 68 mm



## The Rides of John & Amy

Our tandem was purchased five and a half years ago, shortly after the birth of our first child, John. First, we bought a child seat, followed soon after by a bugger to accomodate John and our second child, Amy. Early rides with both children were accompanied with the sound of Amy's non-stop crying and included toys on a string to occupy them both.

Our rides were enlived with young John's commentary--telling us when Amy had her hands near the bugger's wheel or when she was butting him with her helmet. On one ride to the Jersey shore, just ten minutes away from our destination, we heard this unforgettable comment from John: "Amy threw up."

When John was 2 1/2 and Amy 1, we went to our first tandem rally, at Cape Cod, burdened with diapers and apple juice. That rally was etched in our memories by being forced to leave the banquet before the meal was served because the children were tired, cross and hungry. Not having any high chairs available added to our decision to leave (I could not enjoy a meal with one year old Amy on my lap.) After a trip to MacDonald's (where else?) we all tumbled thankfully into bed.

At the Princeton rally in 1980 the children were a year older and their parents a year wiser. Since we live in central New Jersey, we made arrangements for an obliging grandmother to take her grandchildren and the bugger home after the lunch stop. We would make this banquet sans John and Amy.

We reached two milestones at New Bedford: no diapers nor apple juice. At 4 1/2 and 3, the children entertained each other and Amy finally outgrew her butting. They were also old enough to enjoy rides, particularly to the zoo and waterfront.

## 'Phil' Brake Update

Phil Wood brakes are back in production! Backorders are being processed and disabled brakes are being accepted for repair. If you have stripped the teeth on the brake material, Phil Wood & Co. will replace the pad and bring the brake up to current specifications-- free. Expected turnaround is 3-5 days. However, if you just want your brake updated (to prevent this malady), reconditioning functioning brakes carries a \$15 fee. Because of a material shortage no extra brake pads are available now.

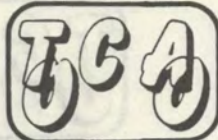
That fall John Sr. adapted the tandem with "kiddy-cranks" (built by club member Rodney Mossman) and he and young John began to ride in local rallies in preparation for Maryland (summer of '82). But Amy was no longer content with the bugger and arguments began over who was to ride with the tandem.

So we retired the bugger and bought a second tandem. But Amy declined riding with Mom; she had no faith in her mother's capabilities. Young John was more daring.

We were all set for Maryland as a two-tandem family 'til fate intervened. Todd William arrived on Sept. 13, 1982, so plans to attend the rally were scrapped.

So, the bugger will be coming out of storage. We will pack diapers, toys on a string, and apple juice, and will be at Tandem '83 this summer as the rides of John, Amy and Todd continue.

John & Pamela Ruggini  
4 Victoria St.  
Raritan, NJ 08869



16 Clinton Street  
 Salem, NH 03079  
 February 1 1983

Dear Drew:

Enclosed is information promised for the next issue of Doubletalk.

I typed it in a form that I hope is useful. If you wish to use them, there are also pictures of the inns included.

As a matter of information for those who may be apprehensive about sending money to strangers, we have been members of The League of American Wheelmen and The Granite State Wheelmen since the early seventies. The GSW has a membership of over 600 and Linda is currently serving as president. I'm a member of the board and touring information director for Hew Hampshire, an LAW position. In addition, Linda is chairman of the finance committee for the New England Area Rally. This will be a GEAR type event expected to draw over 500 participants. NEAR '83 and TANDEM '83 are a week and 50 miles apart. The tour is sandwiched in between. NEAR '83 is to be held in Worcester, MA.

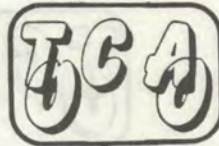
The tour is operating on a non-profit basis.

sincerely,

*Bob Hany*



The Colby Hill Inn Oliver Metcalf



## Tandem Inns Tour '83

On August 19-21, TANDEM 83 will be held at Gordon College in Wenham, Mass. Exactly one week before, on August 12-14, the New England Area Rally will be held at a local college in the Worcester, Mass. area. This rally will be similar to a GEAR, with rides, workshops, exhibits, and rides for tandems.

During the week in between, for those who would like a New England vacation, we will be sponsoring a tandem inns tour. Sticking to the backroads of Southern New Hampshire and Northern Massachusetts, the tour will go through many villages that Currier and Ives could have used as models for their calendars. The scenery is classic New England, the terrain is hilly, and lower gearing might be desired; however, the roads are all tandem-tested and well worth the effort.

The tour will cover about 50 miles a day, with stops at any place that looks interesting (some planned, some not). Lodging will be at inns or "Beds and Breakfasts." There will not be a sag wagon unless someone volunteers between now and then. The cost has not been determined yet as we are now contacting the inns.

For more information, please write and enclose a self-addressed stamped envelope. We are limited to 10 tandem teams, so if you want to go, don't delay!

Bob & Linda Harvey  
16 Clinton Street  
Salem, NH 03079



*The Follansbee Inn*



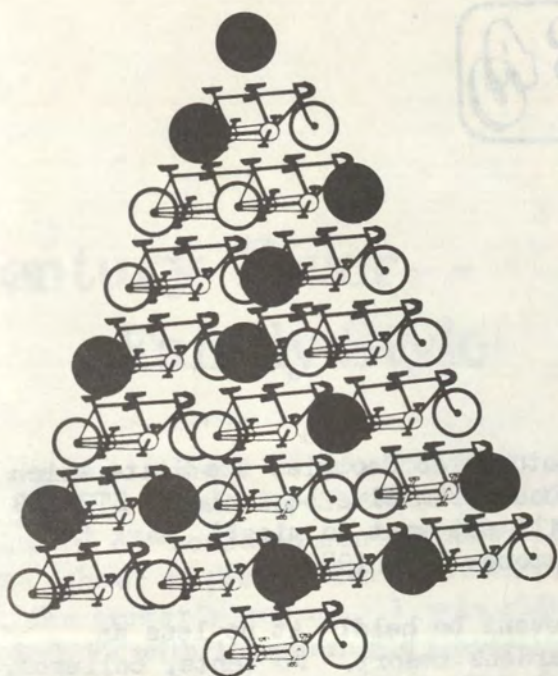
*The Pleasant Lake Inn*



*The Inn at Litchfield Mountain*

*The Fitzwilliam Inn*





*O Tandebaum,*

*Season's Greetings  
and all the best for  
the coming year*

*The Toronto Tandem Club*

SOUTHERN TANDEM RALLY RETURNS TO GEORGIA

Dear Drew,

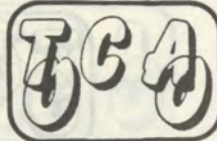
Well, we have done it! We believe we have organized what will be a new high in organized tandem rallies. The Southern Tandem Rally for 1983 (the Fifth Edition of this fine event) will be based out of the luxurious Callaway Gardens in Pine Mountain Georgia. With more than 2500 manicured acres, the Gardens is truly one of the luxury resorts in the South, and a good bit of it will be turned over to those lucky Tandemists who can make it!

We would be much obliged if you could give us a write up in the future issues of Double Talk between now and the Rally. ((We have 10 months, yet, so surely we can get good publicity for it from the TCA).

I have enclosed a Publicity notice which may be used as is, or feel free to edit to fit Double Talk. Just don't change the date (October 7-9) The location (Callaway Gardens), or the Sponsors names (Karl Rice & Leslie Stalknecht, Jack & Susan Goertz).

Sincerely,

*Jack Goertz*  
Jack Goertz, for  
Southern Tandem '83



The 5th Annual Southern Tandem Rally returns to Georgia, the State which hosted the first STR, back in 1979. From those primitive beginnings, STR '83 will be an event that you and your stoker will not want to miss!! Mark the dates on your calendar--STR'83 will be on October 7-9, 1983.

Where, you ask, will this spectacular event be held? At no less an establishment than the luxurious Callaway Gardens resort. No tents, colleges, or quaint little turn-of-the-century hotels for this event--Callaway Gardens is a first class resort with over 2500 acres of beautiful, manicured gardens, golf courses, swimming beaches, and much more!! And they have fully reserved one of their resort villages just for us and STR'83.

Lodging will be in their luxury 2-bedroom cabins, which are equipped with everything, including the kitchen sink. The banquet Saturday night will be at the beautiful Callaway Inn, with all the amenities you can imagine, including the finest Southern hospitality you could want.

Points of interest for the rides include the Little White House, where FDR spent his last days of his life, the Warm Springs, which gave FDR so much relief to his Polio ravaged body, Hamilton, a quaint little town where many craftsman & artisans offer their wares to folks who venture in, LaGrange, where Mr Cason Callaway, founder of the Gardens, still has a beautiful estate. And of course there is the Gardens themself. The loop through the Gardens, by the Chapel, the Greenhouse, the Beach, is a tandemist's delight!!

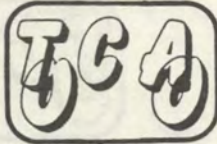
If you choose to fly in to the Rally, Callaway Gardens is about 1½ hrs from Atlanta's Hartsfield airport (by car, that is). If enough folks come by air, we will arrange transportation to and from the Gardens. If you are driving, Pine Mountain GA, (mailing address of the Gardens) is located on US highway 27, just south of LaGrange or just north of Columbus, GA, in the extreme Southwestern portion of the State.

For an application form and more information, send a SASE to:

Southern Tandem Rally '83  
c/o Karl Rice - Leslie Stallknecht  
211 Buford Place  
Macon, Georgia 31204

Karl Rice - Leslie Stallknecht  
chairpersons  
Ph: 912/ 744-2630 (days)  
912/ 745-5095 (evenings)

Jack & Susan Goertz  
co-chairpersons  
Ph: 205/ 991-5519 (evenings)



## Century Fever ~ ~ Family Style

"Are we going to make it, Mommy?"  
"We're going to make it, Shelly, PUSH!"  
Such was the oft repeated conversation between the stoker of the tandem in front of me and me, the stoker's mom. I was riding my single bike with 15 month old Christine in a baby seat on the rear. Dave, my husband, was captain of the Santana in front of me. The stoker was 4 1/2 year old Michelle.

When we started cycling 2 1/2 years ago it seemed simple. Dad rides alone. Mom rides with the two year old in the baby seat. Five mile rides grew to fifteen, and then to forty. "Next summer we'll do a century," we told each other, half in jest. By "next summer" a beautiful complication arose. Christine was born. Then mom rode with 35# Shelly in the baby seat, and Dad pulled Christine (from age two weeks) strapped in a car seat fitted into a Bugger. So much for a century that summer! Not only did the goal of a century become elusive, but also family cycling seemed doomed. Shelly was getting too heavy for the baby seat, and the Bugger was fine for family rides but slow and cumbersome for club rides. Then someone mentioned the magic words, "Child conversion" and our desire for a tandem was born.

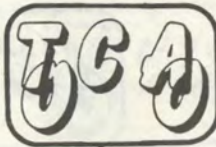
The cars will run a few more years, we rationalized, and we bought a Santana instead. Our beautiful machine arrived the day before Christmas, child conversion installed, and family cycling once again became a joy, even on club rides.

Our first summer with the tandem was wonderful. Shelly was a bit frightened the first time she circled the block. She held on with white knuckles, her tiny feet captives in toe clips. In no time she became the picture of nonchalance. Now she flips her feet into the toe clips with aplomb, waves at passers by, and pedals like mad! Three days with Vermont Bicycle Touring were superb. "Here comes another hill, Shelly. Push! Help Daddy up the hill!"

Then came September. LAW Century Month. Could we do it with the kids? "You're crazy!", everyone told us. Crazy perhaps, but when Shelly caught century fever, and decided that she would like to have a patch, our decision was made. Oh, she needed some encouragement a few times during the day; didn't we all. But she waved to the smiling people, sang songs to keep up our spirits, told terrible knock-knock jokes, and pedaled for all she was worth.

Shelly loves to show off her century patch. Her friends have no concept of what it means to pedal 100 miles, but she knows. She pushed, and we made it!

Valerie Spritke  
123 Brondesbury Place  
Cherry Hill, NJ 08003



## Grand Canyon To Mexico

Having spent ten months on the committee setting up the 1982 Grand Canyon-to-Mexico Bicycle Tour, the day finally arrived to pack the Assenmacher tandem and all our gear and head north to the Grand Canyon from our home in Tuscon.

Eighty-five riders from eight different states pre-registered for the tour, which encompassed Arizona's breathtaking scenery. Besides us, three other tandem teams were present: Bill and Marcia Porter from Fort Worth, Texas, on their custom-built Bruce Gordon touring Machine; Larry and Judy Lindberg, of Tuscon, on their Santana twicer, and the senior riders on the tour, Joe and Charlotte Shields, both in their sixties, arrived on their Laing-reconditioned Gitane, also from Tuscon.

After picking up tour packs and loading the heavy gear on the bagwagon, cyclists were free to start at their leisure. Most riders, of course, spent quite a bit of time enjoying the different view views of the Grand Canyon from the many scenic pull-offs.

Having completed our duties on the baggage and welcoming committees, we saddled up at the Grand Canyon Village and headed for Cameron, 60 miles away. The first 25 miles of the road were a bit narrow, as climbs and vistas played peek-a-boo with the canyon scenery into Desert View, the only facility on the way to Cameron. Most riders took a well-deserved rest break there and joined the

other tourists for a last look at the canyon.

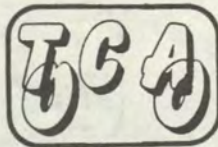
The road drops 3,000 feet in elevation over the next 32 miles and the scenery changes from lush greenery to barren, colorful Navajo Indian country with only occasional hogans and horses to break the monotony. Fifty miles or more of visibility is standard in this part of the West.

We arrived in Cameron in just under four hours. On this tour bikers have the option of camping, moteling, or a combination of the two. Having done our share of camping years ago, we decided on "motel all the way"; and after seeing the spartan conditions for the campers in Cameron we did not regret our choice!

Next day's ride was from Cameron to Sunset Crater National Park or, for the motelers, on into the city of Flagstaff. After a great breakfast at the Cameron Trading Post, we teamed up with the Porters on their Bruce Gordon tandem, exchanging tandem tidbits and stories. The fairly easy riding and slight uphill changed into a 25 mph headwind and a climb to 7,282 ft. Normally, this climb is not too bad (we had done this part of the tour a couple of years ago) but the stiff wind made for slow progress. Thank goodness for the 27" granny gear!

It was a relief to arrive in the outskirts of Flagstaff, where we loaded up on some great pancakes at the Village Inn. That night we stayed at the Monte Vista Hotel, a unique and old landmark in the





city. The next day was to be our easy day on the tour, riding through 'Flag' and on to Mormon Lake thirty-some miles away.

We loaded up on goodies at the Swiss bakery before heading for the lake country. Two hours later we arrived at the Mormon Lake Lodge. The route passed Lake St. Mary with hundreds of waterfowl, changing fall leaves, and evergreens. We got a rather unique view of the local deer population; a large doe headed for us from the lake area, at full steam! We had visions of a doe landing in our lap and taking over the pedaling duties. At the last minute, she turned and ran alongside our tandem--30 feet away--for a full quarter mile!

After settling into our cabin at the lodge, we headed for lunch. Because it had been three days since we had showers, the cabins were soon rented. We shared our spacious cabin with a cartographer from Kansas City and a psychiatrist from Tuscon. Our cabin soon became a revolving door as campers passed through to use our shower...bikies always share!

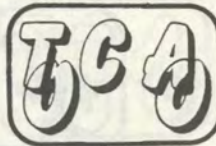
A fifth tandem team showed up that day. Andy Gilmour, a local Tuscon frame builder, and Christie Friskie, his stoker, had started the tour a day late and did three days riding in two days to not get cheated out of any mileage. They, of course, were riding Andy's latest custom tandem, painted a gorgeous purple and green.

The next morning was cold! The temperature had dipped to 21 degrees and it was time for extra socks, wool cap, leg warmers and extra T-shirts. We started early as we had a couple of real good climbs ahead of us, plus about 70-some miles of turning our cranks. We were the first ones on the road that day and also the first to enjoy the coyotes

giving us a concert in stereo that nippy morning. While pedaling through cattle country, we saw steam coming from the nostrils of a huge bull standing in one of the first shafts of sunlight--an impressive sight which made us glad he was not in a fence-jumping mood. An hour later, at the forest ranger station in Happy Jack, we were ready to do something about numb toes and fingers. We spent a half hour massaging frigid digits inside the warm ranger station...it sure felt good to get some circulation and feeling into our extremities!

Some of the nip was out of the air by the time we headed for Highway 87 and the town of Clints Well. The general store owner had been warned by CB that a bunch of bicyclists were on the way. Without any urging he put on a couple extra pots of coffee to help accomodate The sure-fire extra trade coming in on that cool morning. We faced one more good climb before descending swiftly into the towns of Pine and Strawberry. We lunched in Strawberry, noting that three of the town's four restaurants were closed for the season. After a very hearty bean soup lunch at the Strawberry Lodge, we warned the owners that about eighty bikies were sure to follow. We heard later that the restaurant's food was nearly depleted as the cyclists cleaned out their larder; cool October mornings and hill-climbing can raise a cyclist's appetite.

That night in Payson the campers had the luxury of a KOA Campground. They also took advantage of an all-you-can-eat spaghetti dinner for only \$3.75. Free transportation was provided by the townsfolk between the campground and the restaurant across town, eliminating the need to pedal in the dark in a strange town. A huge sheet cake for



dessert had been ordered by one of the women on tour for her husband's birthday. She placed the order over the ham radio of the support crew. The local residents who had managed to squeeze into the restaurant were invited to join in the birthday celebration and share the cake. They'll not soon forget the day the cyclists came to town, took over the restaurant, and gave a boost to the local economy.

On the fifth day of our journey across Arizona, we headed for Roosevelt Dam, a mostly downhill and flat ride of about 70 miles. Outside of Payson on Highway 87 there is an 11-mile downhill that drops 2,000 feet into Tonto Creek Valley. The Mazatzal Mountains serve as a backdrop there. The real desert and the first giant saguaro cacti arise majestically near Tonto Creek.

Then, on to Punkin Center, another uniquely named Arizona town. Although these hamlets appear on the state map, most have a miniscule population consisting of a couple of buildings clustered around a general store. Typically, in Punkin Center one can buy staples, gas, orange Punkin Center T-shirts, pick out the kind of phone you like, order a quick meal, and meet your neighbor who lives around the corner on the next ranch, about 15 miles away. These folks were quite proud that last year their town was pictured in an LAW magazine article, so they have a soft spot in their hearts for bikies.

The only way to Roosevelt Dam is over 14 miles of dirt road. Single bikes didn't have too much trouble on dirt, but we had to take two breaks to rest the pilot's aching hands. The road seemed fairly well graded. But just when we

got used to it a sign appeared: "mountain curves ahead"... and only 8 miles to go.

It took us two hours to traverse the 14 miles of dirt. For us it was the hardest part of the tour, but we got across without a flat. In fact, the only tandem flats belonged to Andy Gilmour and Christie, who barreled through the dirt in their typical racer fashion. Although this stretch of road was not a great pleasure to ride, the scenery was still incredible. The deep blue of the huge Roosevelt Reservoir, the desert, and mountains formed a surrealistic painting.

At the dam, the dirt road narrowed to a single lane where we had to dismount or risk being plastered against a retaining wall by a Winnebago, who insisted that since he was bigger he had the right of way. On the other side of the dam we spotted a big black ribbon of asphalt. Never knew that pavement could look that good! We headed for Roosevelt Lake Lodge and clean-up time for the tandem, which was covered with dust like a greying ghost. Ahead of us lay the longest and hardest day of the tour.

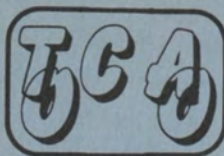
[To be continued next issue.]

Rudy & Kay VanRenterghem  
21 Calle Tioga  
Tucson, Arizona 85704

The 1983 Grand Canyon to Mexico Tour is now already in the planning stages, and if anyone wishes to be put on the mailing list for a well-remembered tour, write:

c/o Robert Dorsey, Chairman  
1017 N. First Ave.  
Tucson, AZ 85719

t  
ay.



Editor Drew Knox, 705 W. 27th St. Wilmington, De 19802  
Secretary Peter Hutchison, R.D. 1, Box 276, Esperance, NY 12066  
Treasurer Malcolm & Jean Smith, 84 Durand Dr., Rochester, NY 14622

Area Representatives

California, Arizona, New Mexico  
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