

# DOUBLETALK

*Tandem Club of America*

MARCH '84

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

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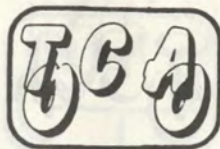
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Dear Doubletalk:

First, introductions; I am Kam Arya, 35, and my partner is Sarah Firth, 25, both from England. Prior to embarking on our World Tandem Trip we both had traveled the world widely and independently; Sarah through the U.S.A., Middle and Far East, Australia and New Zealand and myself through some 20 countries on a bicycle covering about 16,000 cycling miles. Our paths crossed in Baja California and the idea of a world tandem tour was born.

To cut a long story short, we contacted the president of EVERYTHING BICYCLES, Howie Cohen (U.S.A. distributors of Kuwahara), who agreed to support our venture through North America and other nations where Kuwahara agents are based. Since setting off on April 22, 1983 from Los Angeles, we have received tremendous support.

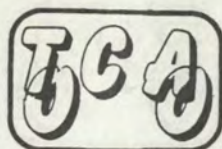
Thus far we have meandered along western states visiting major National Parks all the way to Seattle. We took a hop, skip and jump through the San Juan Islands into Canada, over the Canadian Rockies, south through Montana to Yellowstone and Grand Teton National Parks. Then we traveled all the way to Chicago, Niagara Falls, and into New England in time for the spectrum of fall colors.

We also took in every possible historic city on our way. From Boston we headed through Massachusetts, Rhode Island, Connecticut and into Long Island, an exceptionally beautiful island contrary to the general opinion that this is the world's largest parking lot. Then it was a fierce battle into and out of Manhattan and finally we biked into Pennsylvania for some long deserved rest. In all, it has been an amazing experience and will be part of our memories for a long time to come. Now, for family, financial and



personal reasons, Sarah is returning home to England and our tandem sits in a very lonely corner of the large sprawling metropolis of L.A. However, the essence of a world tandem tour is still very much alive. So far as I can ascertain, it has not yet been done.

And so I now come to the crunch of the matter; this release is for the purpose of finding a stoker to continue



the tour until about the summer/fall of 1987. We shall be cycling through Europe, Africa, Asia and Australia. The highlights are likely to be China and Japan (and, if possible, Tibet). The journey will by no means be "easy sailing." We are likely to battle through the elements of nature, tackle rough terrain, camp out mostly, and perhaps go without showers for 3 to 4 days. But on the other end of the scale, consider the rewards: a wealth of experience, perhaps submitting articles to magazines now and again, and, possibly, publishing a book for fellow travelers. So please think hard and serious before responding.

There are several prerequisites: (1) you should be short enough to fit a 20" rear tandem top tube, and (2) be prepared to buy half of a fully equipped Kuwahara tandem for \$1,000 and (3) have adequate funds to last the duration of the trip, which I project to be about \$10,000 for 3 1/2 years. This venture will be a great partnership and real teamwork.

When do I need a stoker to join? As soon as possible! I am continuing my journey into Mexico and South America but I shall be arranging to meet some respondents in Los Angeles. I hope some of you will be prepared to come meet me. And please do not despair if your answer is "no" as I need one stoker only. So serious-minded people should contact:

Debbie Pulido at Everything Bicycles, Torrance, CA 90505, Ph (213) 325-5503.

Kam Arya  
On the road

Dear Doubletalk Garden Club:

Our firm, formerly known as MountainBikes or as Richey Mountainbikes, has changed its name and

is now known as Fisher MountainBikes effective January 1, 1984. Fisher MountainBikes continues to manufacture the same high quality MountainBikes and has added the Montare MountainBike to its line.

Gary Fisher

Dear Gary:

That's shocking news, but what the hell? We probably needed a new name.

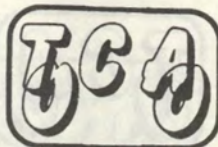
#### FOR SALE

Peugeot tandem: men's/men's 21"x20", Exc. Cond., Turquoise metallic w. Weinman concave alloy wheels, triple TA cranks, FREE Eclipse slide-mount panniers & racks (standard front, Transcontinental rear). \$1100 firm. Contact Pat at Two Wheeled Cycle, Newark, DE (302) 368-2685 or Dave Perka (301) 956-2249

Dear Doubletalkers:

We love fat tires. So we decided to build a tandem around them. Admittedly it was on a lark, but the results shocked us. The made-in-Japan Panaracer balloon tires can take 70 psi while giving low rolling resistance. The alloy 26 x 2.125 rims are of box section design with 36 holes and are all that is needed to keep these wheels true.

The Magura dual-pull motorcycle brake levers have a pivoting cable and holder that insures equal cable pull. These long levers have given plenty of stopping power in the past two years in which we have racked up over 3,000 miles, including the Davis Double Century (207) miles in under 10 hours. We have trued the wheels once and the original tires are still in use. On dirt roads we can lock up the rear wheel and slide the bike sideways much like a hook and ladder truck.



We find narrow trails too much work for the captain who must muscle the front end around, so we ride mostly on the road and mix in some "Fire Road" riding.

To date we have made ten tandems, one of them is currently on tour in China, and several more frames are in progress.

Keep spinnin'

Gary Fisher

formerly of Mountain Bikes  
and now Fisher Mountain Bikes  
1501 San Anselmo Avenue  
San Anselmo, CA 94960

Dear Gary:

Sounds Great!!! Why don't you send one of the Fisher Mountain tandems to Doubletalk headquarters so we can road test and review it.

Dear Doubletalk:

Some friends of mine from England, Ross and Jeannie Savage, are planning a May tandem tour of the northeast U.S.--primarily in New England. They are anxious to meet and ride with other cyclists, so if anyone in the TCA would be kind enough to offer them overnight lodging and companionship during their tour, please contact me!

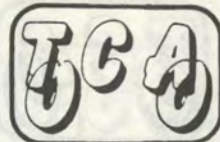
Christian Bratina

267 Shuttle Meadow Ave.

New Britain, CT 06052

(203) 225-9562





Dear Doubletalk:

We just recently received our first issue of Doubletalk. We have been riding a Paramount tandem for about five years and think tandeming is the way to go. Three years ago we took it to Great Britain to ride through England, Scotland, the Orkney Islands and even the Shetland Islands. While in England, we had trouble with a Phil Wood disc brake and ended up taking it to Jack Taylor Cycles, as they were the only ones in England who had parts. While we were there, Jack and his two brothers showed us how they build tandem frames--the old world way that they have been doing all their lives. (They are known around the world for their frames.)

The following winter we began to think that it would neat to have them build a tandem frame for us. So for the next six months, full-size frame diagrams crossed and recrossed the Atlantic until we were satisfied with the design and they were satisfied that it could be built.

Six months later the frame arrived in Boston. I spent the next winter building it up. (That was an experience in itself.) Then came the maiden voyage--to our local bike shop six miles away--just in case we needed repairs immediately. But everything worked--better than we had anticipated. So, we then had the difficult task of trying to decide which tandem we liked better and which to sell. We finally decided to keep the Jack Taylor simply because it was the one we had spent so many frustrating hours in planning and assembling.

Consequently, of necessity, we wish to sell the Paramount, 1976, 22"/22", black with Phil brake (updated); front wheel has new Phil hub and spokes; 48 spoke rear wheel; Phil BBs; new T.A. chainwheels 36/49/56. Freewheel is

standard 6-cog. Immaculate condition. \$2000 or best offer.

Lynde H Kimball  
P.O. Box 427  
51 High Street  
Brattleboro, VT 05301

Dear Doubletalk:

I would like to volunteer to be an area representative for Florida, Georgia, Alabama and North Carolina. Your current representative for this area is serving a total of ten states. Most of the other reps cover four or five states.

I ride a 12-year old Gitane tandem which was handed down to me by a friend who was leaving Miami on a sailboat cruise. I have made some modifications to the bicycle, including: new paint and replacement of cranks, wheels, seat posts, etc.

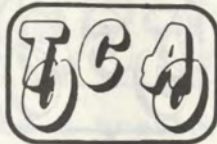
If selected for the position, I will try to contribute useful articles, artwork and any other useable information. I worked on a club newsletter when attending the University of Miami, so I know the time and effort involved. I will also try to recruit new members for the T.C.A. I have family in Georgia and North Carolina so there is a start.

I am active in local cycling activities including the Dade County Bicycling Coalition and the Key Biscayne Assn. I was also promoter of the Bud Light Bicycle Classic on Key Biscayne.

Sincerely,  
William Durham  
260 Crandon Blvd. #6  
Key Biscayne, FL 33149

Dear William:

Thanks for the sincere interest in TCA. Like any similar organization, TCA has folks, like some area reps, who volunteered their services then found



they were stuck for years waiting for a volunteer replacement. Contact your current area rep and see how he feels. Let me know. Your region has twice as many states as most other regions, but about the same number of members.

On the whole, utilizing area reps seems to be working. But "contributing useful articles, artwork and any other useable information?" and "trying to recruit members?" You've got a lot to learn about area reps!

What TCA really needs is a decent editor so we can get rid of the bozo we're using now!

Dear Doubletalk:

A friend sent me the enclosed cartoon. I think it may be from the New Yorker magazine, but I'm not certain. Perhaps you can use it with some appropriate disclaimer. What does an area representative do? I notice New Hampshire isn't listed--this comment does not mean I just volunteered!

An insertion for your next issue of Doubletalk: if anyone wants to do a 5-day N.H. inns trip, we have maps and recommended inns. Enclose a SASE with 60 cents postage or we won't answer.

Last issue was great!

Linda Harvey

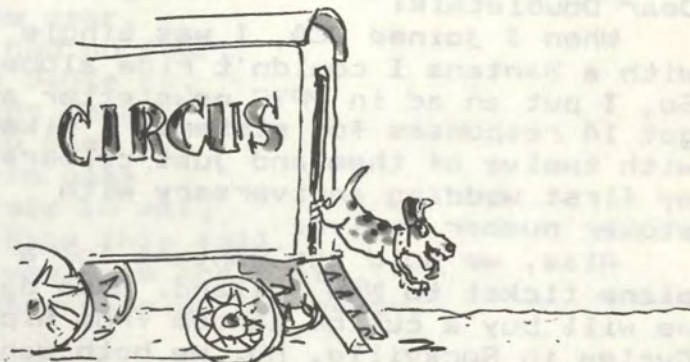
16 Clinton Street

Salem, New Hampshire 03079

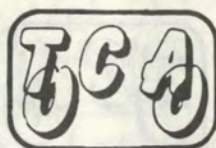
Dear Linda:

A lot of people have noticed New Hampshire's absence, but not as many as those who wonder what it is an area rep does. I wonder about other things, like "will there ever be peace in the Middle East?," or "will the greenhouse effect affect biking in thirty years?," or "will that rear derailleur catch top gear today?" Thank's for volunteering; your name will appear on the masthead as N.H. area rep next issue.

by Rodney Roseman



Booth



Dear Doubletalk:

When I joined TCA, I was single with a Santana I couldn't ride alone. So, I put an ad in PPTC newsletter and got 14 responses for stokers. I biked with twelve of them and just celebrated my first wedding anniversary with stoker number twelve.

Alas, we sold the Santana for a plane ticket to New Zealand. Some day we will buy a custom tandem from Alpine Cycles in Rockville, MD. We both want more of a "racing" feel to it, rather than Santana's "tank" feel. Fred Kelley and Ned Carey at Alpine just started making tandems this year (Fred just got

married and made the first tandem for himself). Their address is 2287 Lewis Avenue, Rockville, MD., 20851. Among the locals here in D.C., Alpine enjoys a far superior reputation than Proteus.

Adrien Rothschild

Dear Doubletalk:

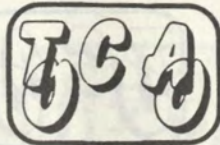
After spending the summer and fall doing some touring on our tandem, I wrote the enclosed poem. Thought I would send it along to your magazine. Maybe reading about our enjoyment of touring will encourage other "oldsters" to try it.

#### TANDEM TALES

We ride a tandem, a sturdy old Schwinn.  
You will never believe the places we've been.  
Needing the exercise, and hating to run,  
We thought that bicycling would be fun.  
So we started riding, testing our strength,  
The scope of our trips extending in length.  
Soon we wanted to do a little more,  
So we planned and made a three day tour.  
On our first trip, we traveled quite light.  
Staying in hotels and motels each night.  
We don't set records, or care to race,  
We just cover the miles at a steady pace.

To all non-bikers, it may seem uncanny,  
That a biker's legs can go farther than the fanny!  
Because we are campers, and like to hike,  
We wished to test camping with the bike.  
Each item of gear went in a plastic sack,  
And we tied it all on, from front to back.  
We hoped to protect it in case of rain,  
But all of our efforts proved in vain.  
Now that we knew plastic sacks were a failure,  
We decided we needed a tight little trailer  
We looked and we asked and we tried to buy,  
Something waterproof to keep things dry.





Having no luck Sam made a trailer with class,  
 All out of paper mache and of fiberglass.  
 Now we were ready to haul all the gear,  
 Even in inclement weather we had no fear.  
 To Tuscon, to Bisbee, and to old Santa Fe,  
 Durango, to Silverton, and even Ouray!  
 We did it all on pedals, using no gas,  
 Even to the top of Red Mountain pass!  
 Then with the family, numbering six in all,  
 We took a five-day trip from Napa this fall.  
 Our sons, Mike and Ken, their wives Pris and Marty,  
 With Marge and Sam, the parents, made up our party.

Three tandems we found, were a sight quite rare,  
 As we traveled along, people stopped to stare.  
 We toured the wine country, uphill and down,  
 Staying each night in some little town.  
 We visited wineries, and tasted at random,  
 But you can't sip much while riding a tandem!  
 Now our children, in their thirties, have all that youth,  
 But we oldsters, I assure you, are long of tooth!  
 At the ages of sixty-four and sixty-three,  
 We surely aren't kids as you must see.  
 But if we can do it, you can too,  
 Let the rocking chair wait 'till we're 92!

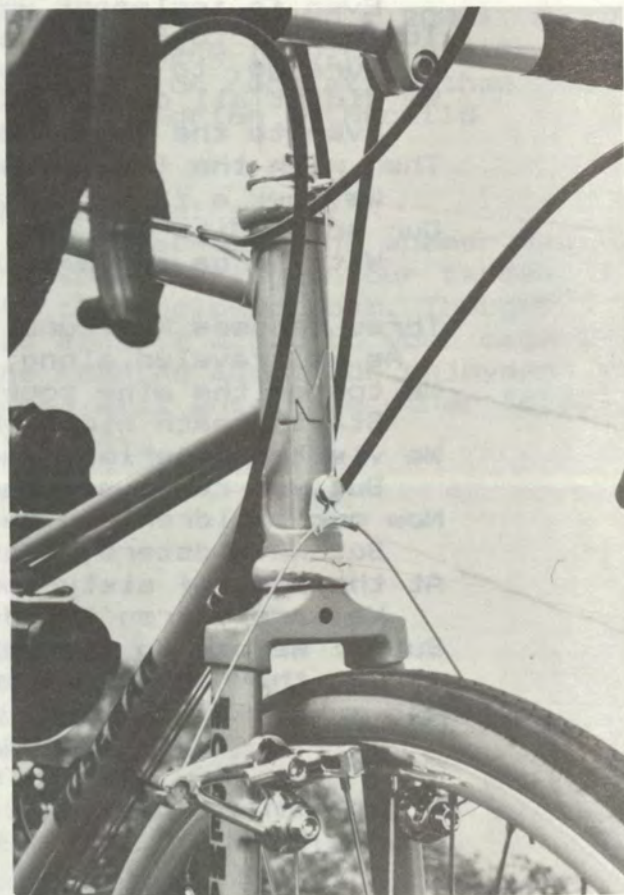
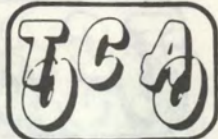
Marjorie Cox  
 Box 1476  
 Tubac, AZ 85640

Right on!

# BUILD A CUSTOM TANDEM FRAME

PART V  
 by Rodney Moseman



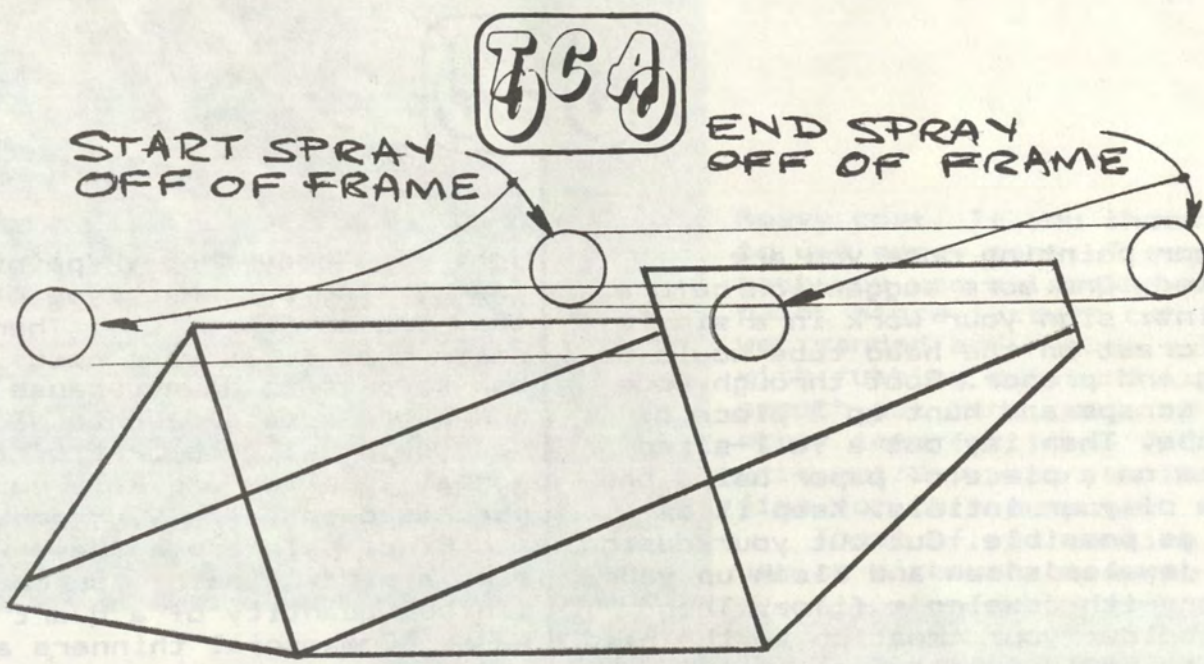


For those of you who have been following this series, we ended part IV with the frame and forks brazed and the joints cleaned. Also, all of the braze-on bits and pieces are in place.

There are a few more details that have to be attended to. At this point it will be necessary to hunt up a good bicycle shop or local frame builder for their help. The bottom bracket must be faced and the threads cleaned up with the proper tap to match your bottom bracket threads. The dropouts (on both frame and fork) will also have to be aligned, so they are parallel to each other and perpendicular to the horizontal and vertical center line of your frame (Fig. #1).

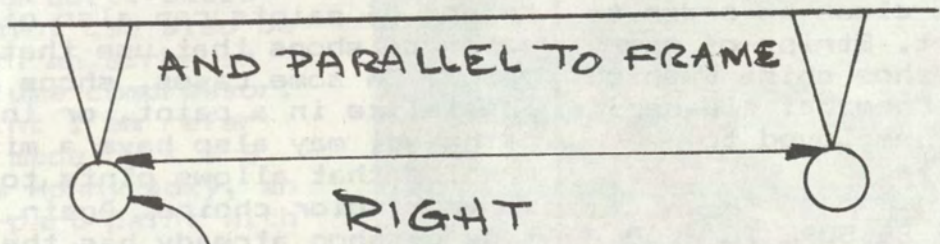
The dropout adjuster screws and bottle bosses should also be tapped out. The head tube needs to be reamed and faced for the headset you will be using. And don't forget to take your fork as it too will have to be cut and faced for the fork race and to have the dropouts aligned.

Check everything over closely. Are you certain you are ready to start painting? If yes, let me make a suggestion prior to any painting. Gather your components and assemble the tandem for a test ride. Now is the best time to test out your cable routings for smoothness. After your test ride, you want to be satisfied everything is working okay. If not, make necessary changes. Remove the components and



KEEP SPRAY IN LINE

AND PARALLEL TO FRAME



SPRAY GUN OR CAN

DO NOT ARC SPRAY STROKE ALONG FRAME AS SHOWN

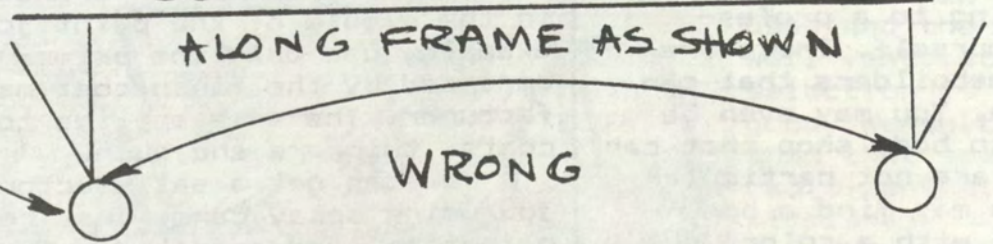
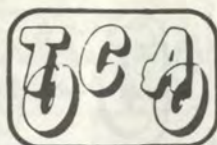


FIG #3



ready for painting once you are satisfied. One more suggestion before you paint: sign your work in a simple way. A crest on the head tube would be fitting and proper. Root through your tubing scraps and hunt up a piece of head tube. Then lay out a full-sized monogram on a piece of paper using one or more of your initials. Keep it as simple as possible. Cut out your design with a jeweler's saw and clean up your creation with jeweler's files. Then silver solder your creation to the head tube (Fig. #2). An alternative to a cutout is to have a jeweler who specializes in engraving monogram a pre-shaped piece of head tube that you shape up for a crest. Specify that the engraving be deep cut so that detail is not filled with paint in the finishing process.

The frame must be clean in order to properly receive paint. Strips of emery cloth can be used in shoe shine fashion to polish the frame. Chemical cleaners or etches can also be employed to prepare the frame surface.

**IN ALL CASES BE SURE TO READ AND FOLLOW INSTRUCTIONS FOR ALL PRODUCTS YOU WILL BE USING. DO NOT TAKE HEALTH WARNINGS LIGHTLY! THEY ARE FOR YOUR PROTECTION!**

When your surface is prepared, you are ready to paint. You may elect to farm out the painting to a professional, or do it yourself. There are many shops and framebuilders that can do the work for you. You may even be able to find an auto body shop that can do the work if you are not particular about color. Or you may find a body shop ready to paint with a color you like. Swing a deal so your frame uses leftover paint that would otherwise be discarded. Also, see if the shop has some leftover paints that could do the

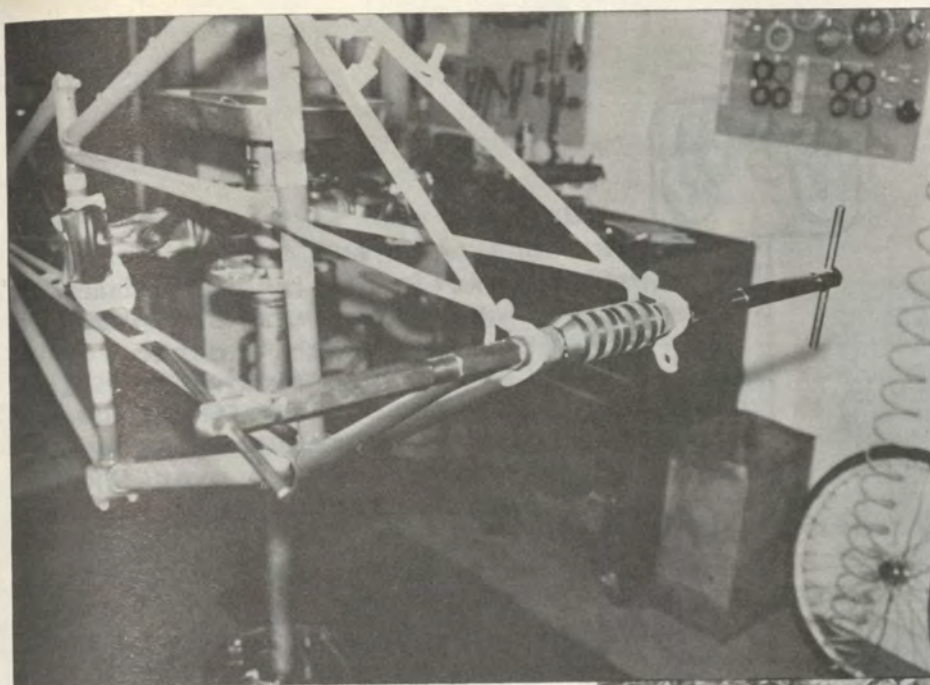
job. If a body shop is painting your frame, find out what type of paints they are set up to use. Then select a color that fills your needs. Doing this can keep costs down because thinners and other special agents necessary for your paint will be part of the shop's normal supplies and will not have to be purchased just for your job.

Since painting a frame will not use even a pint of paint, purchasing a minimum quantity of a quart would be wiser. Commercial thinners and other chemicals are also sold in minimum quantities. For example, DuPont's Imron would cost over \$130 just for the materials, due to the minimum container quantities for the various primers, thinners, catalysts and clear coats necessary to use this type of paint system.

Paint dealers supplying specific brands of paints can also give you the names of shops that use that type of paint. In some cases, shops that specialize in a paint, or in custom painting, may also have a mixing bar or machine that allows pints to be mixed in your color choice. Again, since this type of shop already has the other materials for this paint, your material costs are kept more in line.

For those of you doing the painting, there are several things you will need. The most important is a clean, well-ventilated work area. Once you select the type of paint, stick with it. Do not switch brands or types in the middle of the paint job. For example, use only the primer recommended by the finish coat manufacturer. The same applies to clear coats, thinners and such.

You can get a satisfactory paint job using spray cans. Just remember to be patient and read the instructions. Your paint dealer can probably provide a booklet or pamphlet of helpful hints on spray painting. Remember, several light coats are much better than one



heavy coat. If you choose to use spray cans, I suggest you use a lacquer paint since lacquer can be wet sanded and rubbed out with rubbing compound to smooth out runs, sags or other imperfections. A 400 grit wet/dry paper works fine for this purpose.

Those of you wanting to use an airbrush or spray

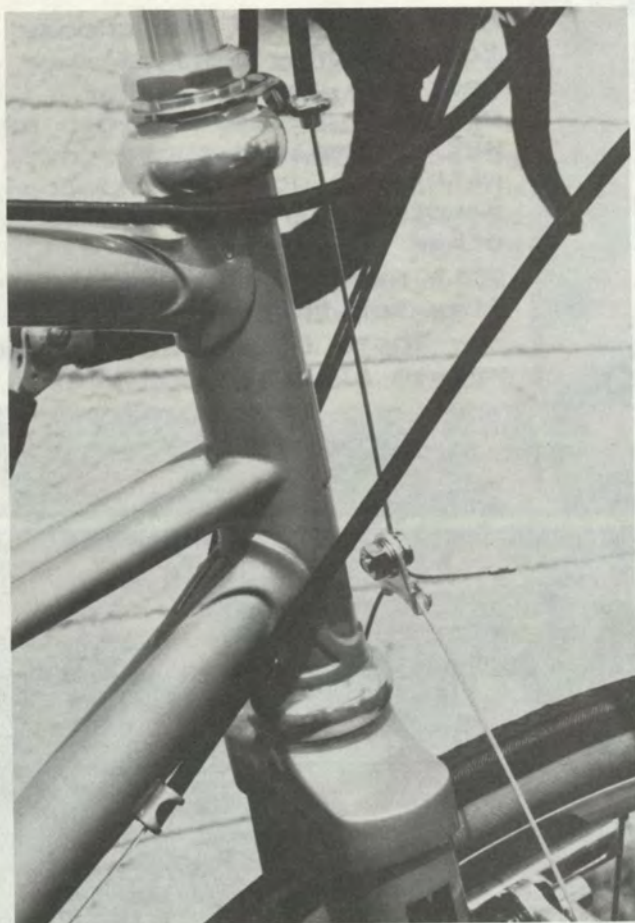
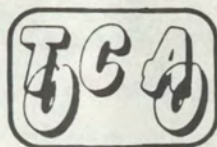
gun supplied by air compressor or air tank will have a wide range of paint types to choose from. One such paint I have seen used is formulated for model airplanes. And when applied to manufacturer's instructions, seems quite satisfactory. Paint can also be applied with an airbrush and low volume compressor.

The paint I am referring to is made by K & B and sold as Hohhy-poxy, an epoxy, two-part paint with a primer and clear coat available. Since model



airplanes are small, the paint comes in small quantities and is suitable for home shop application. I do recommend an air mask be used and the area be well-ventilated. Color selection is also pretty good. Consult a local hobby shop that specializes in radio-controlled model airplanes.

When spraying, apply a sufficient coat so that the paint appears wet and glossy. Too much paint and it will run; not enough paint and the coat will be dull and flat. You may want



Suspend your frame by hooks made from a coat hanger and you are ready. Wipe down the frame with a cloth, or wet it with thinner to remove any oily deposits that will be left from your hands just from handling the frame. When the thinner dries, go over the frame with a tack cloth to remove lint and dust.

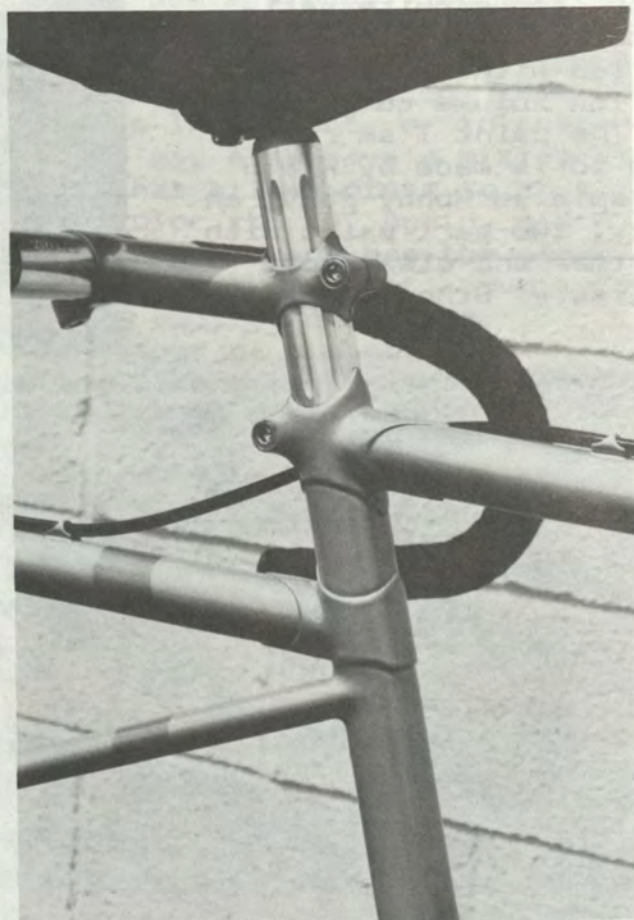
Let me reiterate this last point: Do not touch the frame with your bare hands because the oils present in the skin can prevent proper paint results.

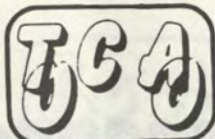
Start painting with the primer and, after testing the spray pattern of the nozzle pointed away from the frame, lightly spray once the areas of the frame where the tubes intersect. After that, spray each tube by starting six to eight inches before the tube, move in a smooth, straight-line motion, and end six to

to practice on scrap tubing or on an old frame before trying your tandem.

On my frames I use a paint manufactured by Martin Seynour under the trade name of Nitram. This is a polyurethane enamel similar to Imron but with better chip-resisting qualities. This paint has minimum container quantities and is highly toxic. If you can find a shop specializing in this paint, you might be able to purchase a quantity of material for your project.

If you use a Nitram, Imron or Delthane paint, wear a charcoal filter mask and spray in a ventilated area. Failure to follow these simple safety precautions could result in an unfinished tandem and a single tandem rider looking to replace a dearly departed partner.





eight inches after the tube. By starting before the tube and ending after the tube, you eliminate the misflows that can occur due to a spray nozzle that spits and sputters. Prime all of the frame and allow to dry according to directions.

Once the primer coat is dry,



examine your work carefully to see that your coverage is complete without misses and thin paint areas. Runs and sags can be wet sanded smooth. Touch up any areas needing attention and again allow to dry. The same procedure is used for the finish coat and clear coat if you elect to use one.

You may want to apply decals or transfers to identify your work. Water-slide-type decals may be available in local paint stores. These sheets of letters can be cut out and applied to your frame to spell out

your name or a pet name you choose. If you cannot find water-slide decals, rub-off letters are available in art supply stores in various type styles and sizes. Both types of transfers can be protected from minor scrapes and mishaps with a clear coat. Another word of caution: some types of transfers are not compatible with certain clear coatings. I suggest applying a lettering sample to a painted scrap of tubing and then covering with clear and allowing it to dry. If all appears well, go ahead. But if the lettering dissolves or wrinkles, you will not be able to use a clear coat on the letters.

Allow the frame to dry approximately four days before you make any attempt to assemble your bike. This will ensure hardening, so you will have minimum paint damage while undergoing the rigors of head set and bottom bracket installations, and component assembly.

In presenting this series I have tried to describe the process of building a tandem frame. There are many alternative ways and many other tricks of the trade. You may discover some as you go along. Let me close in saying that since this newsletter is always begging for articles, please write of your experience or tips for others.

In closing I have included several pictures of the now finished tandem pictured as it was being built throughout this series. If you build a tandem from this article, I would appreciate hearing how your project went and seeing a photo of the results.

Rodney Moseman  
747 S. Broad St  
P.O. Box 506  
Lititz, PA 17543  
(717) 626-0650

MTR '84



## Whoopee in Dundee!

The brilliant lime green t-shirts worn by our core teams shouted "WHOOPEE...DUNDEE!" and made as notable an impression on the bikers at last year's Midwest Tandem Rally 1983 as did the beautiful Minnesota lakes. Even when dampened by moisture from the alternately leaden and sunny skies, those electric shirts brought attention to our eleven teams. So did our rear-mounted, rain-sogged, ink-bled, illegible Burma Shave signs, which once read:

If you--on a tandem--agree  
And a rally--fills you--with glee  
Then come--to Dundee  
And make--Whoopee!

(One way to tell you're getting old is listening to a tandem mother explain what Burma Shave signs are to her teenagers!)

At any rate, the signs and t-shirts, along with our slide presentation, helped us win unanimous selection to host Midwest Tandem Rally '84. (The fact that we were untested didn't hurt our chances). It will be held Labor Day Weekend; that's August 31 - September 3, 1984.

Were these promotional gimmicks extreme or just some of the typical zany antics that will be part of MTR '84? You'll just have to attend to find out! We'll stay in a Swiss chalet-style resort hotel, known locally as "The Chateau Louise," complete with indoor and outdoor pools, tennis courts, game rooms, theater, several restaurants, and (for those early birds among the first to check in) rooms with four-poster beds. Those arriving early on Friday, August 31, can also take advantage of a "pre-Halloween" ride to Sleepy Hollow and to the Headless Horseman Stables. Or you could be daring and try our "MTR 84" Mystery Tandem Ride (8.4 miles).

Since the rally won't officially begin until Saturday morning at 11:00 a.m., you'll have plenty of time to explore on your own the beautiful old homes and river front parks of Dundee. Then it's off to Union, IL., known more for its train museum than its "suits." The terrain is flat-to-rolling as the route rises out of the Fox River Valley and proceeds through rolling countryside past a sod farm. Other sights include an Antique Village and a model train museum nearby.

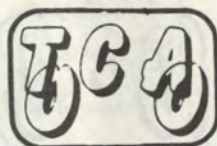
Sunday's ride will take us rolling past large, spectacular estates, some old farms and lots of views of the "horsey set." The ride's destination is Long Grove, IL., with its own covered bridge, antique and craft shops, ice cream and bakery shops, and an apple cider press. If your panniers can't hold it all, we'll supply a sag wagon to help get your purchased treasures back to the hotel.

There will be many, many other activities, including the traditional annual banquet. And if the planning meetings are any indication, there will be numerous surprises. The final event, The Labor Day Breakfast Ride, has become something of a tradition for closing the rally. This year's will be an old-fashioned Sourdough Pancake Breakfast served in a local forest preserve.

Does MTR '84 sound like a weekend of fun rides and activities and an opportunity to meet new tandem teams that will soon become good friends? Positively!! So plan now to "Whoop" it up with us at MTR '84. More details and applications will follow in our next issue.

Tom M. Masters  
MTR '84 chairman  
302 E. Willow Rd.  
Barrington, IL 60010





Dear Doubletalk:

Yes, we know we should write some "grist" for Doubletalk. First, however, please send info about Bill Boston's roof rack. We are 64 years old; married for 44 of those years. Would you like to know how we did that?

I am 6 feet tall, Char is only 5 feet tall. Recently I obtained 150 mm cranks for her stoker position on the tandem and for her single. Do you want to hear how we got them and how they worked out?

We met Sue Notorangelo (Lon Haldeman's wife) a year and a half ago while we were on a tour of the Mississippi River shores from the headwaters to New Orleans. She was then training for her cross-nation ride. Wanna hear how that came about? Recently, we rode a local route here in Tucson with Sue and Lon.

Do you want to know how to meet alligators? How do Desert Rats react to watery areas? Do you want to see our tour scrapbook and slides? Well, you'll have to come here. We are easy to find because we are on two hospitality rosters. Y'all come!

Joe & Char Shields  
2822 W. Auroro Dr.  
Tucson, Arizona 85746

P.S. Want to know what we learned about using a bicycle trailer?

Dear Joe & Char:

What I want to know is where in hell is that story you were going to send us. Just kidding.

Dear Doubletalk:

I wanted to tell you about this exciting tandem couple in their mid-sixties whom I met a year and a half ago while training for a

## MJR '84 Whoopee in Dundee!

cross-nation ride. Later Lon and I rode with them in Tucson. They can spin the most amazing yarns about how to meet alligators, and how desert rats react to watery areas. They also have tour slides and are great fun to visit. You can find them listed in at least two hospitality rosters, so if you tandemists are in Tucson, be sure to look up Joe & Char Shields.

Sue Notorangelo  
(Still kidding)

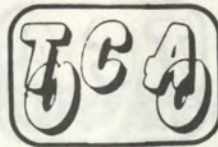
Dear Doubletalk:

Here's eight bucks to renew our subscription of Doubletalk. We've been reading Doubletalk for one year and particularly like the heavy covers, which keep coffee grounds from seeping through the garbage bag. Is there a list of earlier issues and topics so we could order back issues or articles?

Joe Gootenberg  
9918 Dickens Ave  
Bethesda, MD 20814

Dear Joe:

Many thanks for the encouraging note. We get alot of compliments on the refreshing panache and visual dynamite of our covers. Frankly, I'm surprised any reader gets past them. However, if you are one of those masochistic, foolhardy souls who insist on actually reading this rag and are falling short of this month's quota for self-inflicted pain, then here goes:



#### DOUBLETALK

[November '83, send SASE and 25 cents, unless marked otherwise]

Tire problems & one resolution  
The Perfect Tandem Team (a tongue-in-cheek look)  
Problem & suggestion for adopting kiddy-crank  
Retooling and stiffening TA cranks by Ray Torresdal  
A good word for a "Bummer" (resolving stoker seat discomfort)  
Flying with tandem--a success story by Bob & Diane Steele  
Solo tandeming--it takes one to tandem?  
Brief history of Midwest Tandem Rally by Sara & Doug Laird  
Superack--the absolute last word on Freeman's bike rack  
One abysmal review of The Bicycling Book  
Build A Custom Tandem by Rodney Moseman, part IV (50 cents)  
Half-assed list of tandem framebuilders

[July '83]

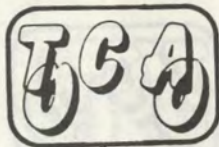
"Build A Custom Tandem" by R. Moseman, part III, 50 cents  
"Those Were The Days" --history of tandems, Steve Reker  
"Won't Drop Out" --customizing dropouts for Phil tandem hubs  
"On Our Own" --homemade trailer, Sam Cox  
Midwest Rally roundup--1982  
"A Touch Of Iowa" post-rally get-together, Ray Torresdal  
"The Flying Tandem" another successful plane trip, Martin  
"Doing It In Mass" short tour with growing son, Bob Meader  
"Roll Your Own Cables," John Forester

[May '83]

"Build A Custom Tandem" by R. Moseman, part II, \$1.00  
"Grand Canyon To Mexico Almost Across Arizona" part II  
of a group tour, Rudy & Kay Van Renterghem  
"Shovelin Coal," poem by Tony Pranses  
"Upgrading (Schwinn) Town & Country," Kucera  
"A Tale Of Two Wheels" short story by Silliman  
"My Visit To Jack Taylor Cycles," Bob Freeman  
"Tandem Bicycles In America" a history by Robert McNair

[March '83]

"Build Your Own (Custom) Tandem," Moseman, part I, 50 cents  
"Save That Clincher" --better than boots--Ray Blum  
"Quick (Stainless Steel) Cable Notes," Jim & Anne Reynolds  
"Put Saddle Sores Behind You" quick break-in of leather  
saddles & preservation, Bill Boston, [note, this is the  
original article later appearing in American Wheelmen]  
"Tandem Technology '83" review of what's new, Bob Freeman  
"The Rides of John & Amy" breaking in the kids, J & P Ruggini  
"Century Fever--Family Style," Valerie Spritke  
"Grand Canyon To Mexico" part I, Rudy & Kay Van Renterghem



[August '82]

- "More Tandem Nuts," Colin & Thelma MacKenzie
- "I Remember It Well," personal history, Jean Guy
- "Our Introduction To Tandem Riding," Brenda & Jim Knight
- "Why Dad's Hair Turned Gray" lighthearted  
Tandem '82  
rally brings out the bikers
- Tandem '82 Review  
The making of a successful rally--behind the scenes
- Marital Ills? Try 200 miles on a tandem, Stiles, Tucson Citizen
- "The Honeymoon Is Never Over," Jay & Lori Williams
- "Desert Rats Explore Wetlands or, it takes two to tandem,"  
Joe & Charlotte Shields
- "A Lengthy Solution," getting the kids involved, M & B Ricard

[June '82]

- "Mother Thought it Was Spring (But the weatherman said otherwise)" lighthearted
- "The View From The Back," a stoker's perspective, Willoughby
- "Joining The Mohawks," a tour of the Adirondacks, J & M Bryce
- "...On Tandems," Michael Gambling, from "Cycling" (England)
- "Early Tandemitis," personal history, Richard Adrian
- "A Second Look At Racks," instructions for do-it-yourselfers, Bill Boston's impeccable bike rack

## EASTERN TANDEM RALLY--CAPE ANN -- '83

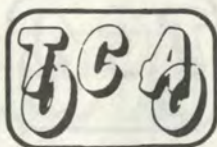
The eleventh Annual Eastern Tandem Rally, more popularly known as Tandem '83, attracted 133 teams from seventeen states and Canada to the gently rolling countryside and cool breezes of the Atlantic that pervade the small spit of land jutting out into the ocean, just above Boston.

The familiar figure of the Gloucester fisherman, "at the helm," beckoned riders to stop awhile at the Cape Ann Arts Festival on the Saturday rides which offered a choice of four destinations. As usual, most teams opted for all four by combining the Gloucester and Rockport tours along the rocky Cape Ann coastline. Beginning at the drawbridge in Gloucester, riders were treated to a smorgasbord of constantly changing scenic views of fishing and resort villages. A small red fishing shack, its sides festooned with multicolored lobster trap floats, provided a

halfway point for riders who came to visit Bearskin Neck and its many unique craft shops. Besides, no trip to Rockport would be complete without at least a sample of Helmut's strudel. We wondered how many of the "sampler boxes" made it back to Gordon College, our home for the weekend.

An unwelcome guest in the form of a 100+ degree heat wave muscled its way into Saturday's activities. Riders returning to Stage Fort Park for lunch, more than a few of them victims of the heat, were seen heading, bathing suit in hand, for the small cove on Gloucester Harbor. Located on a knoll overlooking the harbor, the park was an ideal stop for a swim and shade, the traditional TANDEM on-the-road luncheon and a chance to chat with other tandemists about the latest equipment and techniques.

The heat lessened the enthusiasm



for an otherwise pleasant trip inland from the Atlantic Coast, with the flirting views of the ocean that grew more distant as we proceeded amongst the many riverways, villages, and saltmarshes back to school. While journeying through Essex, supposed home of the fried clam, the Village Ice Cream Shoppe was the oasis for many heat-weary riders. And, while all good bikers avoid ice cream like the plague, nothing short of a barbed-wire machine gun emplacement would have stopped these tired and thirsty tandemists. Charles and his daughter, cheerfully confused by the overwhelming crush, spent the better part of two hours dispensing one, two

banquet. By all reports, dinner was worth the wait, and the weight. Later in the evening some hearty diners even looked forward to dessert, while many opted to burn off extra calories at the "Western Nite" square dance.

The weather cooled considerably during the night. Sunday was a bright and cheerful day, sparking several wisecracks about the "fall riding weather." Heading inland, day #2's rides were show-offs of numerous horse farms. Many guests, especially those from Baltimore, enjoyed visits to the Flying Horse Stables and the U.S. Olympic Equestrian Team Headquarters. After our visit, one could not imagine any other career choice than cavalry for General George Patton, born and raised in nearby Hamilton.

The coastline tour finished, our riders caught one last glimpse of the ocean as they again turned inland and entered the endless

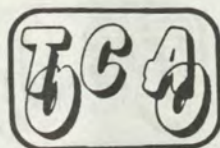


or three scoops of relief. Hot showers and shade from large oaks on campus ushered our return to a degree of civilized refinement. For many, the TANDEMart and swap meet was one of life's opportunities to find a slightly used 1959 Maxicar and Gyrohub, a head tube medallion made into a lapel pin, and all manner of tandem paraphernalia from sewing kits to note paper to scrimshaw.

As the day's activities drew close to the Saturday night banquet, the lobsters and chicken decided to go for a ride. The caterer arrived promptly at dinnertime, prepared to cook our evening meal on an open fire. But one needs a fire permit to cook on an open fire in Wenham, Mass. On this Saturday, the Wenham Fire Department was holding their annual muster. The result--the lobsters did not pass muster and were returned to the caterer's kitchen to become our

solitude of the saltmarshes just south of Newburyport. The Parker River guided us along, changing from salt to brackish to fresh water then ushered us into pine forests. That peculiar Yankee invention, the water-powered snuff mill, at the Red Top Mill provided an interesting stop. Not far beyond, everyone stopped at the Daniel Wagon Wheel Works for a peek through dusty, cobwebbed windows into the past. We craned to see equipment that will never be built again. This factory has operated continuously since the early 1800's and was featured in a National Geographic article. Although it is doubtful that any cyclist would be interested in using them, most museum and antique show wagons and stagecoaches ride on Daniel's wheels.

Palmer State Forest is heavily grown with rhododendron and pine and offers a stark contrast to Saturday's seashore lunch stop. The TANDEM '83



crowd, gathering for the final meal together, provided an extra treat for the families at the park, talking about bikes and giving rides to the kids and those who weren't afraid to be kids again.

For the thirty-five couples fortunate enough to stay over, Sunday night's excursions to local restaurants and pubs were the best part of the great weekend. Traditionally, Sunday night and Monday is the "Miller time" of the rally, which encourages a slower pace. Some rode, others stopped enroute to home for our Monday trip to Salem, once called the Witchcraft Capital. Like so many seaports, Salem is in the midst of a rebirth and rebuilding. The Witch Museum, Hawthorne's House of the Seven Gables, and Pickering Wharf all left a unique impression to carry us through the winter until TANDEM '84.

Yes, the weekend was well worth the effort. We were amply repaid by the delight on our visitors faces at each new discovery, by sharing our neighborhood, and by the fascination of local residents with our guests and their unique steeds. Our extended family grows a little each year. At TANDEM '84 in Kutztown, PA., who knows what we'll see in addition to the Tandem Track Competition? Who knows where we'll ride besides the Crystal Caves? And who knows what friends we'll add to those made and reacquainted at TANDEM '83.

Ted Ellis & Emery Glass

#### TANDEM '84 PRE-TOUR

August 4-10, 1984. Precede Tandem '84 at Kutztown, PA., with a week of cycling in two distinct areas of Pennsylvania.

Check-in on August 4th for three nights at Allenberry Resort near Boiling Springs, PA., then move on to

Bird-In-Hand in Pennsylvania dutch country for three nights. Also enjoy swimming pool and tennis at each site.

\$425 per tandem pair for six night's lodging (August 4-9), six breakfasts (August 5-10), dinner August 4, summer stock theater August 4, with taxes and gratuities paid.

All arrangements exclusively through the Dollars.

To register, please send \$25 per tandem pair to Robert W. Dollar.

The \$400 balance will be due to the Dollars by June 30, 1984.

We take fifteen tandem pairs only, including ourselves.

Bob and Kathy Dollar  
2904 Summerfield Road  
Falls Church, Va. 22042  
(703) 536-4968

#### TANDEM '84

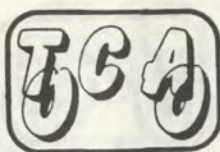
TANDEM '84, the 12th annual Eastern Tandem Rally, will be held at Kutztown University in Kutztown, PA., August 10th through 12th, 1984. The rally is scheduled to coincide with the National Bicycle Track Racing Championships held at the Lehigh County Velodrome in nearby Trexlertown. Kutztown is located 10 miles west of Trexlertown in the heart of gaudy Pennsylvania Dutch coountry.

Tandem track racing will be included in the National Championships for the first time in many years and participants in the rally will receive entrance to the Saturday night finals of racing. More information and applications in next issue. This year's organizers are:

Jane & John Stinsmen  
3536 Lincoln Ave.  
Allentown, PA. 18103

Dear Doubletalk:

I'd like to join TCA, here's my



\$8. I've been a tandemer for ten years or more, but don't own an automobile (an automobile is more of a gross nuisance than a convenience in mid-town Manhattan), so I don't get to meet out-of-towners too often.

I am a computer engineer, but run a sideline (less than profitable) of providing "tandem-peculiar" bike parts to local captains. [Write for a list of available parts.] I have a Santana "Classique" and a new Santana "triplet" that is a real gasser--the triplet handles as easily as a regular tandem but must be disassembled to get into my 3rd floor, walk-up apartment.

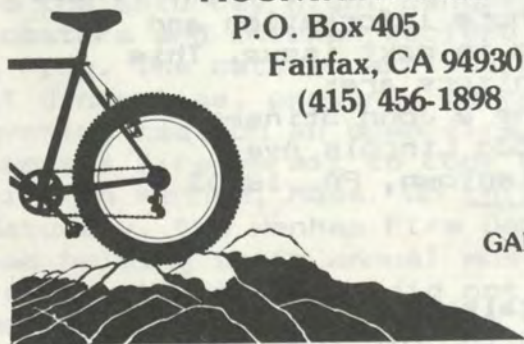
My tandem activites include normal scheduled rides, giving visitors tours of N.Y.C., evening dates, (to Greenwich Village, etc.) or "trolling" for stokers in Central Park.

By the way, while I'm thinking of it, Specialized says that their new tandem cranksets may be available with different crankarm lengths front-to-back. You order it as two separate cranksets (sort of) tandem front and tandem rear.

Also, for your info, I'm getting high failure rates on Edco Competition bottom brackets (My triplet just ate two!) Are back issues of Doubletalk available? And let me know if you're going to the New York bike show.

Bill Buchanan  
427 East 73rd Street  
New York, NY 10021

**MOUNTAIN BIKES**  
P.O. Box 405  
Fairfax, CA 94930  
(415) 456-1898



GARY FISHER

Dear Doubletalk:

First thanks for putting WJL frames on your mailing list. WJL and Mountain Goat Cycles are one and the same. Its just that the off-road bikes compose the majority of our sales so we are promoting them more.

Please feel free to get in touch with us for any off-road questions. Ourselves, the Riches, and Breezes have been doing it longer than just about anyone. Also check out our tandem in the brochure. We are sold on using 26" wheels on all tandems we build. They make stronger wheels and give better stability at a minimal increase of rolling resistance. As far as taking them off-road, the stoker gets rattled, since they can't see what's coming. However, with a tire like a M.T. I don't think you can beat it on fast and/or rough descents.

*W. J. L.*



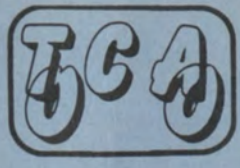
Dear W:

We definitely think you should send a Mountain Goat Tandem as soon as possible to Doubletalk headquarters for a road test and review.

*The Mountain Goat Tandem*



Malcolm  
Boyd



Editor Drew Knox, 705 W. 27th St. Wilmington, De 19802  
Secretary Peter Hutchison, R.D. 1, Box 276, Esperance, NY 12066 518-868-2122  
Treasurer Malcolm & Jean Smith, 84 Durand Dr., Rochester, NY 14622

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Bob & Cathy Doerflinger

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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 \_\_\_\_\_

Ever wonder about those funny numbers  
above your name on the address label? It  
shows the # of issues remaining in your  
subscription. So don't get dropped, we're  
just now coming to a good downhill!

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.