

DOUBLETALK

Tandem Club of America

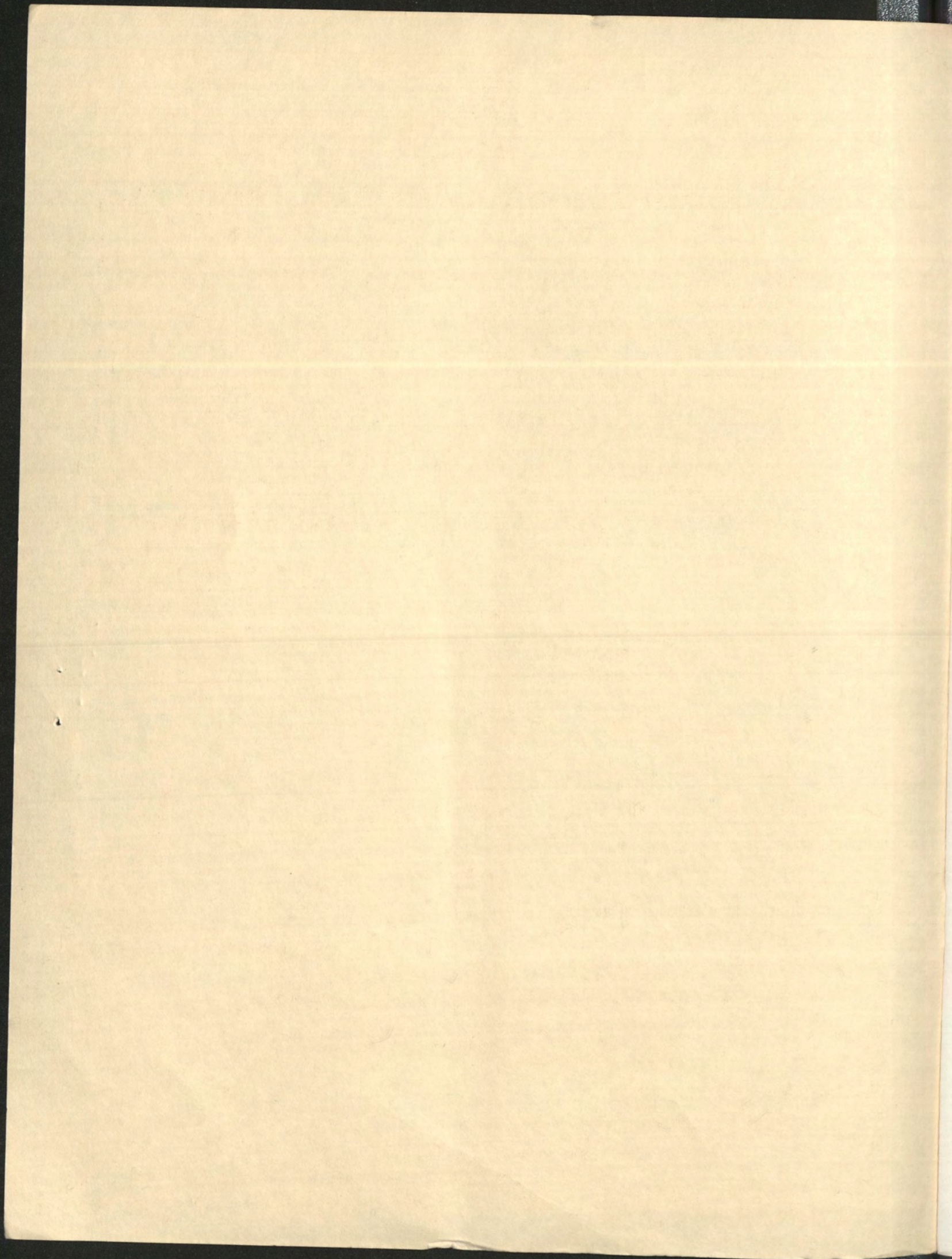
May 1983

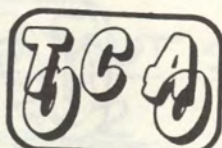
Doubletalk
the bulletin of the
Tandem Club of America
Drew Knox, Editor
705 W. 27th Street
Wilmington, DE 19802

BULK RATE
U.S. POSTAGE
PAID
WILM. DE
Permit No. 666

4
JACK & SUSAN GOERTZ
RT 19, BOX 248
BIRMINGHAM
AL 35244

THIRD CLASS MAIL



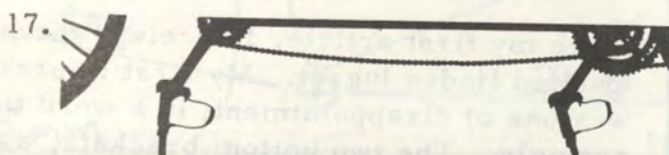


In this issue:

2. Building A Custom Tandem Frameset -Part II
Rodney Moseman walks us through a fitting session, layout sketch, makeup of several jigs, and construction of rear handlebar stem. For a copy of Part I in this series send check for \$1.00 payable to Tandem Club of America in care of the editor.

12. Southern Tandem Rally

16. Grand Canyon To Mexico
almost across Arizona Tour



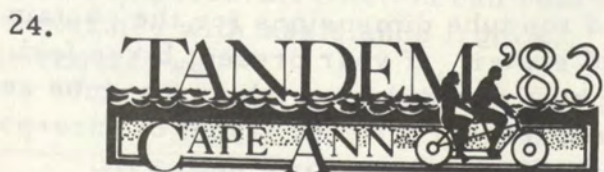
MIDWEST TANDEM RALLY
P.O. Box 22635 Minneapolis, MN

18. "Shovelin' Coal" with Tony Pranses

19. Rideau Lakes Cycle Tour
-The 12th Annual, sponsored
by the Ottawa Cycle Club

20. Upgrading The Schwinn Town
and Country

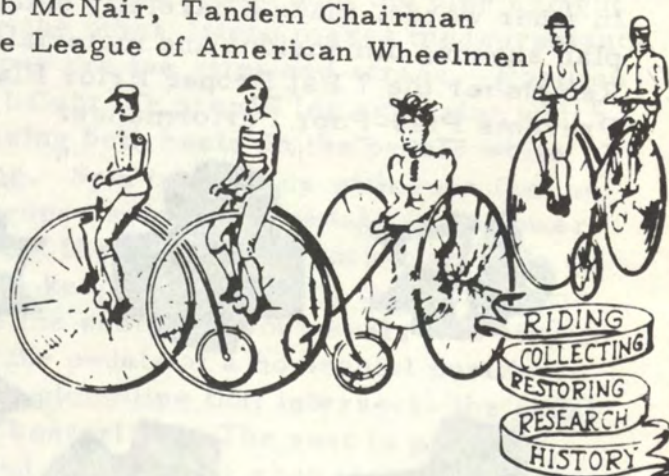
21. The Great Canadian Bicycle Rally

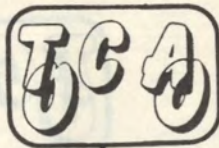


14. We catch up with Rudy and Kay, our intrepid voyagers, enroute on the Grand Canyon to Mexico Tour. Catching these two is not easy, but some readers may have recognized their article "The Ultimate Tandem Test" in the March '83 Bicycling and which first appeared in Doubletalk in October '81. At our last writing the Van Renterghems had logged 38,000 miles, which put Bicycling some 17 months behind us and 13,000 miles behind a good tandem. Not bad for Bicycling!

26. My Visit To Jack Taylor Cycles

30. A History of American Tandems
by Bob McNair, Tandem Chairman
for the League of American Wheelmen

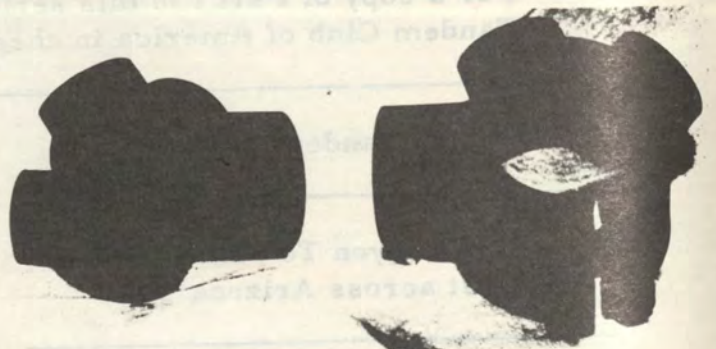
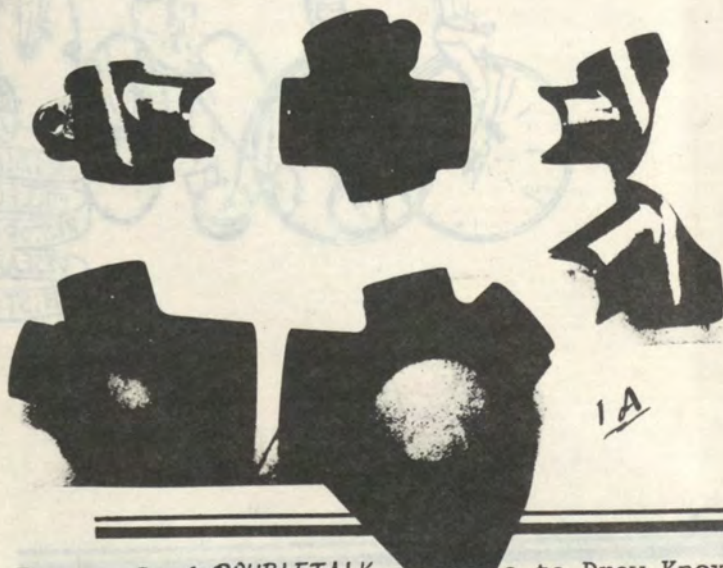




BUILD A CUSTOM TANDEM FRAME

PART II by Rodney Moseman

The frame that I will be building while penning this series is a step frame design with front and rear top tubes parallel to the ground but at different heights to accommodate differing inseam measurements (Fig #2) of the captain and stoker. Let me reiterate that Richard Talbot's book Designing & Building Your Own Frameset is an indispensable tool for your tandem project. Before construction begins, you must know what you are going to build. In other words, make a carefully detailed plan showing dimensions and materials. Remember the 7 Ps: Proper Prior Planning Prevents Piss-Poor Performance.



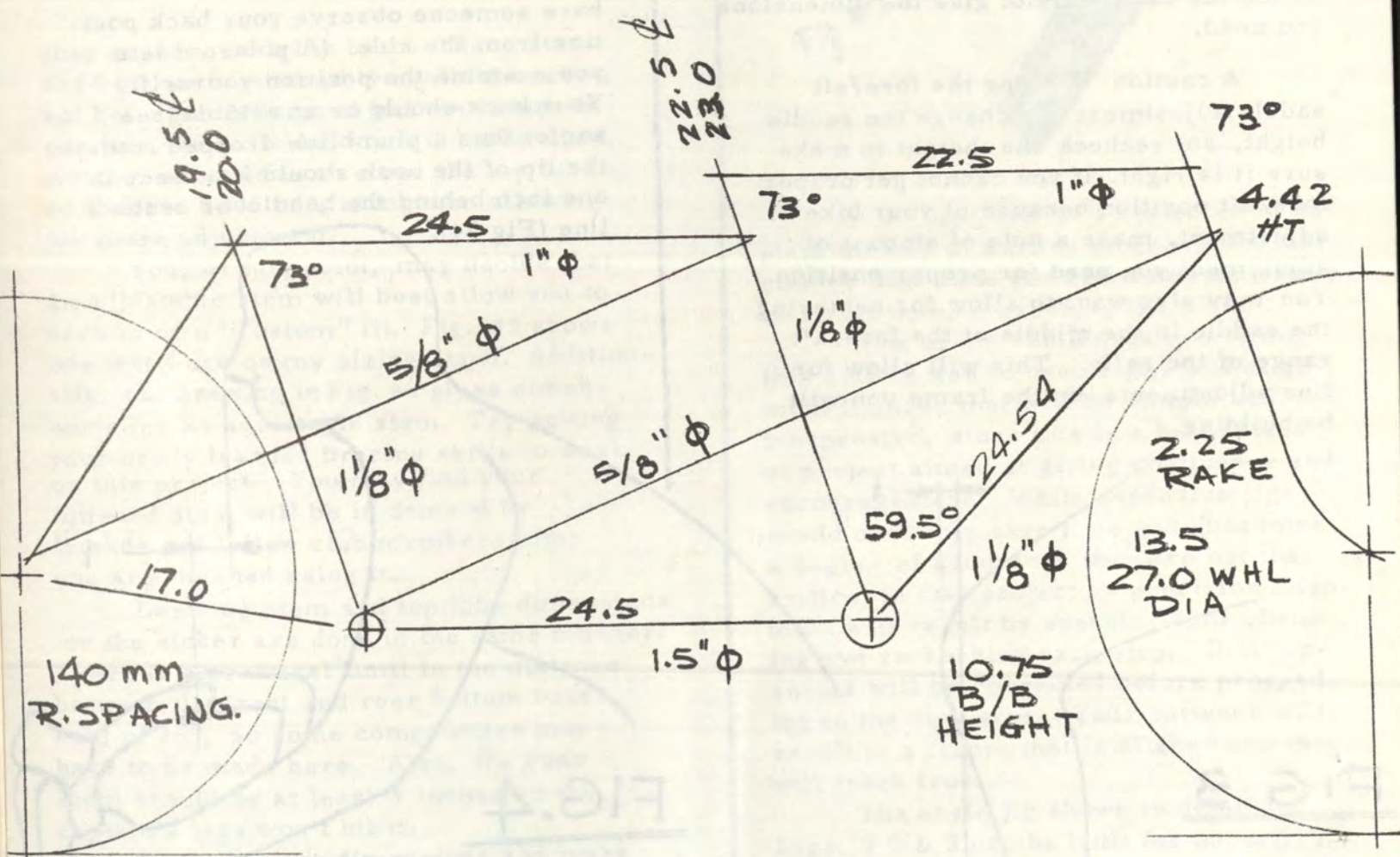
Since my first article, I received the long-awaited Haden lugset. My first impression was one of disappointment; in a word they are ugly. The two bottom brackets, as well as the front seat tube lug, are castings. (Figure #1A) The lugs are bulky and in need of help (as in Fig 1B), but Fig 1C demonstrates the wonders that can be achieved with a file.



While planning your tandem dimensions, you may want to experiment with your present bicycle(s) to derive seat tube and top tube dimensions for the captain and stoker. If your present bikes feel right, record the top tube, seat tube and stem lengths for your layout or incorporate improvements for a better fit.

TANDEM LAYOUT SKETCH

FIG. 2



THE FIRST STEP in setting up your bike is to note the top tube clearance, or the space between your crotch and the top tube when you straddle the bike. One inch is the ideal clearance. Measure the top tube height from the floor to the centerline of the top tube making this measurement perpendicular to the floor. Adjust this figure to obtain the ideal one inch clearance. Don't forget to allow for the centerline of the top tube. The adjustment and measurement of seat height and fore/aft position can best be performed with assistance from a friend or two.

Have one friend hold the bike upright while the other friend makes measurements. Remove the toe clips and straps. Position seat height for proper leg extension which is having both heels on the pedals while sitting. Spin backwards with your feet on the proper side of the pedals, then lower the seat if you need to rock from side to side to keep your heels on the pedals, or raise the seat until your heels just stay on. With the pedals at a horizontal position, drop a plumbline that intersects the pedal shaft centerline. The seat is properly located fore and aft when the plumbline falls one inch behind the knee cap (Fig #3). Be sure that before making the fore/aft adjustment you are properly seated in a riding position. Sitting too far forward

they cannot reach the bars. Since standard stems most readily available cannot be raised enough to get the riders in position, an extended stem must be used. Another solution is to slope the top tube so that the head tube is higher, allowing for more adjustment.

You, at this point, may decide that an adjustable stem will best allow you to zero in on a "custom" fit. Fig. #5 shows one that I use on my sizing stand. Additionally, the drawing in Fig. #6 gives dimensions for an adjustable stem. Try putting your newly learned brazing skills to work on this project. You may find your finished stem will be in demand by friends and fellow club members after you are finished using it.

Deriving stem and top tube dimensions for the stoker are done in the same manner. There is a practical limit to the distance between the front and rear bottom brackets of 25", so some compromise may have to be made here. Also, the rear stem should be at least 3 inches so the captain's legs won't hit it.

Compile your dimensions and make a scale drawing similar to the one shown in Fig. #2, which shows the frameset I will be building.

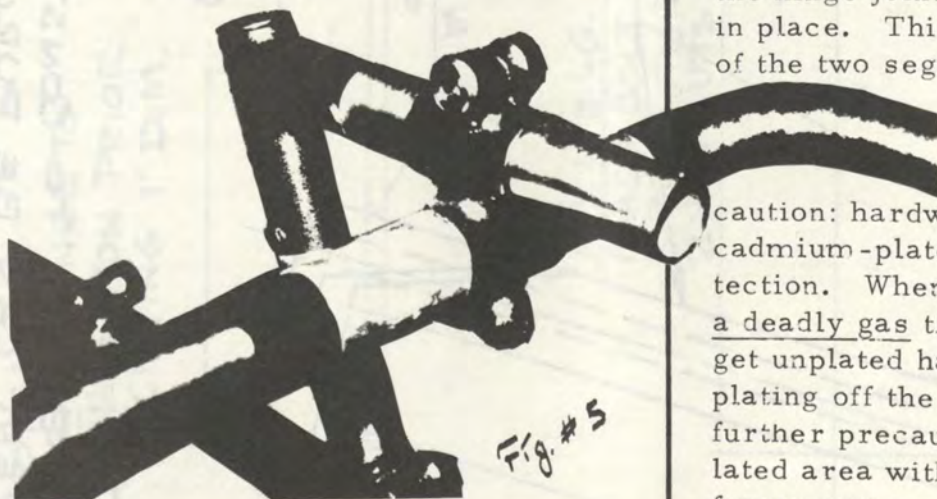


Fig. #5

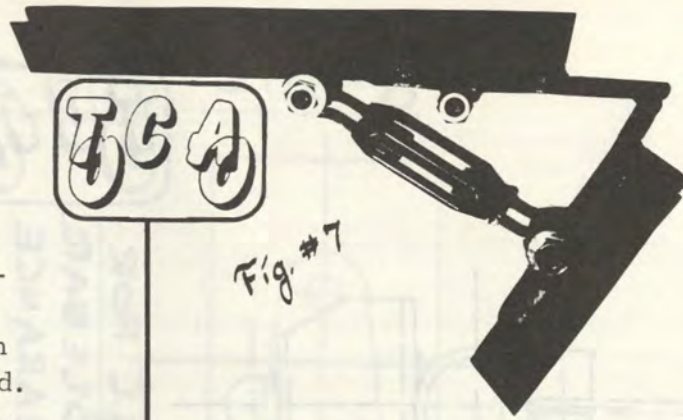


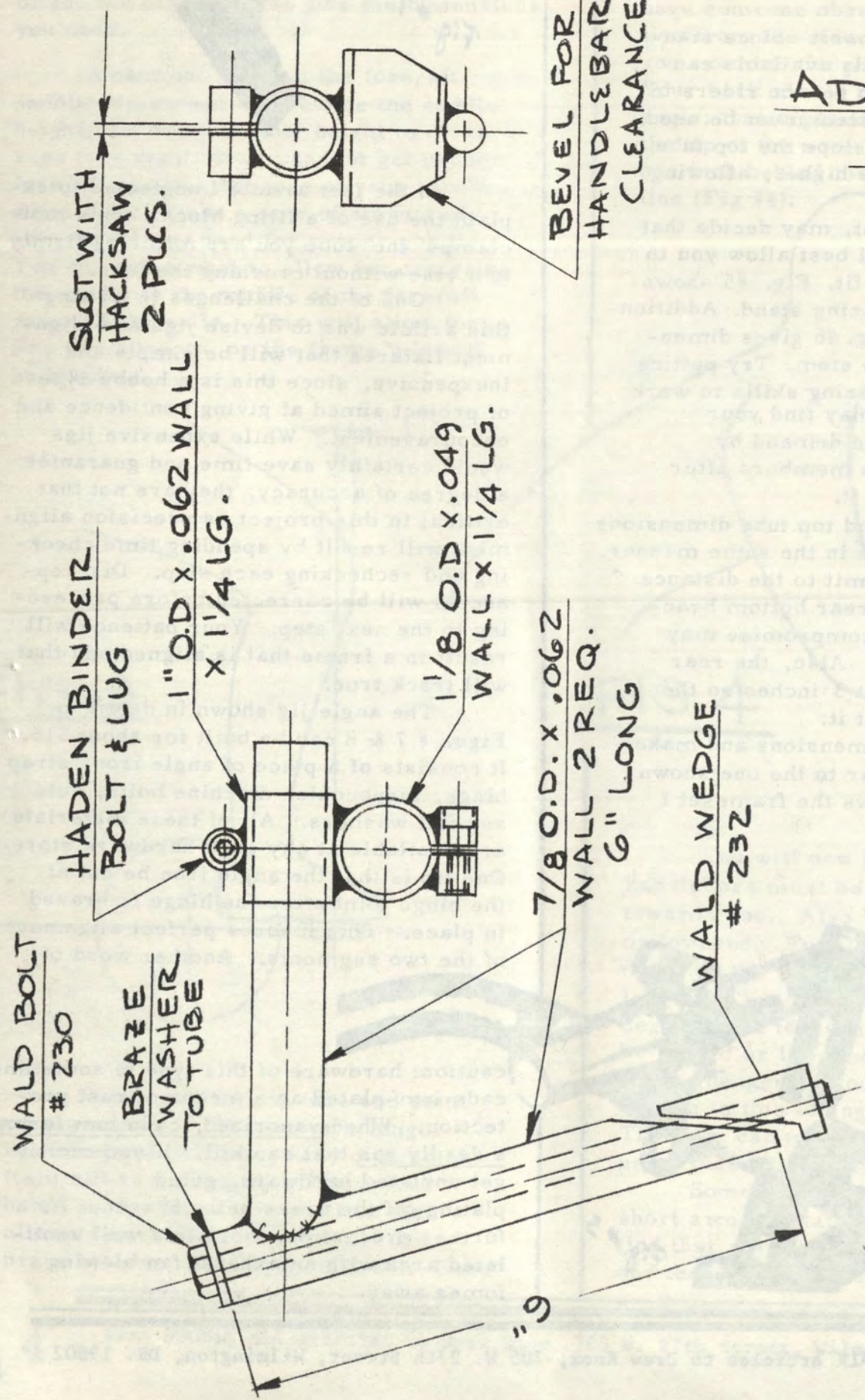
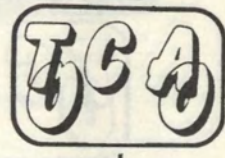
Fig. #7

In the last article I neglected to explain the use of a filing block. This tool clamps the tube you are mitering firmly in a vise without crushing the tube.

One of the challenges in writing this article was to devise jigs and alignment fixtures that will be simple and inexpensive, since this is a hobby-type of project aimed at giving confidence and encouragement. While expensive jigs would certainly save time and guarantee a degree of accuracy, they are not that critical in this project as precision alignment will result by spending time checking and rechecking each step. Discrepancies will be corrected before proceeding to the next step. Your patience will result in a frame that is aligned and that will track true.

The angle jig shown in detail in Figs. #7 & 8 can be built for about \$15. It consists of a piece of angle iron, strap hinge, turnbuckle, machine bolts, nuts and flat washers. All of these materials are available at any good hardware store. One tip is that the angle iron be cut at the hinge joint after the hinge is brazed in place. This insures perfect alignment of the two segments. Another word of

caution: hardware of this type is sometimes cadmium-plated as a means of rust protection. When vaporized, cadmium forms a deadly gas that can kill. If you cannot get unplated hardware, grind or file the plating off the areas being brazed. As a further precaution, work in a well ventilated area with an exhaust fan blowing fumes away.

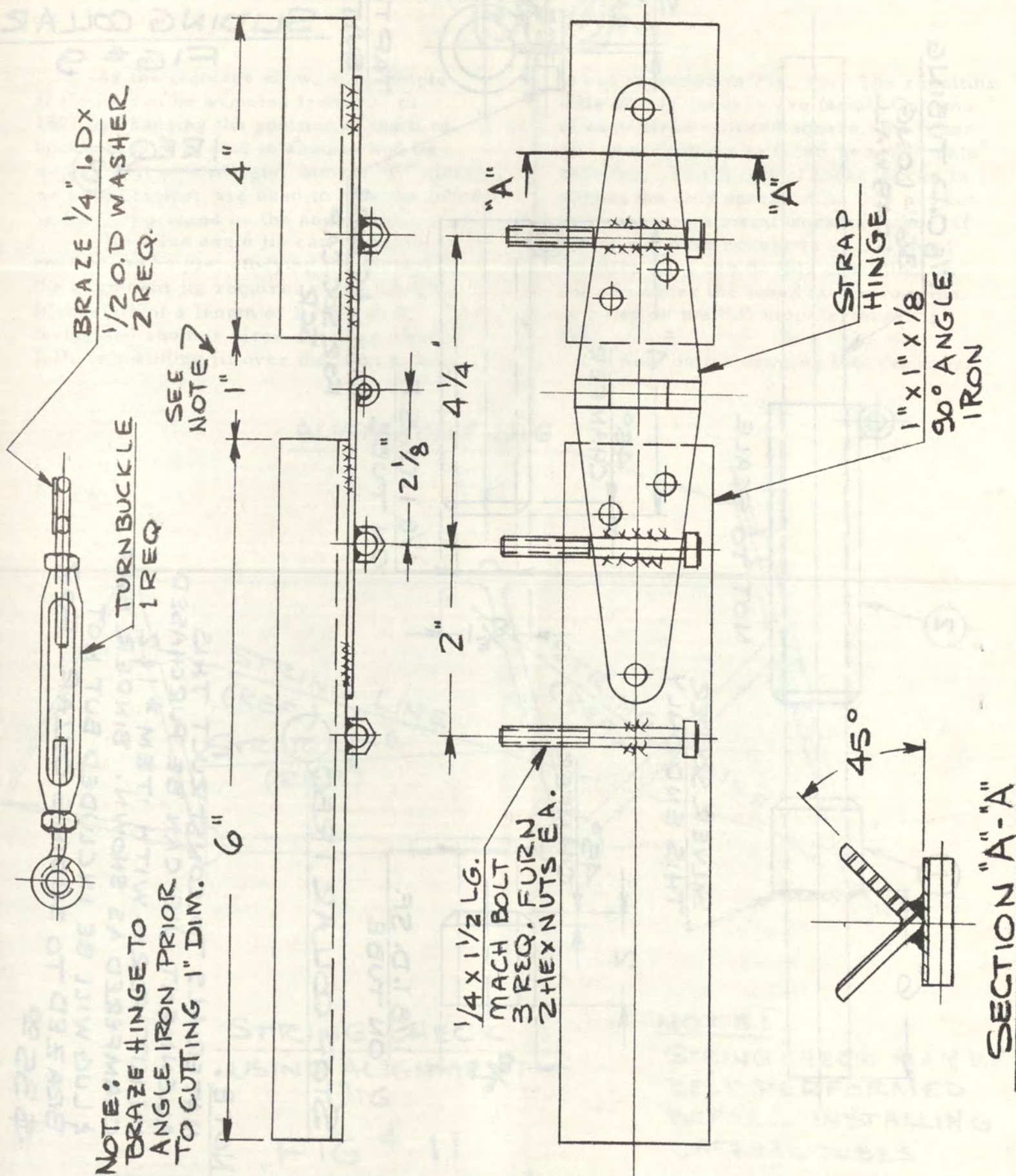


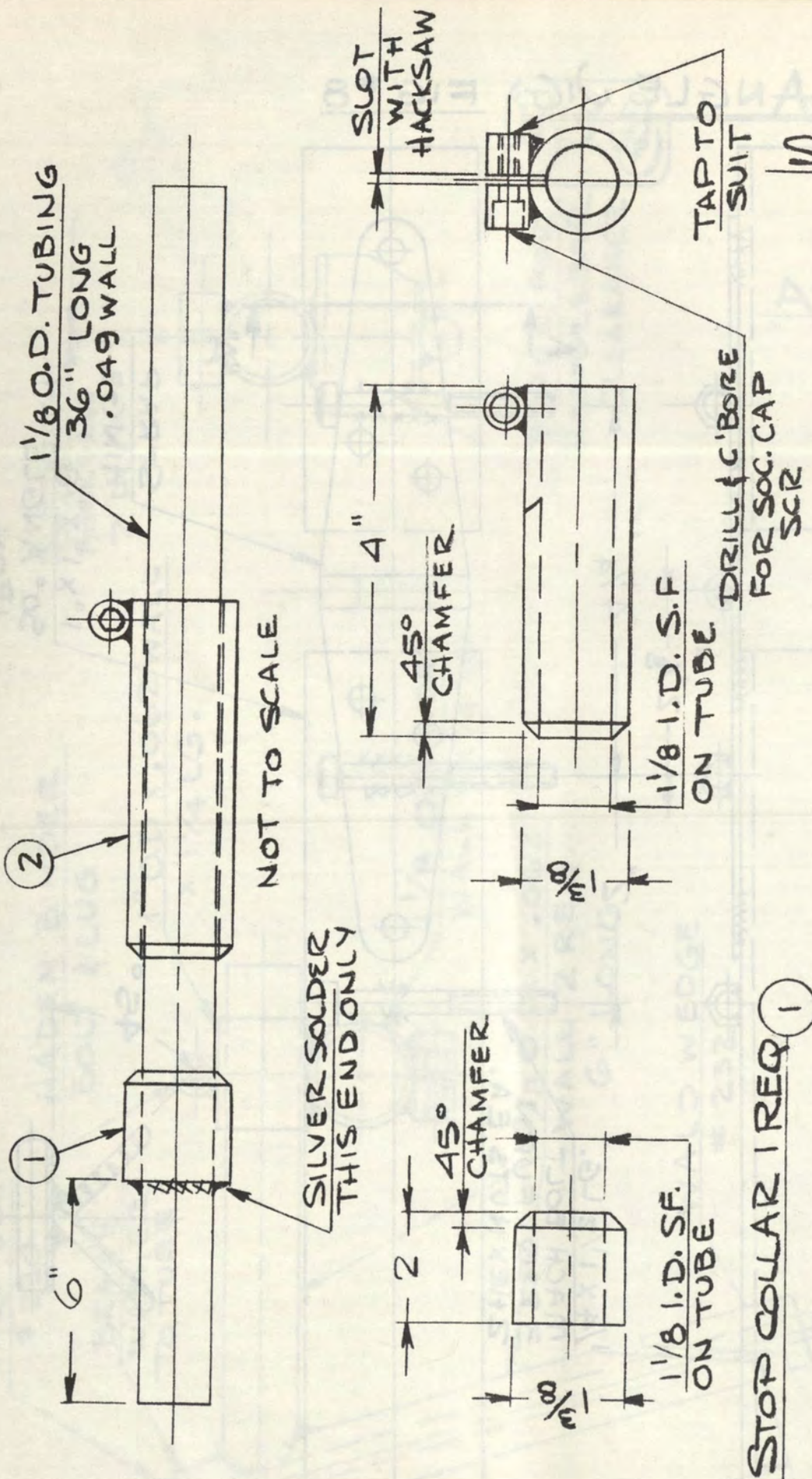
ADJUSTABLE
STEM
FIG # 6

NOTE:
MATERIALS TO CONSTRUCT THIS
STEM CAN BE PURCHASED IN
KIT FORM FOR \$ 35.00

IDEA CAN BE ADAPTED TO STOKER STEM.

ANGLE JIG FIG #8



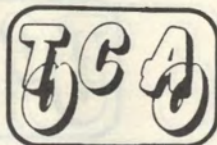


SLIDING COLLAR
FIG # 9

1 REQ (2)

STOP COLLAR 1 REQ (1)

NOTE:
MATERIALS TO CONSTRUCT THIS
ALIGNMENT JIG CAN BE PURCHASED
IN KIT FORM WITH ITEM # 1 & 2
CHAMFERED AS SHOWN. BINDER BOLT
& LUG WILL BE INCLUDED BUT NOT
BRAZED TO SLIDING COLLAR. FOR
\$35.00



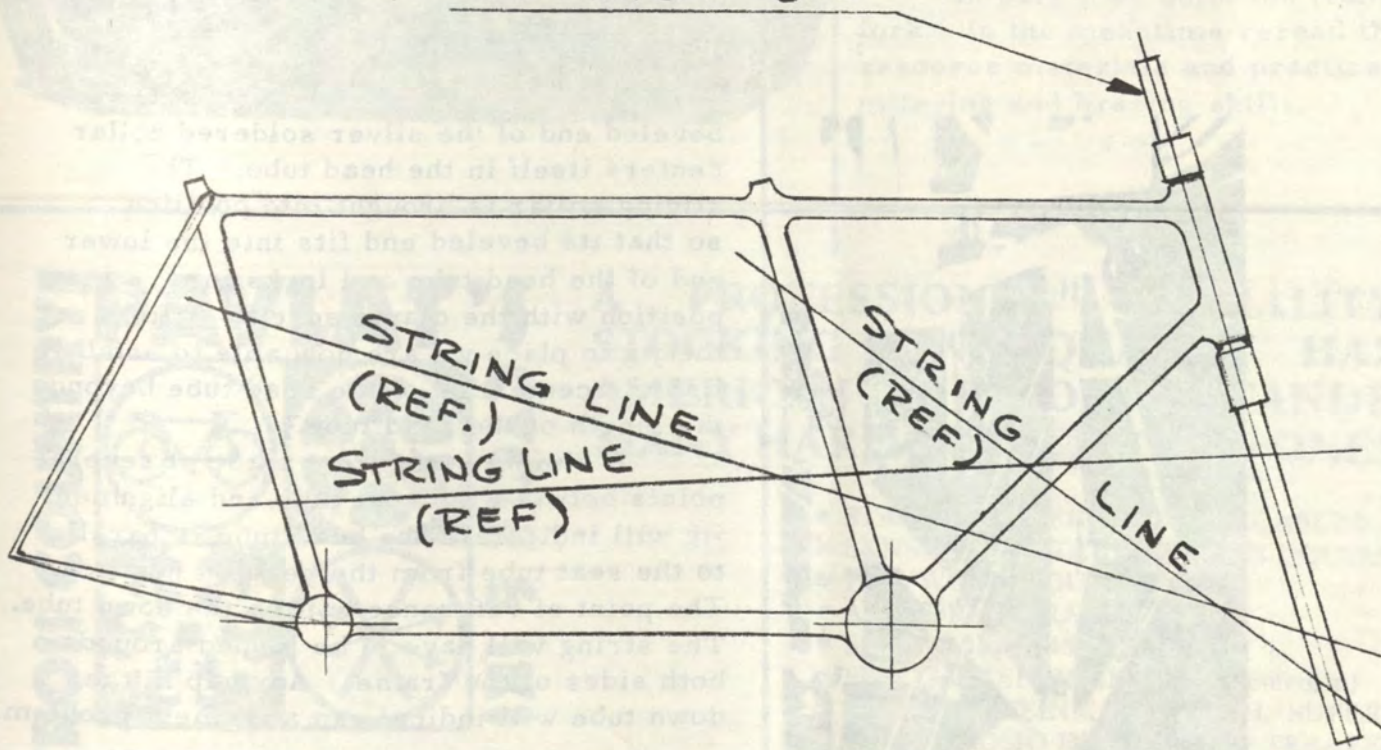
As the pictures show, this simple angle jig can be adjusted from 90° to 180° by changing the position of the turn-buckle from one stud to another and by adjusting it accordingly. Simple "C" clamps, or hose clamps, are used to hold the tubes in the "y" created by the angle iron.

While the angle jig can be easily understood by just studying the picture, the alignment jig requires more thought. It consists of a length of 1 1/8" O.D. tubing and another piece of tubing whose I.D. is a sliding fit over the first tube

is cut as shown in Fig. #9. The resulting ends of this cut tube are faced. One end of each piece is faced square, the other end of each piece is faced at a 45° male chamfer. The facing of these pieces is almost the only operation in this project that requires a metal working lathe. If you do not have access to one, a local machine shop can do this operation or you can order the tubes faced from me, as noted on the bill of materials (Fig. #9).

Note on the drawing that the short

ALIGNMENT JIG

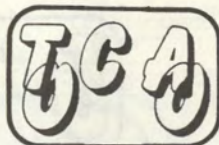


STRING CHECK
USING ALIGNMENT
JIG

FIG # 11

NOTE:

STRING CHECK MAY BE
BEST PERFORMED
BEFORE INSTALLING
LATERAL TUBES



tube is silver soldered to the 1 1/8" O.D. tube about 6 inches from the end with the beveled end facing the long end. The other tube is free to slide on the 1 1/8" O.D. tube. The threaded lug brazed to this tube is slotted to allow clamping any place along the 1 1/8" OD tube. The alignment jig must be made from straight 1 1/8" OD tubing. Also note this is a jig that is used for checking only and is not used to cold set the frame.

Now, as to the alignment jig's use. The key to this jig is the 1 1/8" OD tube—the same O.D. as the seat tube and down tube. The jig is inserted from the top of the head tube of the frame so that the



Fig. #10

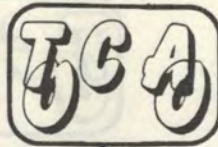


Fig. #12

beveled end of the silver soldered collar centers itself in the head tube. The sliding collar is brought into position so that its beveled end fits into the lower end of the head tube and locks into position with the clamp screw. With the jig in place we are now able to establish the centerline of the head tube beyond the length of the head tube.

A simple string test made at several points between the seat tube and alignment jig will indicate if the head tube is parallel to the seat tube from the head on position. The point of reference will be the down tube. The string will have to be looped around both sides of the frame. Any gap at the down tube will indicate an alignment problem.

Figs. #10 & 11 show the alignment jig used on a single and tandem frameset.

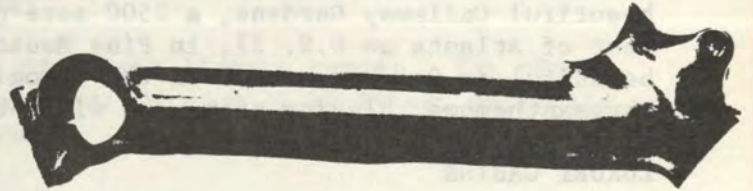


Construction of the rear handebar stem is a good beginning project. Miter the tubes to the dimensions you have chosen (Figs. #12 & 13). Tack braze the pieces in position and check the alignment. If the alignment is right, build up a generous brass fillet as shown in Fig. #14. File and polish the joints (Fig. #15). A hacksaw is used to slot the ends so that the stem can be clamped on the seat post and handlebar. The adjustable stem can be made following the same procedure in Fig. #6.

Figure # 13



Fig. # 14 Top; # 15 Bottom



In part 3 we build the frame and fork. In the meantime reread the resource materials and practice your mitering and brazing skills.

CROSS COUNTRY PAVLAT'S CYCLE & SKI

(313) 792-4040

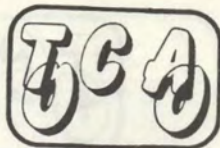
A PROFESSIONAL SPECIALITY SHOP STOCKING FINE QUALITY HANDBUILT AMERICAN OR IMPORTED TANDEM AND MANY HARD TO FIND COMPONENTS:

- STAINLESS STEEL TANDEM CABLES
- SUNSHINE 40° TANDEM HUBS DOUBLE THREADED
- PHIL WOOD EQUIPMENT
- ARAI DRUM BRAKES
- SPECIALIZED 46cm BARS
- SPECIALIZED REAR STEM (coming in)
- 40° OR 48° WEINMANN, UKAI, SUPER CHAMPION OR AMBROSIO DUREX HEAT TREATED RIMS
- SPECIALIZED 27 x 1 1/8 OR 700 x 35c TIRES
- TA CRANKS IN VARIOUS LENGTHS
- SUGINO AND STRONGLIGHT CROSS OVER CRANKS
- 100'S OF CHAINWHEELS
- SUNTOUR COGS INCLUDING WINNERS
- SIMPLEX SLJA 523 OR SJA 103 FRONT DERAILEURS
- HURET DUOPAR REAR DERAILEURS
- DIA-COMPE & MAFAC CANTILEVERS & PADS
- DT STRAIGHT GUAGE STAINLESS STEEL SPOKES
- WE BUILD CUSTOM WHEELS CORRECTLY
- PAINTING AND BRAZING AVAILABLE

WE HAVE THE LARGEST SELECTION OF CLOTHING, SHOES, RAINGEAR, HELMETS, BAGS AND PANNIERS IN THE MIDWEST. WE STOCK "MOUNTAIN BIKES" INCLUDING TREK, FUJI, ROSS AND SPECIALIZED STUMP AND SPORT. WE STOCK DOZENS OF CUSTOM FRAMESETS INCLUDING OUR OWN CUSTOM 17" FRAME DESIGNED FOR 27" WHEELS. WE ALSO SEND OUT MAIL ORDER. GIVE US A CALL -- IF WE DON'T HAVE IT, WE WILL GET IT. SEND US YOUR NAME AND ADDRESS TO GET ON OUR MAILING LIST.

**36558 MORAVIAN
MT. CLEMENS, MI 48043**

1983 Southern Tandem Rally



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

SOUTHERN TANDEM RALLY RETURNS TO GEORGIA

The Fifth Annual Southern Tandem Rally will be held on October 7-9, 1983 at beautiful Callaway Gardens, a 2500 acre garden and beach facility 1 1/2 hours southwest of Atlanta on U.S. 27, in Pine Mountain, Georgia. The gardens are especially beautiful in October, which is the blooming season for camellia, sasanqua, chrysanthemums, blazing star, and witch-hazel.

LUXURY CABINS

Housing will be in Callaway's 20 luxury 2 bedroom cabins. We stayed in one over Thanksgiving and it was really nice. Tandem Couples will share these 2 bedroom cabins, which are clustered together in a beautiful wooded area near the longest man-made sand beach in the world. The fully equipped cabins are furnished and have modern, completely equipped, kitchens with all utensils. Each cabin also has its own outdoor charcoal grill. Save money by bringing your own food, or shop in the fine market in Pine Mountain, only two miles away. There are also, of course, restaurants available nearby.

MAGNIFICENT RIDES

We road tested our rides and maps over last Thanksgiving. Rides will offer a choice of terrain and distance to accomodate all riders.

MAPS have been drafted by Jack Goertz and Phil Winters, the original founders of the STR. Reduced from official county map sheets, these are not mere strip maps but, rather, offer complete details of the area. The adventuresome can use them to explore; the lost can use them to find their way!

SCHEDULE. We plan three days of riding.

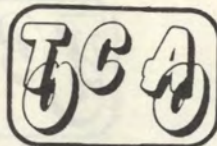
FRIDAY--1:00 p.m. ROOSEVELT RAMBLE

You chose: 30 or 45 miles, rolling or mountain terrain. All variations go through White Springs for an optional tour of FDR's Little White House and Museum (extra charge).

SATURDAY--9:00 a.m.

A ride over the mountain to Hamilton, GA. Visit the antique shops. Expect gorgeous views and breath taking descents. Climbs can be done without destroying your knees! Shorter





flatter option available. (Sorry--Hamilton isn't on the shorter version.)

BANQUET

An optional banquet at the Callaway Inn is scheduled for Saturday night. We road tested the food over Thanksgiving--and we gave thanks! It's very good.

SUNDAY--9:00 a.m. HEAD FOR THE BORDER!

A beautiful ride to West Point, GA on the Alabama border. You chose: the full ride of 50 miles or the short version of 15 miles, depending on when you want to head for home.

BREAKFAST OPTION

A pre-ride group breakfast at Callaway's Breakfast Buffet, featuring a gracious southern-style breakfast from biscuits to grits, with fresh fruit, eggs, sausage, country ham and bacon, is planned as an option on Sunday morning. You may sign up for this when you arrive on October 7 if you would like to join the group.

TEE SHIRTS with this year's Southern Tandem Rally logo are available for \$6.00. Order yours on the registration form.

REGISTRATION AND FEES

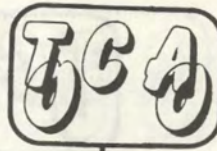
REGISTRATION, which includes a pass into the gardens, all maps, gorp and snacks for one tandem couple costs \$25.00. Tandem couples **MUST** register as couples.

BANQUET (optional) at Callaway Gardens is \$12.50 per person (i.e. \$25.00 per couple) and \$7.00 for children under 12. You should make reservations for this on the attached form when you register.

CABINS, (2 bedrooms) cost \$100.00 per night for two couples (i.e. \$50.00 per night per couple. If two (or three) tandem couples wish to share the same cabin (the third couple would have to use the convertible sofa and would pay \$20.00 per couple per night extra, unless they are children under 18 staying with parents, in which case the children would stay free) they should fill out one form per couple, indicate on the form with whom they will share, and **SEND ALL FORMS IN TOGETHER**. If you would like to have your children use the convertible sofa, which is free for children under 18, you must first fill both bedrooms by registering together with another couple. We will not assign children to convertible sofas otherwise. We do not have any arrangements for child care.

Otherwise, we will randomly assign two couples per cabin. Cabins will be assigned on a first come, first serve, basis and will be available until August 15, 1983. Other accommodations (motels and camping) are available in the area. Write for a list.

We have reserved one complete village for STR '83, and all cabins are completely furnished.



Grand Canyon To Mexico

It's time again to use our 27-inch gear. Some folks predicted that the tandems would have trouble with this climb but all five tandems made it without walking. Just outside of Globe, the Porters trashed out their freewheel and got sag-lifted to the town's only bicycle shop, where the owner let Bill do most of the work as he had never worked on a tandem with Phil Wood brakes before.

Rudy and Kay Van Renterghem

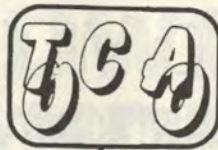


We tandemed into Globe and enjoyed a second breakfast before tackling El Capitan Pass, another granny gear climb of 1,000 feet. A slight tailwind aided our ascent. While we were slowly cranking toward the summit, a big bee landed on the rearview mirror attached to the pilot's glasses. It leisurely strolled across the mirror and then the temple piece of the glasses before deciding we were moving too slowly and buzzed away. The stoker thought this quite funny and as we took a break at the pinnacle of El Capitan Pass, she started laughing uncontrollably saying it was a good thing she was able to choke off her laughter or we would never have made it to the top.

We were prepared for a fast, curving 3,000 ft. drop over the next 25 miles taking us into the town of Winkelman, which is located in the midst of the Arizona mining country. However, a rather nasty crosswind made the trip into the Gila River Valley slower than we had anticipated, but still pretty fast.

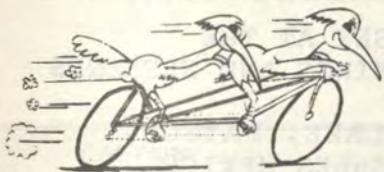
From Winkelman it is only slightly uphill to Mammoth, where we arrived at 2:15 p.m. In this part of the desert the sun can really do a burn job, as the stoker soon learned. Although she had used lots of sunscreen, the hours in the sun had given her just a bit of a rash. That evening the Mammoth Lion's Ladies Auxilliary put on one heck of an all-you-can-eat dinner for \$5 a person and we all did justice to the splendid home-cooked meal.

Next morning we were off to an early start through familiar riding territory. We



were headed for Tuscon, regrouping at the first traffic light on the north side of town for a police escort. One last big climb on the Grand Canyon to Mexico Tour remained, a grunt of a climb of 2,200 feet in 13 miles to the town of Oracle. Following that is a swift 11-mile descent with a very strong tailwind to the hamlet of Oracle Junction. Our timed speed between mile markers was 29 mph ... coasting! Some tailwind that was!

All the cyclists were assembled by 10:30 a.m. Many Tucson area bikies, including Paul and Zona Madden on their bright yellow Laing tandem, joined us for our grand entrance into Tuscon. Picture over a hundred riders, most of them wearing the tour's yellow T-shirt with black shorts, riding three abreast in a full traffic lane with four police cars



*Just a quick note
Between pedal strokes ...
from Rudy and Kay*

leapfrogging each other and halting all car traffic at the intersections so we cyclists could proceed unhindered to downtown Tucson!

Ed Stiles, one of the originators of the tour and a writer for the Tucson Citizen newspaper, had primed the pump a bit by writing several articles while he was on the tour and phoning them in to his newspaper. Groups of people stopped what they were doing to wave and cheer us on, while TV cameras recorded the event for later newscasts. It was exhilarating. We cyclists added another touch of color to an ethnic festival that was in full swing. There was food aplenty... from American Indian fry bread and honey to Thai beef curry. We didn't even have to worry about where to park our bikes, as tour chairman Rich Corbett had arranged a huge storage room near the ethnic festival... a nice bit of planning.

After taking in the festival and eating our fill (again), the group departed, again with full police escort. Never had so many bicyclists traveled through Tucson's car-niverous traffic so fast and so easily. Our route passed San Xavier Mission, the White Dove of the Desert, and one of the best examples of Southwestern Spanish architecture. We continued through rolling ranchlands and pecan groves into Green Valley for our last night out.

On the last day our agenda led from Green Valley to Nogales, Sonora, Mexico, a 49-mile trip through the lush Santa Cruz Valley. For one mile Interstate 19 was the only road available, so our ham radio people stationed themselves by the entrance and exit to the highway to make sure no riders became confused. After Tumacacori National Monument with its partially restored mission and lush patio garden came a half mile of dirt road and an unusual crossing of the Santa Cruz River. Typical of southern Arizona, there was no bridge so off came cycling shoes and socks to carry the tandem barefooted through ankle-deep water. Then on through wooded and hilly terrain to Nogales, Arizona, where we gained a police escort to the Mexican border.

Crossing into Nogales, Mexico, we were met by His Honor the Mayor, a five-piece Mexican band, Miss Tourism, garlands of flowers, flowery speeches, and a big police honor guard. All traffic came to a standstill. The Mayor announced that a bicycle race would be held in our honor and asked if any of the "turistas" would care to ride in the event against some of the areas finest riders. A little hesitatingly, about ten members of the tour group decided to shed panniers, bags, and excess gear and join in the event. Spectators lined the streets to cheer on the favorite sons and those crazy "gringo" riders. After a 500-mile tour you might think the Americans would not do too well. But

GRAND CANYON TO MEXICO ALMOST ACROSS ARIZONA BICYCLE TOUR

1017 N. FIRST AVE., TUCSON, AZ 85719

ANNOUNCING

THE

THIRD ANNUAL

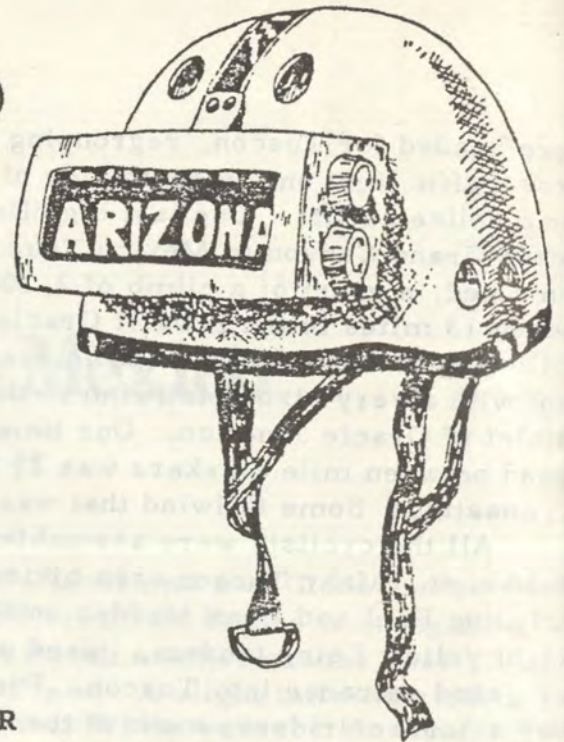
GRAND CANYON TO MEXICO TOUR

October 2 through October 9

A SPECTACULAR 8 DAY 500 MILE TOUR OF ARIZONA
FOR ONLY \$60.00 (BEFORE AUGUST 1)

FOR MORE INFORMATION CONTACT: TOUR CHAIRMAN BOB DORSEY AT THE
ABOVE ADDRESS OR CALL 626-1790 DAYS OR 884-8986 EVENINGS AND WEEKENDS

ROUTE GOES THROUGH CAMERON, SUNSET CRATER, MORMON LAKE, PAYSON,
GLOBE, MAMMOTH, TUCSON, GREEN VALLEY AND ENDS IN NOGALES MEXICO



Sponsored By : TUCSON CHAPTER, GREATER ARIZONA BICYCLING ASSOC.

the first, second, and third placers across the finish line were copped by those crazy tourists! After awarding the trophies, the festivities continued with more speeches, dancers, singers and musicians. A full three hours of celebration! For sheer excitement, this even surpassed the thrill of whizzing through Tucson! It must have been the grandest welcome a bicycle touring group ever received.

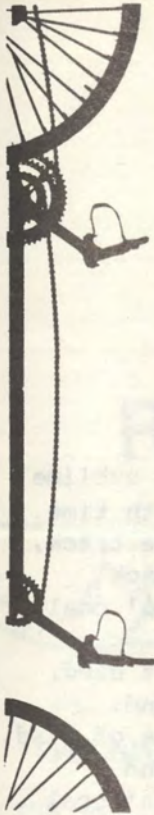
All good and fun things eventually come to an end and so did the 1982 Grand Canyon to Mexico Bicycle Tour. We left with a sense of accomplishment and satisfaction, good memories, and new cycling friends.

The success of the eight-day tour was made possible by a multitude of people:

the organizing committee, bag and sag wagon drivers, emergency medical technicians, our wonderful ham radio support crew and, last but not least, the riders who started as a group of adventuresome cyclists and ended up as goodwill ambassadors to our southern neighbors, Mexico.

The 1983 "Tour" is in the planning stages and if anyone wishes to be put on the mailing list for a well-remembered event, write to "Grand Canyon to Mexico Bicycle Tour," c/o Robert Dorsey, Chairman, 1017 N. First Ave., Tucson, AZ 85719.

Rudy & Kay Van Renterghem
8414 Calle Tioga
Tucson, AZ 85704



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

MIDWEST TANDEM RALLY 1983

Hosted by
TWIN CITIES TANDEM CLUB

MIDWEST TANDEM RALLY '83 REGISTRATION APPLICATION

CAPTAIN: _____
 LAST NAME FIRST NAME INITIAL AGE SEX

STOKER: _____
 LAST NAME FIRST NAME INITIAL AGE SEX

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.

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

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.

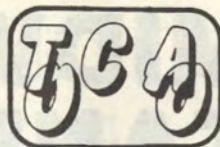
Signature _____

Cosignature* _____

Signature _____

Cosignature* _____

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



Shovelin' Coal

by Tony Pranses

There are those who think the tandem is the instrument sublime
For the serious cyclo-tourist and the man concerned with time.
It has drive and rolls mush faster as it gobbles up the track,
But it's quite another matter to the guy who sits in back
. . .shovelin' coal.

But just look at the advantages with twice the power at hand,
And half the wind resistance as it travels o're the land.
The weight is less than double. This alone gives peace of mind.
But it's still another matter to the guy who sits behind
. . .shovelin' coal.

Yes, the man up front is master. It is he who shifts the gears.
He decides when brakes are needed, and on top of this he steers.
He can go the wrong direction and wind up in Timbuktu,
But refuses any protest from the guy who's number two
. . .shovelin' coal.

It's just like a locomotive, with the front man engineer.
He sits back and shouts instructions to the fireman in the rear.
It's the way to run a railroad. With a bike it's not so sweet
To the sweating, swearing fellow on the secondary seat
. . .shovelin' coal.

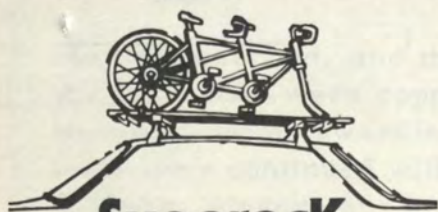
True, the pilots work the throttles while their partners work the
flaps.
They are barely more than slaves -- a society of saps.
Co-pilots do the labor. They are not supposed to feel.
It's likewise with the suckers above the rearward wheel
. . .shovelin' coal.

His view ahead is blank and to peek would be a sin;
So he can't see where he's going -- only places where he's been.
He would love to lean to starboard when to port they make a turn,
But such pleasure is verboten to the fellow in the stern
. . .shovelin' coal.

Yet there will be retribution on some future day in hell,
When all the tandem frames have melted and the tandem leaders yell.
In agony they writhe, and some mercy they request;
But the back men just keep doing the thing they've done the best
. . .shovelin' coal.

--Taken from Bikecology Bulletin, September, 1973 who took it from
A.Y.H. Spokesman in Boston. Submitted to us by Sarah Casseday.

Carry tandems
Carry singles
Carry both on



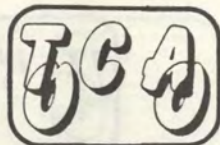
Superack

the
Ultimate
Bicycle Rack

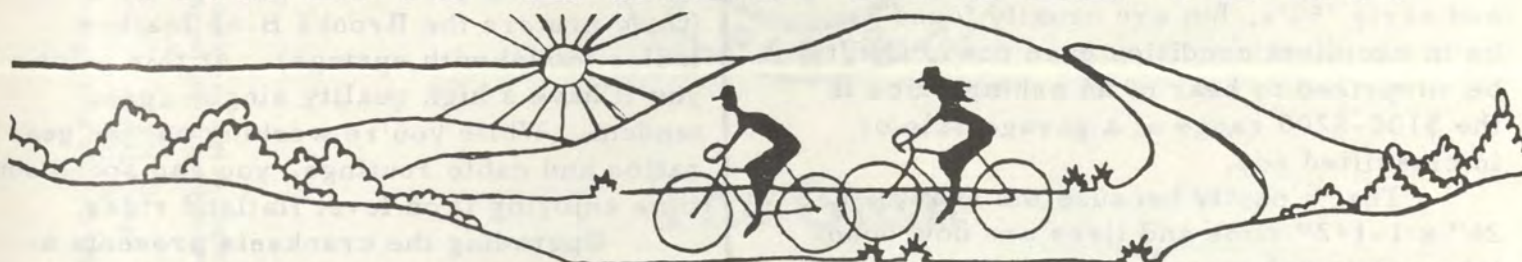
The only roof rack designed specifically
for tandems comes in a four-bike or
two-bike models.

Ask about SoloRack, for singles only.
Talk to your bicycle dealer, or contact:

Freeman Industries
1224 Robbia Drive
Sunnyvale, CA 94087
(408) 736-9285



The Ottawa Bicycle Club THE 12TH ANNUAL RIDEAU LAKES CYCLE TOUR



THE MOST POPULAR OVERNIGHT DOUBLE CENTURY IN CANADA - PLAN TO JOIN US

THE TOUR

This is an overnight bicycle tour, from Ottawa to Kingston and return, a total distance of 385 km. Participants from past years will remember the beauty and exhilaration of the rolling roads from Perth through the Rideau Lakes to Westport and Kingston. The section between Ottawa and Perth winds through the old village of Ashton and along the shores of Lake Mississippi. The route is entirely paved except for 2 km of gravel near Perth.

SCHEDULE

Check in is between 6 a.m. and 7 a.m. on Saturday 21 May at the Carleton University Residence North Parking Lot. Overnight car parking is provided.

CHECK - IN at Queen's - all cyclists will be in before dark.

CHECK - OUT at Queen's - is between 7 a.m. and 8 a.m. on Sunday.

CHECK - IN at Carleton - all cyclists will be in before dark.

ACCOMMODATION

Comfortable accommodation with single or double rooms is provided in the students residences of Queen's University downtown campus. Generous and delicious meals, supper Saturday and breakfast Sunday, are included in the fee.

This year the supper set-up is streamlined for quick service so the line ups will be short. Also we have listened to your requests for eating "Out-in-the-town", there is a fee reduction for those not eating supper at Queen's of \$5.00.

PRE AND POST TOUR ACCOMMODATION

Limited Pre and Post Tour Accommodation is available at Carleton University for an additional fee. Information on alternative accommodation will be supplied upon request.

BAGGAGE

"Light Baggage" such as one small valise

will be transported both ways by an accompanying truck. Larger than an aircraft "carry-on" may be refused. All baggage must have I.D. tags.

TOUR KIT

Cyclists will receive a Tour Kit which includes a route map, detailed instructions, a embroidered Tour crest and a RLCT Cycling cap at Check-In.

HELP EN-ROUTE

There will be a number of accompanying vehicles, including one with an expert bicycle mechanic. However, as there could be a long wait and a small charge for repair or sag services, it is advisable to have both yourself and the bicycle in top condition. A spre tube, pump and a minor tool kit should be carried. Food and drink are available in all the towns en-route. However, experienced cyclists will take with them some nourishment and drink. It is a good idea to bring some cash for emergencies.



Application Form Please Print
RIDEAU LAKES CYCLE TOUR 1983

Please fill out
separate form for
each member of the family

SEND THIS FORM TO: SUE FOWLER
2123 Dunelm Street
Ottawa, Ontario K1G 2S2

FAMILY NAME _____ FIRST NAME _____ AGE _____ (if under 18)
ADDRESS _____ CITY _____ PROV/STATE _____
POSTAL CODE _____ TELEPHONE _____
Organization _____ Membership # _____

Accommodation Preferred: Single double with _____
I wish to have dinner included not included
I wish to take part in the R.L.C.T. and enclose \$ _____
Please bring your membership card with you

COST
The all-inclusive fee is - \$50.00.
For 1983 members of the Provincial or National Cycling Associations the fee is \$45.00.
For each additional Provincial or National Cycling Association immediate family member the fee is - \$35.00.

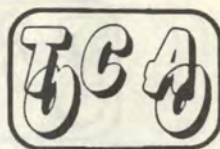
Note - There is a \$5.00 fee reduction for those wishing to have supper in town.

In case of accident please notify _____

NOTE : Receipt will be issued. Applications not accepted for any reason will be returned. In case of cancellation, request for refund must be made by May 20, 1983. All refunds subject to a \$5.00 cancellation fee.
I wish to have accommodation at Carleton University Friday May 20 Sunday May 22 (Check as appropriate) and have enclosed additional funds to cover: \$18.09 per night Single; \$26.65 per night double with _____
I will abide by the Ontario Highway Traffic Act and Safety regulations set by the Ottawa Bicycle Club. I hereby waive all rights to claim either for myself or my executor, against the Tour Organizers, the Ottawa Bicycle Club, Queen's University, Carleton University their agents or representatives, for any loss or injury incurred while taking part in this tour.

SIGNATURE

SIGNATURE ACCOMPANYING PERSONS IF UNDER 18



Upgrading 'Town and Country'

If you are fortunate, as we were, to find a used Schwinn Town & Country tandem (also called the "Ultra-Short"), count your blessings! They were built in the 1940's and early '50's, but are usually found to be in excellent condition even now. Don't be surprised to hear of an asking price in the \$100-\$200 range at a garage sale or in classified ads.

That's partly because the heavy steel 26" x 1-1/2" rims and tires are now obsolete. Original equipment included longhorn steel bars, cotted steel cranks (cross-over drive) and a single-speed freewheel. Fitted with these parts, the T&C is quite heavy and, in fact, does look a bit like a dinosaur. In this case, however, looks are deceiving.

The bike boasts a hand brazed, seamless drawn steel frame with 1-1/8" top tubes and laterals, a curved rear seatmast, and 22" x 19" frame sizing in a lady-back design. The special tandem headset and fork are beyond comparison, and all workmanship is by Schwinn's traditional quality. Front chain tension is set with a front crank eccentric. Many TCA members would consider the BFC hi-low drum hubs (36^o, .105 ga) as worth the price of the whole bike--spoke key-holes allow replacement without removing wheels and the same size spoke fits both high and low flanges on both hubs! They run as smoothly as any 10-speed hubs on the market today.

Since new tires are not available (they were too heavy anyway), your first job will be to respoke 700C or 27" alloy rims on those hubs. The 700C size fits well, even under original fenders, but we preferred 27" rims for better tire selections and closer brake caliper reaches. For 27" rims, the rear fork-tips must be shortened (hacksaw and file)

by half an inch, but everything fits very well indeed,

There's no problem with fitting alloy bars, toe clip pedals and good saddles (Gudy prefers the Brooks B-66 leather ladies model with springs). At this point you'll have a high quality single-speed tandem. While you're working out the gear ratios and cable routings, you can spend some time enjoying it on level flatland rides.

Upgrading the cranksets presents a challenge because of extra-wide crank housings and very short chainstays. We solved this by cutting the front alloy eccentric to 68 mm and running the rear chain all the way from the front crank. Sugino triple spindles and cranks make a very close fit all around, but there's no worry about chain alignment. The front derailleur is quite positive between 34-52-54 chainwheels.

Another concern involves the free-wheel axle spacing. It just wasn't designed for five cogs, but removing the smallest sprocket from a Regina freewheel makes a four-cog (16-31) arrangement that works well. If we can find a longer axle for the BFC hub, we'll move the chainstay out a bit.

I've already silver-soldered a derailleur hanger to the rear forktip, and we'll have cable ferrules, bottle brackets, etc. brazed on when we find time to have the frame refinished. Weighing in at a respectable 42 pounds, there's no question that this is really a fine machine! Look for Gudy and me on a white Town & Country with yellow Skid Lids.

Jim Kucera
Consumer Relations Dept.
Schwinn Sales Inc.
1856 North Kostner
Chicago, IL 60639

The Great Canadian Bicycle Rally
 Box 245
 Paris, Ontario
 N3L 3G2

Further Information:

The Great Canadian Bicycle Rally is a non-profit recreational event for all cyclists organized by the Rally Board of Directors in cooperation with the Ontario Cycling Association and the Town of Paris.



The Great Canadian Bicycle Rally

JULY 1 | 2 | 3 | 1983

Paris, Ontario, Canada

"A Gathering of the Bicycle Clans"

1. NAME _____ AGE _____
 ADDRESS _____
 POSTAL/ZIP CODE _____ TELEPHONE _____

2. FAMILY MEMBER _____ AGE _____
 3. FAMILY MEMBER _____ AGE _____
 4. FAMILY MEMBER _____ AGE _____

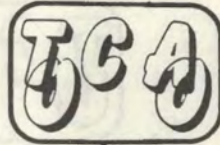
INFORMATION REQUIRED: (Check) _____
 Community Dance _____
 Bed & Breakfast Accommodation _____ Motel _____
 Rally Criterium Race _____ BMX Racing _____
 Pre-Rally Tour (1wk.) _____ Post-Rally TOUR (1wk.) _____
 Two-Week Tour _____ ANY OTHER INFO. (Specify) _____

REGISTRATION:	EARLY:	AFTER JUNE 1st:	AMOUNT
Family Rallyer (Campsite)	\$48.00	\$54.00	_____
Single Rallyer (Campsite)	\$16.00	\$18.00	_____
Family Day/Tripper	\$25.00	\$30.00	_____
Single Day/Tripper	\$10.00	\$12.00	_____
Adult Barbeque Tickets	Quantity _____	at \$8.00/each	TOTAL _____
Childrens Barbeque Tickets	Quantity _____	at \$4.00/each	TOTAL _____
Community Dance Tickets	Quantity _____	at \$5.00/person	_____
TOTAL REGISTRATION			_____
DONATION			_____
TOTAL \$ ENCLOSED			_____

All Cheques To Be Made Payable To: THE GREAT CANADIAN BICYCLE RALLY and Remitted To: P.O. BOX 245; PARIS, ONTARIO, CANADA, N3L 3G2, with Mailing Deadline of June.12/1983. NOTE: A \$5.00 Administration Fee will be charged For Refunds.

In consideration of the furtherance of your proposed objectives and work, and in consideration of your permitting me to participate in your Rally, on behalf of Myself, My Heirs, Executors, Administrators, Successors, and Assigns, I hereby Waive and Release any and all rights and claims for damages which I may have against the Rally Committee, the Tour Organizers, the Ontario Cycling Assn., The Town of Paris, The Paris Agricultural Society, their Agents or Representatives, for any and all injuries, howsoever caused, which I may suffer whilst taking part in the Rally or as a result thereof.

DATE _____ SIGNED _____
 IF UNDER 18: GUARDIAN'S SIGNATURE _____
 IN THE EVENT OF AN ACCIDENT, PLEASE NOTIFY: _____
 NAME _____ TELEPHONE _____



A Tale of Two Wheels

Several early risers stared curiously after me as I rode a tandem solo through town. It was an unseasonably brisk morning in September, and I was meeting Jay to try Fred Morse's birthday ride (Fred is getting too old to cycle, I've decided. These rides of his could age me prematurely.) It was cold, and my muscles felt like overcooked linguini. Crossing the bridge I could easily have been mistaken for a hypothermic needle.

I had just completed a crash course in tandeming: Victoria and I had logged nearly 500 miles in the two or three weeks since some mad salesman at Hodson's Bay Co. had conned us into laying out our life's savings for this monster. I was much better at riding it, but was I good enough to handle the bike (yes, even though it's eight feet long it only has two wheels) at speed, with the above-mentioned mad salesman on the back? Was I crazy? Don't answer that until you know a little more history:

TANDEM TROUBLE

In fear and trembling, and with great trepidation (having never gone into debt for other than educational purposes) we approached the loan desk at our local credit union. This was something of a last resort; since returning from the League of American Wheelmen [sic] convention and bike rally in Dayton we had schemed and calculated for days, sold our air conditioner, cashed in our penny collection and subsisted on rice and potatoes in efforts to raise the money for a tandem. I had even considered getting a job. So here we were contemplating abject consumerism, and the credit union manager was asking us why we

wanted a loan.

"Oh, we want to buy a recreational vehicle." (I had cleverly assessed the categories on the standard loan form, and this seemed the most likely.)

There were dollar signs on his eyelids, and he got even more friendly than before. "Taking the kids camping?"

"No, we don't have any kids." (Why is it that people think driving around in a huge van complete with dishwasher is camping?)

"Well then, how much will you need to borrow?"

"Three thousand dollars."

Slight surprise glazed his features.

"You mean for the down payment?"

"No, well that's all we need, really, you see, um, we're not buying a camper, you see, um, we're buying a bicycle."

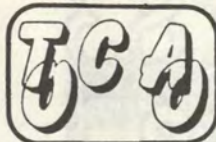
"Oh." Pregnant pause. "Solid uranium? No doubt investment possibilities were entering his head that had never been there before.

"No, just steel and aluminum. It's a tandem, you see."

"Oh." Clearly he didn't see at all. Eventually the strain of considering eternal repayment schedules overwhelmed us, and we left without signing anything.

In Dayton, I had asked Steve and Marie Leibey if they were tandemists, and Steve had said (with that wonderful deadpan only seen on L. A. W. area representatives), "We don't have that disease." The full seriousness of that statement was only now beginning to sink in. But the seeds were sown, and before the month was out we had emptied the piggy and trotted down to have Jay call in the order.

Nothing happened, however, for more than a month. Projected arrival



dates flitted by like happy butterflies, laughing in our faces. We began to fear that this was a false bikenency, but the biketetrician assured us that if we could just wait and continue to labor (to pay for it) all would be well. [Like most physicians, he is very concerned with patient management--if we are patient, he'll see to the management.] So we waited and, finally, on the day before my birthday our beautiful "sierra glacier" Santana tandem was born, sprung full-grown from a cardboard box off a Pacific Intermountain Express truck.

Breaking a bottle of Old Vorck Stout across her head tube, we christened her "Diotima" (after Socrates' teacher) and rode off into the gloom of an August afternoon in Indiana, quickly learning the true meaning of "cantiler" on a tandem: You always arrive at the same time.

Arriving at the same time was clearly going to be the problem on Fred's birthday ride. Fred is pushing sixty-five (at least), and although I knew I could ride a double metric century (I've done it before) there was some question whether I could do it in such close proximity to Jay Hardcastle. For his part, he was plagued with similar doubts. Our fears proved groundless, however. I'm a nicer guy than he realized, and vice versa. Our biggest worry was convincing Dave Rennecker and Tom Flick to stop every 25 miles so we could swap seats and absorb calories, and they were quite accomodating, though Tom dropped us after 80 miles, and Dave followed suit after about 110. But the truly amazing thing was that two parttime cyclists like ourselves, nothing special on single bikes, could pace these monsters for the better part of a century, sometimes doing 25 mph into a headwind for miles at a stretch, without

doing any permanent damage. Wonderful things, tandems.

Matthew Silliman
Victoria Storck
409 Tinkler Street
Lafayette, IN 47904



from the Parison Gallery group show, "The Bicycle," appearing in the Toronto Tandem Co-op newsletter.

TANDEM '83

CAPE ANN



Discover Cape Ann — at TANDEM '83 August 19 to 21. Come spend a summer weekend with us on the rocky coast of Boston's North Shore. A new experience to delight you — from the fabled art colony of Rockport to the elegance of the historic mansions in Beverly and Ipswich. Long regarded as an outstanding vacation spot, Cape Ann's rugged coastline is an experience you'll not soon forget.

Registration opens at 2:00 p.m. on Friday, August 19, giving early arrivals time to settle into their rooms, explore the Beverly Farms area and greet friends old and new. The hospitality/registration area will be open until 10:00 p.m. for light refreshments, an informal slide show and a gathering place.

ACTIVITIES

"Motif #1", The Paper House, Crane Mansion, the broad, sandy expanse of Crane Beach Reservation, Hammond Castle, and the fishing port of Gloucester are all part of the rides planned for Saturday and Sunday. Other tours take us inland to Wenham and Hamilton, birthplace of General George Patton. Broad tree-lined roads wind through the horse farms that abound in the area — the Myopia Hunt Club and the home of the U.S. Olympic Equestrian team, to name a few. "On-the-road" luncheons continue the same, fine gustatory tradition of past Tandem events.

The TANDEM-Mart and Swap Meet is expanding, and not just bike parts. Bring your small crafts, foods, etc. to display and sell on Saturday afternoon. Tandem frame builders and dealers are encouraged to show — "on stage" — Friday evening.

ACCOMMODATIONS

The quiet country setting of Gordon College, a religious liberal arts school, offers comfortable accommodations in modern two to three room suites and dorms, sharing a common living area and bath. Once known as Prince Mere, the estate was considered as a possible site for the U.N. Located in Wenham, Massachusetts, Gordon is a short, 40-minute drive, just north of Boston. Cape Ann's terrain is gently rolling with postcard ocean views and quiet, tree-lined colonial back roads. Daytime temperatures are moderate and evenings cool, from the sea breezes of the Atlantic.



Crane Beach

The cost for TANDEM '83 is \$120 per team and includes Friday & Saturday nights' lodging, bed linens (no facecloths or blankets) and towels, Saturday breakfast through Sunday luncheon, registration, maps, patches, etc., with appropriate charges for children. Two children, under six, are permitted sleeping-bag space on the floor (no keys or linens). Any additional children or children over six are required to occupy a bed and pay the housing fee. Check-out time is 6:00 p.m. Sunday or stay and enjoy until Monday, 1:00 p.m.

Child care for children out of diapers will be offered on Saturday. An activities program is offered similar to TANDEM '81. To properly plan and supervise the program, advance registration and payment are requested.

The Eastern Tandem Rally's second decade is a special time. Discover Cape Ann at TANDEM '83, for the special time we'd like to share with you.

PRE-RALLY "TANDEM INNS TOUR '83"

August 14 - 19, 1983

A week's tour of the Monadnock and Sunapee regions of southern New Hampshire. On each of the five nights, you will stay at a charming colonial inn, the beginning of a memorable summer's vacation. Cost is \$175 per person and a \$20 per person deposit for administrative maps and sag wagon, any part of the deposit not used will be refunded. Limit is ten teams and deposits are due June 1.

Please send a SSAE to Bob and Linda Harvey, 16 Clinton Street, Salem, NH 03079, Telephone (603) 898-5285.

Send **DOUBLETALK** articles to Drew Knox, 705 W. 27th Street, Wilmington, DE. 19802

TANDEM '83 REGISTRATION FORM

Please complete all items that apply.

Please print all items.

NAME _____ T-shirt (Male) Size _____ NAME _____ T-shirt (Male) Size _____
 ADDRESS _____ CITY _____ STATE _____ ZIP _____
 TELEPHONE _____ IN EMERGENCY, CONTACT: NAME _____ TELEPHONE _____
 Children, if attending NAME _____ T-shirt size _____ AGE _____ CHILD CARE FEE \$5 _____
 NAME _____ T-shirt size _____ AGE _____ CHILD CARE FEE \$3 _____
 NAME _____ T-shirt size _____ AGE _____ CHILD CARE FEE \$1 _____
 TOTAL FEE IF USING CHILD CARE — CARRY BELOW \$ _____

***** PLEASE NOTE THE FOLLOWING *****

1. Registration CLOSES July 19, or when 125 team limit is filled, as the college must be paid in full, in advance.
2. Cancellations before July 19 forfeit only the \$15 registration fee. After July 19 refunds of meal & room fees can be made only if replacements are found.
3. Late registration is unlikely except on a replacement basis.
4. Early registrants have priority for nicest first floor rooms.
5. Alcoholic beverages are not permitted on campus. Please respect Gordon College's wishes. Thanks!!

PLEASE READ THE RELEASE AND SIGN (BOTH ENTRANTS)

In signing this release for myself or for the named entrant(s), if the named entrant(s) is under the age of eighteen, I acknowledge that I understand the intent hereof, and hereby agree to and absolve and hold harmless the NARRAGANSETT BAY WHEELMEN, INC., the TANDEM CLUB OF AMERICA, INC., and GORDON COLLEGE and their officers, members, students, and employees respectively, and any others connected with this event in any way whatsoever, singly and collectively, from and against blame or liability for any injury, misadventure, harm, loss, inconvenience, or damage suffered or sustained as a result of participation in TANDEM '83 or in any activities associated herewith. I understand that the NARRAGANSETT BAY WHEELMEN, INC., the TANDEM CLUB OF AMERICA, INC., and GORDON COLLEGE are not responsible for, and are not insurers of, my personal safety during this event. I thus release them, and I agree to save them harmless, from any and all liability arising from my having sustained any property damage or personal injury by reason of their negligence in participating in or sponsoring or planning or arranging the event. I also hereby consent to and permit emergency medical treatment in the event of injury or illness. I shall abide by all traffic laws and regulations and practice courtesy and safety in cycling.

SIGNATURE OF ENTRANT _____ DATE _____ SIGNATURE OF ENTRANT _____ DATE _____ SIGNATURE OF PARENT OR GUARDIAN ENTRANT(S) UNDER EIGHTEEN _____ DATE _____

******* FEES *******

Included in the fee per team are: two (2) five-meal plans, room with linens, towels (no facecloths or blankets), name tags, patches, maps, registration, etc. \$120.00
 Key & linen deposit (Refundable) . . . 10.00
 T-shirts # _____ X \$5 = _____

Please indicate the number in your party for: Vegetarian Meal Plan # _____ Children # _____ and

Saturday Clambake Choices: Chicken # _____ Lobster # _____ Vegetarian # _____
 Children # _____ Children # _____ Children # _____

******* FEES FOR CHILDREN *******

Children 6 & over must occupy a bed. Child (6 & over) # _____ x \$52 = \$ _____
 (Only two children under 6 permitted to sleep on floor.) Child (Under 6) # _____ x \$33 = _____
 Additional children (Under 6) # _____ x \$47 = _____
 Child Care Total (from above) _____

OPTIONAL SUNDAY NIGHT LODGING (No meals) Adults & children in beds # _____ x \$ 7 = _____

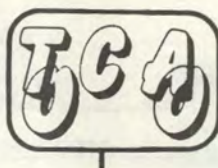
(Please make your check payable to TANDEM '83 for this total) TOTAL: \$ _____

MAIL THIS APPLICATION, YOUR CHECK, and a SELF-ADDRESSED BUSINESS-SIZE ENVELOPE TO:

NARRAGANSETT BAY WHEELMEN, TANDEM '83, P.O. Box 1317, Providence, RI 02901

We will confirm receipt by postcard. Travel and pre-rally information will be sent two to three weeks prior to TANDEM '83 in the business-size envelope you have thoughtfully provided. ADDITION & CHECK O.K.????? DID YOU BOTH SIGN THE RELEASE?????

Send **DOUBLETALK** articles to Drew Knox, 705 W. 27th Street, Wilmington, DE. 19802



My Visit to Jack Taylor Cycles

A longtime dream came true last fall when I was able to do a 3-week bicycle tour in England. As I have both a Taylor tandem and a single, the trip would not have been complete without visiting the old-world masters of tandem design and building.

We arrived unannounced one rainy morning (most mornings are rainy in England in September) hoping to find the Taylor brothers, Jack, Ken, and Norman. Fortunately, all were there and, as they were just sitting down for tea, they invited us in. Some of their cronies had come around for tea, too, so it lasted the better part of an hour. My first impressions were how friendly the brothers were and how large their shop was. We spent all day and part of the next with them, camping on the grounds that night at their invitation.

The Taylors have been building bikes since the late thirties. They started building because they could not afford better bikes in those hard times and wanted to have good, competitive bikes to race. Jack learned "welding" in night

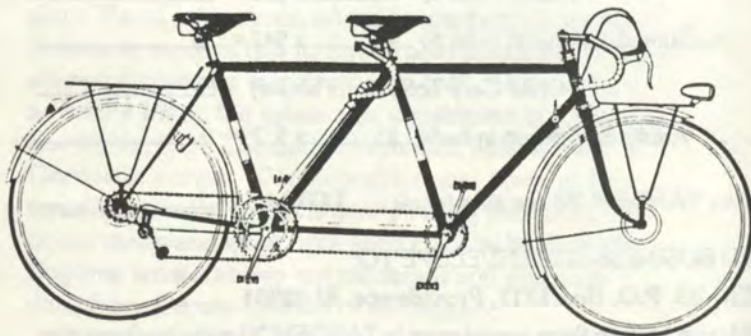
school and taught Norman how to "weld." (They call their lugless-brazed bikes welded.)

Norman has always brazed the frames, with Ken's help, while Jack finishes the frames with baked-on enamel, varnish transfers, and "box lining" (pin striping done by hand with a small wheel!). It takes all afternoon to apply transfers (decals) and box lining. Ken is the wheel builder and bike assembler. The brothers have worked together all their lives. While they had apprentices during the busy years--the seventies--none stayed around and now it is just the three of them in that large shop. "One young lad who worked for us kept at it," Jack told me. "His name is Colin Laing and now he builds bikes in America."

The frames are made using amazingly unsophisticated tooling, compared to American builders. A simple flat plate jig is used to tack together the frames and check them after final brazing. They are brazed by hand and straightened mostly by eye as each joint is brazed. Most mitering is done by hand, even though they have a vertical mil-

TOURING TANDEM

With fifteen speed gearing, three brakes, front and rear pannier carriers and Dynamo with concealed wiring this tandem represents the finest model available today. Weight fully equipped, 47 lbs.



FRAME. Sizes to order with parallel or sloping top tube Double Diamond Design. 63" wheelbase, 11" Bracket Height, 28" rake oval section forks. Brazed on parts for all fittings.

WHEELS. 27" dia. or 650 B Endrick Section Rims with Rear hub brake with open cable operation from lever on front bars.

TYRES. 27" dia. or 650 B.

BRAKES. Two Tandem Brake on Type Mafac Rim brakes coupled to double lever on front bars.

BARS. Maes or Randonneur alloy on alloy stems. Front Stem specially designed for adjustment of Mafac brake.

SADDLES. Brooks B.17 or B.15 or B.66 for rear.

CHAINSETS. Crossover drive with T.A. 28-40-50T Triple Driving Rings (or T.A. Alloy cotterless sets to order).

CHAINS. Brampton 1/8" x 3/32" derailleur.

GEARS. Campagnolo or Huret Tourist Gear braze on type with operation for wide ratios. R.H. down tube control. Front Changer with L.H. down tube control.

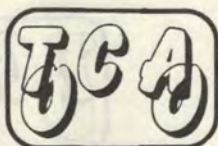
GUARDS. Lefol Alloy Wide Section Touring with 18" inflator to match.

CARRIERS. Front and Rear Pannier Carriers. Tubular of novel Jack Taylor design mounted on fork ends and above guards.

LIGHTING. Soubitez Dynamo brazed to L.H. seat stay with concealed wiring to front and rear lamps as illustrated.

BOTTLES. Fitted to front and rear down tube detachable cages with brazed on fittings.

FINISH. Choice of Flamboyant, Red, Blue, Green, Yellow, Copper, Purple or Turquoise with lining or to order.



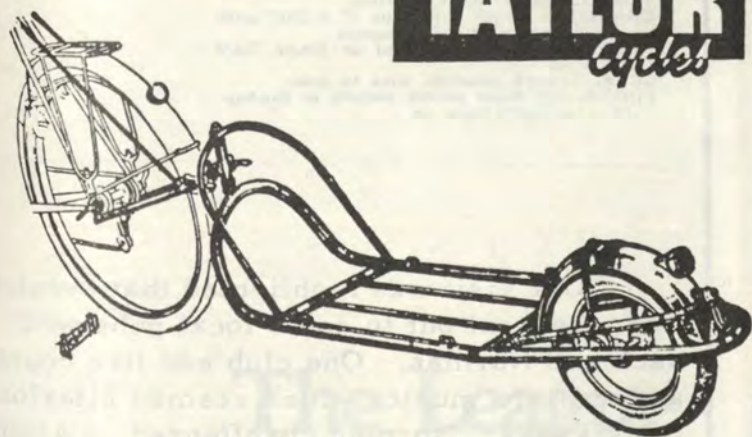
ling machine and a lathe. Watching Norman braze a lugless fillet was truly amazing. Brazing many thousands has given him complete control of the torch, and with what seems to be a minimum of heat he gets the brass to flow exactly where he wants it. "Several

Cycle - Campers!

Here is the ideal method of carrying that heavy touring baggage. Useful for tandemists, camping or club groups.

SINGLE WHEEL CYCLE TRAILER

by *Jack*
TAYLOR
Cycles



This camping trailer is constructed with a perfected design. The wheel is suspended on expanders and fitted with a large section balloon tyre. The head tube operates on annular bearings with rubber shock absorbers. Coupling is by quick release wing nuts to forks from the rear cycle fork ends, and stays from the seat lug bolt. The equipment includes a light wooden platform, four brazed baggage strap eyes, strong alloy mudguard, alloy rear lamp and reflector with full length cable. Total weight only 11 lbs. maximum load 110 lbs.

JACK TAYLOR CYCLES, Church Road, Stockton-on-Tees
Telephone: 0842-607615

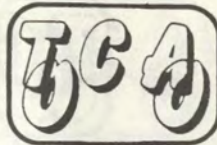
years ago, your Bicycling magazine compared our bikes to some others, and they said we didn't file our joints enough," Norman told me. "We never have filed our joints!"

Due to the poor state of the British economy and the greater availability of tandems in the U.S., their business has been slow of late. For the first time in their history, they have frames in stock to sell, and complete bikes in their showroom. We saw probably 50 single frames and 10 tandems. They have even commenced some special projects, namely Rann trailers, camping trailers, and racing tricycles. A Rann trailer is a small bike frame without a front wheel that attaches via a gimbal hitch to a tandem or single, so that little Cedrick can ride his own bike and still keep up with mummy and daddy on their tandem.

I had seen one of their camping trailers a few years ago and written to them to see if I could get one. They told me they were no longer produced, but recently they made a limited number of them. When I visited the Taylors, one trailer remained unpainted, so, naturally, I had it painted to match my tandem before returning home with my prize. The camper has a single wheel which follows a large platform with a canvas/vinyl carrying bag on it, and hitches via a gimbal like the Rann trailer. The weight is 11 lbs., yet it will carry a "hundredweight" (8-stone or 112 lbs).

The racing tricycle is totally foreign to most Americans, though there have been a few here, mostly Bob Jacksons. It has a left-side drive wheel (for British roads) and uses a 10-speed gear train. Both brakes of necessity are on the front wheel; one cantilever and one sidepull mounted ahead of the cantilever on a post. A unique contraption.

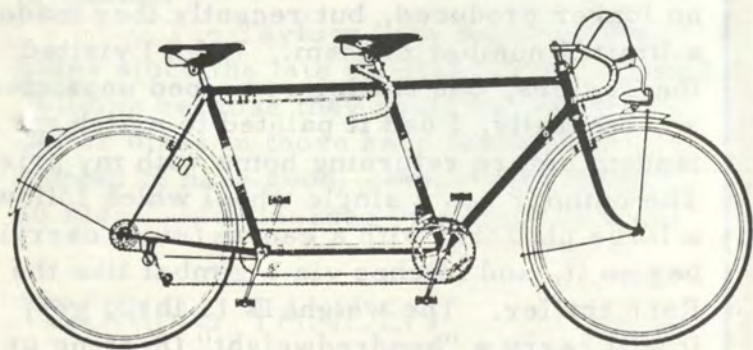
The Taylor tandems are made to three designs. Their traditional double-diamond



style, their "track" style, which has a single diagonal tube from head tube to rear seat tube, and a ladyback design. Recently, they have bowed to American whims and will make a longer rear top tube for more steerer comfort. They use a Reynolds extra-heavy tandem tube set which they specified many years ago. Only in the last few years have any companies come up with tubing which is as good.

SPORTS TANDEM

This model fulfils a long felt need among tandemists for a low priced machine built on modern high-class lines. Can be built with parallel top tube or sloping to the rear to accommodate the smaller rear rider. The specification includes many items of well proved performance and reliability. Weight 43 lbs. complete.



FRAME. 22"-21" with sloping top tube or to order. Open design as illustrated or double diamond. Built throughout from Reynolds 531 tubing and Bronze welded construction. 73-71-69 degs. 63" wheelbase, 11" bracket height, 2 1/2" Rake oval section forks. All brazed parts for gears, brakes, etc.

FITTINGS. Stronglight head set and Bottom Brackets.

WHEELS. 27" dia. or 650 B Endrick rims with Tandem D/S gear hubs and 12-14 gauge spokes.

TYRES. 27" dia. or 650 B.

BARS. Alloy Maes on alloy stems.

BRAKES. Mafac Tandem Criterium. Braze on Type or Hub Brakes to front and rear.

SADDLES. Brooks B.15 Standard or Narrow.

CHAINSETS. Direct or Crossover drive. Not as illustrated.

CHAIN. Brampton Derailleur 1/2" x 3/32".

PEDALS. Lyotard Racing Double Sided.

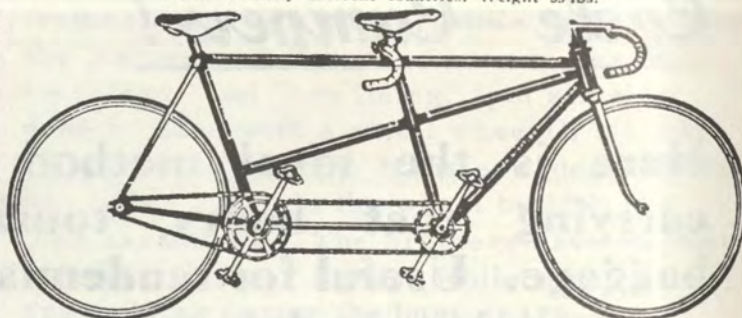
GEAR. Huret or Campagnolo Tourer for wide ratio gears. All parts Brazed on. Control on Down Tube.

GUARDS. Lefol Wide section alloy with 18" Inflator to tch.

FINISH. Any colour enamel or flamboyant with panles or lining to contrast.

TRACK TANDEM

Specially designed for use during the Olympics, this model has proved very successful for all types of tracks in many different countries. Weight 35 lbs.



FRAME. Any size to order, double diamond design or lateral tubes as illustrated. Built throughout from Reynolds 531 tubing and Bronze welded. 62" wheelbase. 11" bracket height, 1 3/4" rake oval section forks.

FITTINGS. Stronglight head set and Bottom Brackets.

WHEELS. 27" dia. Alloy Sprint Rims, Campagnolo Hubs for Fixed sprockets and lock rings. Large flange 12-14 gauge spokes.

TYRES. 27" dia. Tubular.

BARS. Alloy Maes or Cinelli on Underslung or Sliding Steel Stems.

SADDLES. Brooks B.17 Competition.

CHAINSETS. Direct Drive with 1" x 3/16" pitch rings. Sizes to order or Campagnolo.

PEDALS. Lyotard double sided or Single Sided Quill type.

GEAR. Lyotard sprockets sizes to order.

FINISH. Any colour enamel, metallic or flamboyant to order with lining etc.

Our visit was highlighted that evening when we went out to some local pubs with Jack and Norman. One club had live country and western music, which seemed hilarious to us Yanks. Norman chauffeured us around in his WWII American army jeep, one of 16 he has completely restored.

Next day we got off to a late start. It was difficult to tear ourselves away from these fascinating fellows. They only let us go if we promised to return on our next trip to England.

Bob Freeman
326 31st Ave.
Seattle, WA 98122



LEAGUE OF AMERICAN WHEELMEN
MEMBERSHIP APPLICATION



Get
the
most
out of
bicycling with

The League
of American
Wheelmen

(Please print or type)

New Renewal

NAME(S) _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____ TELEPHONE _____/_____

TOURING INFORMATION

ARTICLES—ENTERTAINING
AND INFORMATIVE

SOUVENIR PATCHES

LEGISLATIVE ACTION

CLUBS

A GOOD INVESTMENT

CHECK TYPE OF MEMBERSHIP DESIRED

- Individual Membership: \$18 (Age 14 and up)
- Family Membership: \$24 (Two adults and unmarried children to age 21 living at same address.)
- Sustaining Membership: \$40
- Life Membership: \$300 (Installment: \$37.50 every 3 months)
- Family Life Membership: \$450 (Installment: \$56.25 every 3 months)
- Public or School Library: \$15

NOTE: Outside North America add \$4)

Members receive 12 issues of *American Wheelmen* magazine, *Directory*, membership card, patch, bike and window decals, plus discounts on books, maps, League rallies, and classified ads.

- Please add my name to the list of Hospitality Homes
- Please do not include my name when the League rents its mailing list to businesses providing services of interest to bicyclists.

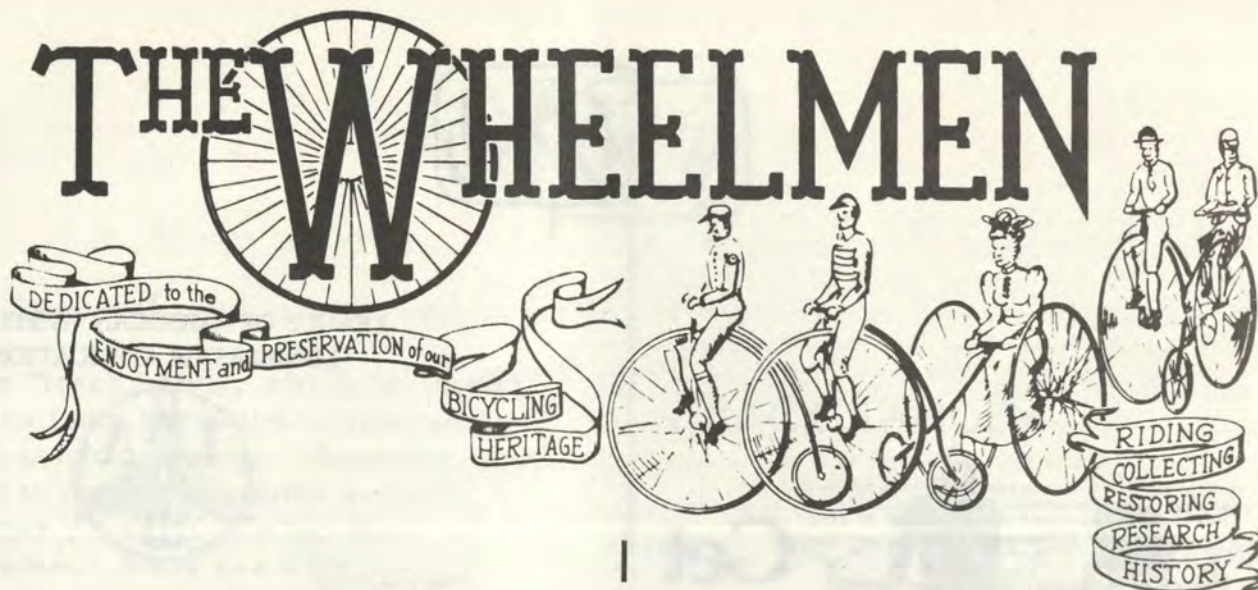
Please find my additional contribution as indicated, to help the League's legislative efforts:

\$50 \$25 \$ _____ \$15 \$10

Enclose check or money order payable to:

LEAGUE OF AMERICAN WHEELMEN
P.O. Box 988
Baltimore, MD 21203

©1982 League of American Wheelmen



Tandem Bicycles in America

The idea of more than one person on a cycle has been around for quite some time and actually predates the "ordinary," also known as the high wheeler of the 1880's. In pictures of the Velocipede of the 1860's and '70's there are also multiple rider machines, but these were not considered tandems per se as the seats were more like the side-by-side sociables which appeared later.

In the high wheeler decade of the 1880's, ladies rode tricycles in the park, mostly because their dress code prohibited riding high wheelers. They decided they needed a man on the back to help power the heavy machines. These were the first "practical" tandems and a number of them have survived. By "practical" I mean better than a horse and better than nothing. Joseph Pennell, a Philadelphia artist, toured Europe on one with his wife. His sketches and stories of tours appeared in Outing magazine and also in his autobiography.

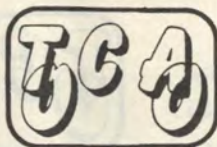
The word "tandem" was used from the very start. It was in the common vocabulary because it was popular for sportsmen to drive carriages "tandem." That is with one horse in front of the other instead of paired side by side, as was more usual.

The concept of a tandem bicycle also surfaced with the Rucker tandem, which used two big wheels from ordinaries with a connecting bar. Modern collectors have built reproductions but can't figure how to get on or off alive.

The great breakthrough for all of bicycling, the chain drive "safety," came from Coventry, England in the mid 1880's. The ridiculously simple solution was a chain connecting a big chainwheel to a small sprocket on the rear wheel allowing the wheel to spin about three times faster than the feet. The wheel no longer had to be large for reasonable speed. And the bicycle was at once lower, safer, lighter and cheaper. Moreover, the introduction of Dr. Dunlop's pneumatic tire in about 1893 took the jolts out of the smaller wheels and completed the transformation from the high wheelers. In short, the flood gates were open, the boom was on. Opportunity for women to participate burgeoned the sport, especially when women's models appeared. Needless to say, the tricycle tandem gave way to safety tandems.

It distresses me that today people, even rabid cyclists, rarely know that the pneumatic tired safety bicycle brought about the social phenomenon called "the gay nineties." In that decade biking was everything and everything was biking. There was an excitement and fervor lacking in the bicycle boom of today. For instance, there were over 2,000 makes of bicycles with a

Bob McNair is Tandem Chairman for the League of American Wheelmen



fantastic array of accessories, bells, air whistles, and nicked kerosene and carbide lamps. Dress makers advertised bicycle dresses--or went out of business. Weekly bicycle magazines appeared on the newsstands of major cities. Even theaters, books and art featured the bicycle. Many artifacts of this era appear at flea markets: lapel pins, bicycle buttons from club uniforms, century medals, race trophies, prints, books, catalogues, and magazines. Also, look for jewelry, silverware, plates, ink stands, clocks or anything with bicycle motifs. Be especially alert for those folding drinking cups with the tandem embossed on top.

Also in 1893 the song "Daisy Bell" was published and was an instant hit on both sides of the Atlantic. Bicycle magazines responded with tandem ads and, in the next seven years, there were over 100 makes of tandems in America. Chicago alone had 12, about the number mass produced today. We believe that 60% of these were "combination" tandems with the lady in front, the gent in the rear. This figure is based on surviving tandems collected by members of The Wheelmen, America's antique bicycle organization.

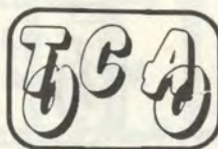
In those days of chivalry, the lady was always on the front, where she could see and be seen. Her skirts were farther from entangling chains and wheels. The back seat was built higher for the gent, who could peer over her shoulder at the road. Double steering was universal on combination tandems. It allowed the man to pedal to his girl's house solo. And perhaps they didn't quite trust women drivers. Modern artists often depict the gay nineties tandem couple with the lady on the rear, but that is wrong. 100% wrong.

The first two wheeled tandems, in the late eighties, were not so good. The small wheels and hard tires gave a very rough ride on those incredibly rough dirt roads. The early combination tandem had a single bottom tube from the cranks to the head. They must have broken often judging by how few of these machines have survived. More frame tubes were added, often too many. Designs were refined and, within six short years, safety bikes, singles and tandems, were perfected from heavy and crude machines to finer and lighter bikes. When you see a double mens tandem that is light, has a high frame with brazed lug joints, racing saddles and cranks, it is either modern or late nineties. The modern one has rim brakes and at least ten gears. The old one has wood rims, a fixed wheel (so the pedals always turn) and block chains. The bearings were incredibly smooth and the machining was downright elegant. There is no stock tandem today that compares with the detailed workmanship.

The price in that golden era was \$120 to \$150. Multiply this by an inflation factor of at least ten and you have over \$1500 in today's dollars--the price of a modern, stock tandem.

Most tandem makers offered both a combination and a double mens, and many had a racing model as well. The double mens were generally double diamond frames but there were ever so many variations. They usually had double steering, even the first racing models. But it was soon found that only the front rider needed to steer, which made the bike lighter, simpler, and more nimble.

Tandems were fast and the hottest thing on two wheels. There were many famous tandem teams which heatedly contested national titles and speed records. But it was in pace races where they were the most spectacular.



In pace races clubs or companies could put in bikes to break wind for their champion who could sprint ahead to victory on the final lap. Now a triple was faster than a double. Quads were faster yet, then quints, sextuplets and septuplets. That was where it ended. They were marvelously engineered and built and sold for \$500 to \$1,000 in the days when Sunday dinner was 25¢. Berlo, Cleveland, Pierce, Rambler, Stearns, Schwinn, and Tribune were all noted for their multi-tandems. Bike racing was a top spectator sport and many bike companies had teams of over thirty professional racers on their payrolls.

Let me describe a pace race of the 1893-1903 period. A hush falls over the crowd. The starter raises his pistol. Eight bicycles and over 30 riders are perched at the line. BANG! The two single racers are off to a fast start at the pole position (everyone else serves as pace support for their respective champion). The lead riders drop in behind their tandems and, by the first quarter lap, they are doing over 30 miles an hour. Meanwhile, the big tandems are getting started. They are geared so high that a manager runs alongside to give a push start.

In two or three laps the big tandems get up to speed and the racers switch behind them and the two-man starters drop out. Now two seven-man tandems are battling it out, each with a racing single in draft two inches behind their rear wheel. Two other multi-tandems circle at about twelve miles an hour awaiting their turn to break wind. At the end, the big machines sprint over the finish at more than forty miles an hour. What a spectacle of human speed and stamina.

Some multi-tandems, mostly triplets and quads, were built for touring pleasure and there were some family specials with a seat and pedals for junior between mom and dad. One famous

custom triple was for Diamond Jim Brady. It was gold-plated and set with diamonds. Diamond Jim and Lillian

Russell rode on the front, while bike racer Dick Barton provided most of the power from the rear seat.

Then the great bike boom busted. Not only had two thousand cycle companies saturated the market, but even the fervor was gone. The membership of the LAW, the League of American Wheelmen, declined sharply after 1897. The people had had their fling and they had ridden and toured over the countryside. Enter the auto, where many of the original articles were published in bike journals. Bike builder Duryea built the first auto in America in 1892. Henry Ford and Alexander Winton turned to autos; Barney Oldfield and Albert Champion switched from bike racing to auto racing; and most of the autos between 1905 and 1910 carried the names of famous bicycles and tandems.

While autos were on the rise, bikes became degenerate. Quality was slashed in an attempt to lower prices. The twenty-five pound adult single of 1900 became the 35 lb. boy's bike of 1910, which became the 45 lb. child's toy of 1925. Ironically, tandem racing records of the twenties were made on late nineties tandems.

Tandems produced in the twenties and thirties were fine for boardwalk rentals--not much else. They weighed over ninety pounds! It may have been romantic to pedal your date on a balloon tire tandem, but touring was out of the question.

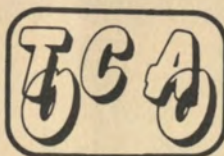
Today's revival is very much a reincarnation of bikes of the late nineties: splendid racing and touring machines that carry shocking prices, yet of good enough quality to give pleasure for decades to come.

Robert McNair
32 Dartmouth Circle
Swarthmore, PA 19081

n
with
an

e

-



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

John & Donna Goodloe, 456 Silvery Lane, El Cajon, CA 92020

Kentucky, Ohio, Indiana, Illinois

Deborah & Stewart Prather, 2873 Regan Ave., Louisville, KY 40206

Massachusetts, Maine, Rhode Island, Canada

Bill & Clairbourne Dawes, 55 Hosmer Road, Concord, MA 01742

Washington, Oregon, Hawaii, Idaho, Colorado

Bob Freeman, 326 31st Ave., Seattle, WA 98122

Iowa, Michigan, Montana, Minnesota

Bruce & Becky Perry, 2652 W. 34th St., Davenport, IA 52806

Missouri, Kansas, Nebraska, Louisiana, Oklahoma, Texas, NC, Georgia, Florida, Ala

Steve & Karolyn Reker, 1636 Christy Court, St. Charles, MO 63301

Delaware, Pennsylvania, New Jersey

Bill Bailey, 2207 Lower Lane, Arden, DE 19810

Virginia, Maryland, W. VA., D.C.

Scott & Sharon Richie, 3235 Patterson Ave., Richmond, VA 23221

New Jersey, New York, Connecticut

John Ruggini, 4 Victoria Street, Roritan, N.J. 08869

Dues \$8.00 for individual or tandem team membership (5 issues).
Doubletalk is published in March, May, July, Sept., & Nov.
and a subscription is included w. TCA membership.

TCA Patches Are back in stock and available through the treasurer.
Send checks for \$3 @ payable to Tandem Club of America.

Membership Please fill out the application below and mail with check
for \$8.00 payable to Tandem Club of America to our
treasurers, Mal & Jean Smith.

TCA Membership

Name (s) _____

Address _____

City & State _____ Zip _____

To renew your subscription to
Doubletalk, please send an \$8
check payable to "Tandem Club
of America" to Mal & Jean Smith,
TCA treasurers, 84 Durand Drive,
Rochester, N.Y. 14622.