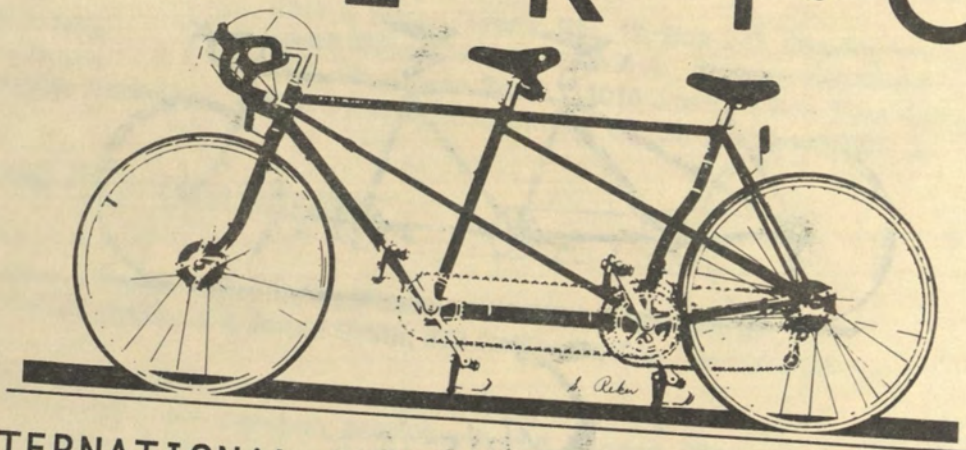


TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

DOUBLETALK

JULY - AUGUST 1987



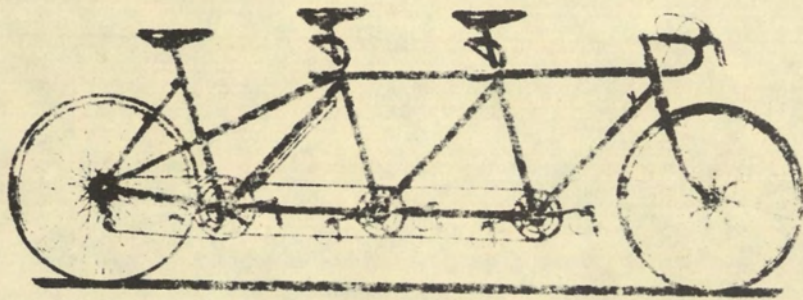
DoubleTalk
the newsletter of the
Tandem Club of America
Jack & Susan Goertz, Editors
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FINAL ISSUE



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DOUBLETALK

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DEADLINE FOR THE SEPTEMBER-OCTOBER ISSUE IS AUGUST 15, 1987!

FROM THE EDITOR

The rally season has started. The Northwest Tandem Rally, last Memorial Day in Eugene, OR, was a rousing success. This was the second NWTR ever, and they had over 125 teams show up! Wish we could have been there. It makes you wonder how many will be there next year, doesn't it?

Our secretary, Laura Mappin, (and the co-host of the NWTR) said that the rally took so much time that she hasn't yet compiled all the surveys. She and Jim say they have received something like 150 of the forms back, a very reasonable return, and that the answers look very interesting. Look for the summary, and an article, about the survey in one of the upcoming issues.

The Eastern Tandem Rally, NJ, is filling up fast. If you are planning to attend, contact Marie at once to be sure there is room. Her address/phone number is in the TCA Calendar, and more information was in the last issue of DoubleTalk. When you are there, look us up. We'd like to meet as many of the TCA membership as we possibly can.

If you can't make it to ETR'87, or if you can, consider the MTR. I believe this is the 12th (or is it the lucky 13th?) meeting of this event, and Susan & I are looking forward to a great time in Michigan, with more of our friends.

Speaking of the TCA membership, it is continuing to grow by leaps and bounds! While I haven't entered the new/renewals for this issue yet, as I type this, the list I got from Mal & Jean, our treasurers and membership co-ordinators is huge! We

may even hit 600 memberships this month, only one issue after finally crossing the 500 threshold. Let's keep it going and growing.

I rewrote the TCA Membership Management program to operate more efficiently and handle the larger files faster. It is available to any TCA member who has a need to for a PC-based Membership Management System. The program runs under dBASE III Plus, Version 1.X. Anyone who wants a copy of the program files should send me a blank 5 1/4" DS/DD diskette. You'll have to supply the dBASE III Plus!

Susan and I are heading up to the LAW National Rally this month (we may already have been there and back by the time you read this). We're sorry it conflicts with the First (Ever, but not the Last) Canadian Tandem Rally. We wish we could do both, but our prior commitment to speak at the LAW National Rally precluded our attending the Canadian Rally.

I'll be speaking on Touring with a Tandem at the New England Area Rally. Drop by and say hello! If you've got an article for a future issue, you can hand it to me personally. I'll be glad to carry it back home to Alabama.

That's it for now. We think you've made this another great issue! We'll see you on the road, or at a Rally!

Just as we went to press we learned of a Tandem Rally being planned for mid-September. Tentative plans are for a 3 day rally similar in format to the Eastern Tandem Rally. For more information contact Charles Walker, 1300 Riverside Av., Boulder, Colorado 80302, Phone 303-442-1442.



LETTERS TO DOUBLETALK

Dear DoubleTalk:

Can anyone help me uncover some history about my Sky-Lo-Lo tandem? I purchased it in Atlanta in 1986 from a bike shop who knew nothing about it. It's been repainted from a blue to a white, and I'd like to replace its decals, but I can't find who/where the bike was made!! I'd like to know the builder, his address, and what tubing was used.

The bike is a stepped frame, with one set of laterals going from the headset to the rear bottom bracket, and another set going from the front seat cluster to the rear axle.

Any information that any TCA member could give me would be greatly appreciated.

Rob MacDonald
564 Candler Street, NE
Atlanta, GA 30302
ph: (404)-522-4922

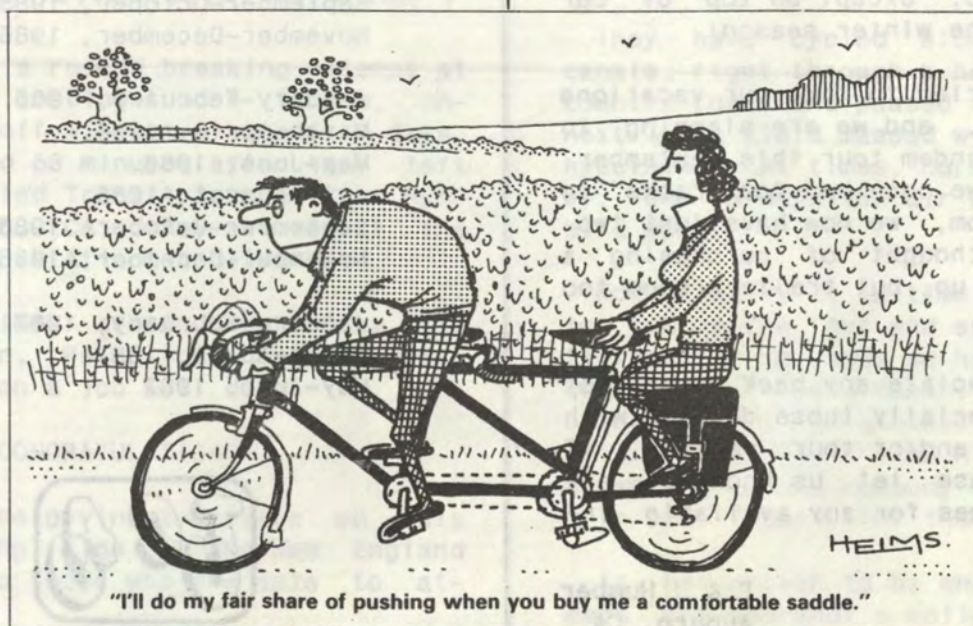
Dear DoubleTalk:

We just returned from a bike tour that started and finished in Alexandria, VA. It included stops at Leesburg, Harper's Ferry, and Middleburg (2 nights). We met great people and had a great experience. It was run by a non-profit bicycle adventure club, a do-it-yourself type of organization.

I've enclosed several cards which the club supplies to all members for distribution to any one who might be interested. Could the TCA come out with a card like the small one? I have met people on the road, and I often wish that I had a card of some sort to pass out and let them know about the TCA.

David Bowen
Warren, NJ

Dave: That's not a bad idea. Let's let everyone have a chance to put their two cents' worth in, and maybe provide a design. If the treasurer and enough people concur (and someone designs one), perhaps we can have one in 1988.—ED.



"I'll do my fair share of pushing when you buy me a comfortable saddle."



Dear DoubleTalk:

Please pass on the following bit of information to the rest of the members.

Specialized is discontinuing two of the best tandem tires available, the Expedition and the Nimbus. The Expedition is a 27x1-3/8" tire that holds up very well on the rear of a heavily loaded tandem. For the front, the Nimbus is a 27x1-1/4" tire with an all-weather tread pattern that doesn't squirm like raised rib tires do.

This combination gives excellent performance on our Santana, and I recommend them to all tandem riders. Bike dealers in your area may still have these left in stock, so purchase them before they're gone.

Roy Drinkwater
Rochester, NY

Dear DoubleTalk:

We haven't had our tandem for a year as yet, but we have enjoyed it immensely so far. In fact, we haven't ridden our single bikes since, except on top of our rollers during the winter season!

We've always tried to take our vacations on a bike tour, and we are planning to take our first tandem tour this September. However, where we once had four racks to hang panniers from, we now have just two. Therefore the thought of purchasing a trailer has come up, but trailers seem too wide to be safe.

We would appreciate any back issues of DoubleTalk, especially those dealing with trailer pulling and/or tour packing, if available. Please let us know of any additional charges for any available information.

E & J Humber
Auburn, CA

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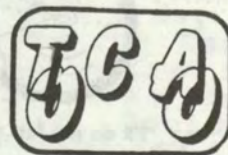
There are a very limited number of back issues of DoubleTalk available. For each issue desired, please send \$2.50 (shipping included) in US funds to Tandem Club of America, c/o Jack & Susan Goertz, Route 19, Box 248, Birmingham, AL 35244. Back issues will be sold on a first come/first served basis, and refunds will be issued when we sell out of an issue.

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May-June, 1985
July-August, 1985
September-October, 1985
November-December, 1985

January-February, 1986
March-April, 1986
May-June, 1986
July-August, 1986
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November-December, 1986

January-February, 1987
March-April, 1987
May-June, 1987





Pete Penseyres(left) & Lon Haldeman before Tandem Transcontinental Attempt.

PETE PENSEYRES/LON HALDEMAN'S TANDEM TRANSCONTINENTAL ATTEMPT

Lon & Pete's record breaking attempt at crossing the continent on a tandem, un-paced, went off without a hitch! 7 days, 14 hours, and 55 minutes after they left the Two-Wheeled Transit Authority in Huntington Beach, CA, they arrived at the Golden Nugget in Atlantic City, NJ.

Congratulations are in order from all the TCA to Lon, Pete, their crew, and all their family on a job well done!

CONGRATULATIONS!

Lon will be giving two talks on this record-breaking ride at the New England Area Rally to those who are able to attend.

SIGHT-IMPAIRED CYCLISTS TOUR HOLLAND

ON TANDEM WITH A SIGHTED PARTNER, THE BLIND ENJOY THE OUTDOORS.

Vierhouten, Holland.--In the dining room here at the Malle Jan Inn, the mood is festive, even triumphant, as Frank Behrendt calls for silence by rapping on a water glass with his knife.

It is the final night in Holland for a group of Americans, their farewell dinner following a memorable cycling tour that has taken them through the sand dunes and bulb fields of North Holland, the farmlands of Friesland, the heather and hamlets of Drenthe, and finally through the forests and wild boar country of this Vierhouten region, not far from the summer retreat of the Dutch Royal family.

En route they have stopped for refreshments at fascinating country inns or cafes, visited a centuries-old tile factory in Makkum, and found out how Dutch farm cheese is made.

They have cycled alongside countless canals, right through a herd of sheep on a country road, and paused to breathe deeply next to a field massed with rich-scented hyacinths. At times, horses have galloped by, and always the air was filled with bird song.

Now, finally it is time for Mr. Behrendt to sum up the tour and evaluate each participant. He does so by mixing serious comment with easy humor. He's done it before. But this occasion is different: This is the first time his International Bicycling Tours company has organized a trip specifically for the blind.

It has proven to be an unqualified success, and Behrendt's delight is obvious.



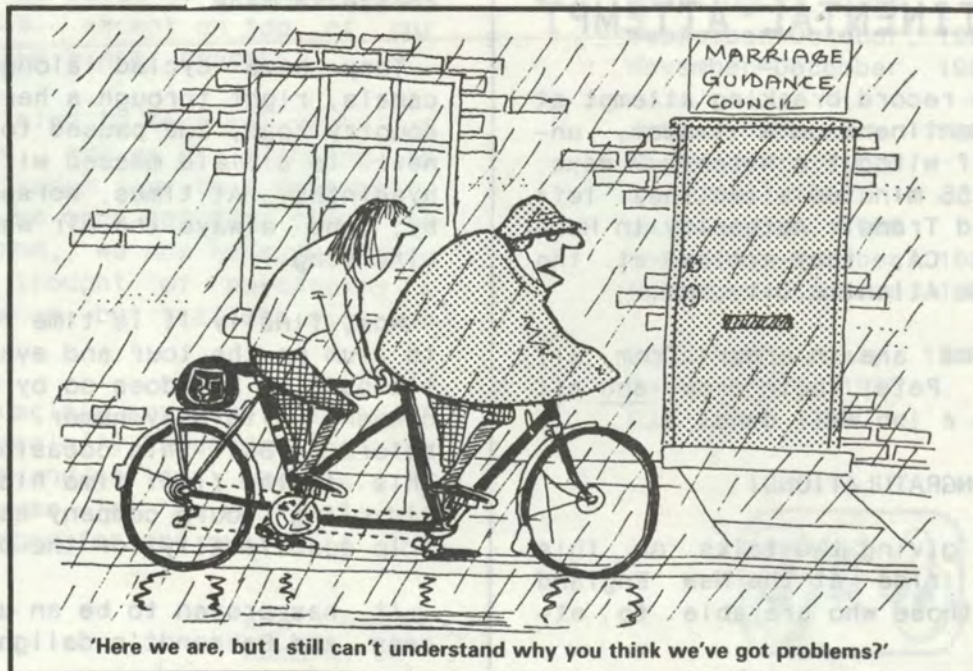
For a variety of reasons, this group--ranging from college age to retirees--has cycled further than usual on the five days of cycling (some 54 miles on this final day), and all have managed well. That minor convenience, the flat tire, has been limited to three in all; complaints have been fewer still. Best of all, the cyclists have "seen" Holland to a degree that the untutored sighted cyclists in the group found remarkable.

This particular tour for the blind came about when Behrendt was introduced to Michael Conway, an avid blind cyclist and sky diver from West Hempstead, NY. With his wife, Marcia, up front, Mr. Conway hits the road on a tandem almost every day when the weather was good, and he was eager for an overseas cycling experience. There were many others like him, Conway insisted. Noting the young man's preference for sky diving, Behrendt doubted that was true, but went ahead with the tour anyway. Announcements in various publications for the blind brought an immediate response, and the tour was filled within a matter of weeks.

Now recognizing the ease with which blind cyclists take to the road with a sighted captain up front, Behrent doesn't see the need for special blind tours in the future. "I'll take a blind cyclist with a sighted partner on any of my tours," he says. The blind have a word for that sort of participation: they call it "mainstreaming."

On tours such as this, the sighted partner will describe the sights and answer questions in a sort of running commentary. For more than a decade now, Arline Huckins of Tucson, AZ, has been doing this with considerable skill for Ross, her husband of 41 years. As he explains it: "She sees out loud for me."

A schoolteacher until she retired recently, Mrs. Huckins' professional training gives her an edge in this respect. But the blind can "see" all on their own as well. When the tour entered a narrow cycle path with tall trees on either side, Joan Carroll of Wilmington, DE, immediately picked up on this, describing it with remarkable accuracy. "How do





you know that?" she was asked. "Because I can hear them [the trees]," she replied.

Not everyone is perhaps quite that sensitive, but all could feel the breeze on their faces, and hear the birds, the carillons in the country churches, and the bleating of lambs.

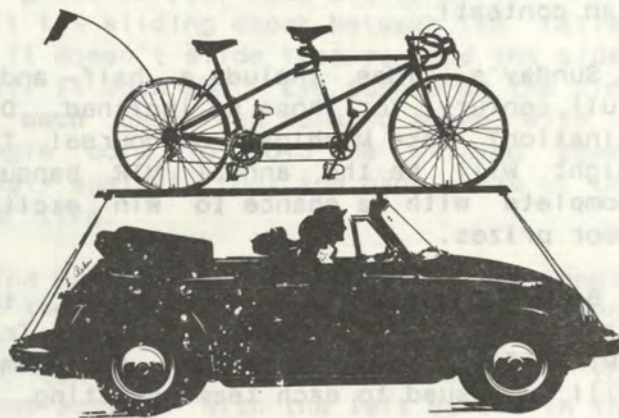
The appetizing aroma of a Dutch pastry during a morning break was particularly appreciated. So was the smell of early season hay, of scented flowers—even of a farm field newly spread with manure. So was the touch of a hundred things: from wooden shoes, the tools used in their manufacture, and the round ball of a maturing Gouda cheese, to the warm, soft, cuddly feeling of a lamb and the moist, nuzzling nose of a young calf.

Gloria Riston of Milwaukee echoed the feelings of all her compatriots when she praised the bicycle as an ideal touring vehicle for those without sight. "Touring in a bus is boring," she says. "You can't hear, or feel, or smell what's outside. Walking is very interesting but slow. On a bike we are in touch with everything, just like walking, but we have speed as well."

For Behrendt, perhaps the most heartening comment of all came from Stan Smith of Wilmington, DE, as he walked to the bus that would take them all to Schiphol, Holland, and the flight back home: "We've seen a lot of good stuff this week," he said.

The statement came naturally to Smith, who had never previously left the US. A long time ago he learned that seeing is comprehending what is going on all around.

—Peter Tonge
from the Christian Science Monitor
May 26, 1987



MIDWEST TANDEM RALLY, 1987

Plans are in place for MTR'87, the 1987 edition of the Midwest Tandem Rally. This year's rally will be held in Grand Rapids, Michigan's second largest city, and the home of many respected industries.

Don't let the size of Grand Rapids scare you, though, for MTR'87 will be headquartered at the edge of town in the Airport Hilton. The folks at the Hilton have promised us we can have every room in the Inn, provided we register early enough! So don't delay. The guaranteed rate is only good for registrations before August 1!

Registration begins at 11:00 a.m. on Friday, September 4, closes at 9:00 p.m., and re-opens on Saturday morning at 7:00 a.m. The first ride starts at 10:00 a.m., so don't be late! Rides will take you through some of the finest countryside in Western MI. Come enjoy the sights of historic Rockford and the craft shops on Squires Street Square. Be sure you pedal back to the hotel, though, to be there for



the wildest shorts contest, and the best tan contest!

Sunday's rides include a half- and a full century, for those so inclined. Destination? Lake Michigan, of course! That night will be the annual MTR banquet, complete with a chance to win exciting door prizes.

Before leaving for home on Sunday, take part in the MTR Tandem Team Time Trial (MTRTTTT). Certificates of achievement will be issued to each team competing.

For more information about this event, send a legal-sized SASE to Pat & Penny McNicholas, 2852 Brisam N.E., Grand Rapids, MI 49505. Ph: (616)-364-9922.

NORTHWEST TANDEM RALLY, 1987

The Second Annual Northwest Tandem Rally is now history, but what a success it was! Held in Eugene, OR, this second edition of a new tradition attracted 126 teams. Not bad for an event in only its second year. Including children, and other attached single-bikers, a total of 274 cyclists shared cycling experiences in the scenic northwest.

Plans for the 1988 event are already underway. It's tentatively planned for the Seattle-Tacoma area, still over Memorial Day weekend, 1988. The organizers are already talking about a 200-team event!

Of course, more details will be published in DoubleTalk as they are confirmed.



MINIVAN INTERNAL TANDEM RACK

Several TCA members have expressed an interest in the internal rack (Fig. 1) I built to transport our Santana inside our Dodge Caravan.

The material used for the rack consists of: (1) an 84" x 8" x 2/4" A-C plywood sheet (part A); (2) a six foot two-by-four, ripped down the middle to form two 6' x 1-3/4" x 1-3/4" rails (parts B); (3) two 6" x 7" pieces of 3/4" plywood, paired and glued together to form a 6" x 7" x 1-1/2" piece which will be used to make the stationary chock for the back wheel (Fig. 2—part C); (4) two 6" x 8-1/2" pieces of 3/4" plywood, paired and glued together to form a 6" x 8-1/2" x 1-1/2" piece for the sliding back wheel chock (part D). In addition, a couple of pieces of plywood are need to align the rack between the front bucket seats (parts E).

The back wheel stationary chock is made by striking an arc, with a radius equal to



that of your tire, starting from a mark on a 6" edge 1-1/2" from the 7" (bottom) edge. When sawn along this arc, a chock will be formed to cradle the wheel. Repeat the process to make the sliding chock, but this time start the arc from a mark on a 6" edge only 1/2" from the 8-1/2" edge. An easy way to determine the arc is to make templates out of thin 6" x 7" and 6" x 8" cardboard placed on the floor in front and behind your back wheel. With a scissors and by cut and try, you can shape the arc to the exact shape of the tire. (Fig 2.). Then use the resulting templates to draw the arcs on the blocks of wood.

Sharp edges or rough surfaces on all pieces should be smoothed to minimize splintering or carpet snagging.

To assemble, the ends of the rails, separated by the stationary chock, are lined up with one end of the 84" x 8" plywood base and 3/4" on either side of a center line drawn down the length of the base. The 1-1/2" spacing can be easily maintained by simply using two scrap pieces of 3/4" plywood as temporary spacers. Glue and screw the rails to the base and to the stationary chock. Next, remove the temporary spacers so they don't

get glued to your rack accidentally. Insert the sliding chock between the rails. If it doesn't slide freely, sand the sides until it does so. Eye screws on the side of each chock can be used along with a bungee cord to hold the sliding chock snugly against front and back sides of the rear tire.

The next step is to determine the length of the alignment pieces. With the back seat(s) removed, place the rack in the van and approximately centered between the front seats. With the left barcon in the down position (chain on the small cog), back the tandem into the van, with the rear tire between the rails, until it touches the stationary chock. Position the rack so that the tandem is centered between the two seats, but is as far toward the back of the van as it will go. To clear the back door, the front wheel should be at a 90 degree angle with the frame. You are now ready to design the alignment pieces (parts E) that are to be fastened to each side of the rack. A couple of pieces of 4" x 8" 3/4" plywood should work. Notch the corner, so that when fastened permanently to the rack, the rack will always be placed in the same position, and the rack can move neither forward nor sideways.

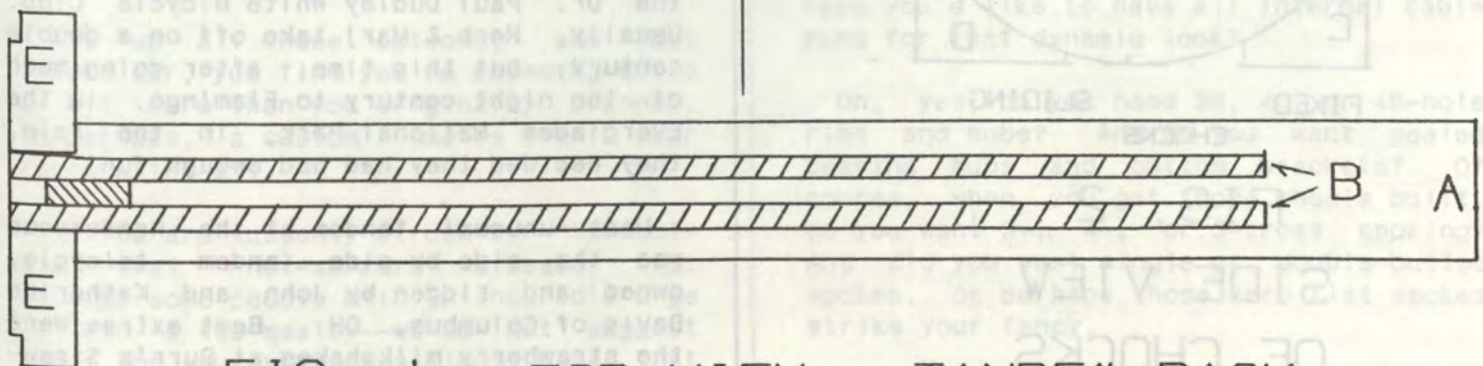


FIG. 1 TOP VIEW - TANDEM RACK



When transporting the bicycle, lock the front brake and tie the bicycle down with four guy ropes, cords or straps fastened to the seat anchors. My guy ropes contain swivel harness snaps for quick release and toe straps for fine adjustments.

We have transported our tandem on several 1300 mile trips without any adjustments, and the bike is ready to ride two minutes after parking the van.

Bob & Jean Larson
Springfield, OH (Summer) &
Homestead, FL (Winter)

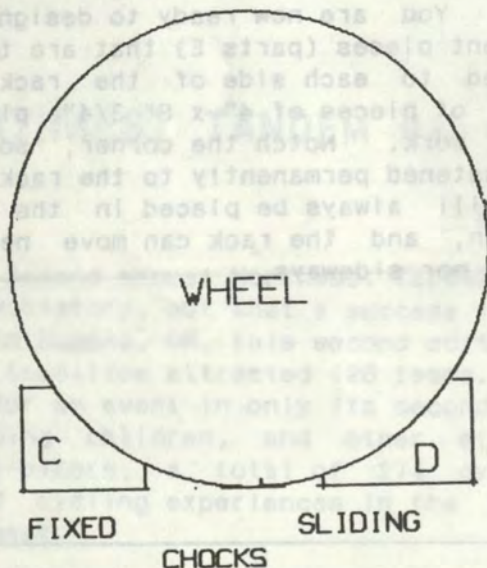


FIG. 2
SIDE VIEW
OF CHOCKS

A TANDEMIST'S VIEW OF THE WHEELMEN'S WINTER RENDEZVOUS

More tandem teams than ever before were present at the Wheelmen's Winter Rendezvous at Homestead, FL, this past March. At least five (and maybe more) were members of the Tandem Club of America, and prospects are very good that many of the others will soon be joining the TCA. Look for William Meyet, of Forest Park, IL, and Vada Gibson, of Marion, OH, who were enjoying their new Bob Jackson tandem on the tree-lined roads, threading their way through the avocado and mango groves.

Elaine Woodrum (Dubuque, IA) gave up her seat--temporarily--to Deborah Ludwig, of Fort Dodge, IA for a trial run behind Arden Woodrum, Elaine's captain. Deborah's partner Mark is not yet a tandem captain, but he did have the opportunity to see others enjoying tandems while riding with the Woodrums, Meyet & Gibson, Bob & Jean Larson (of Homestead and Springfield, OH), Virgil & Jean Fruth (Houston, TX), and Ruth & I representing Lake Worth, FL.

Still another TCA combination at the Rendezvous was that of Herbert and Marjorie Vonderembse of Findlay, OH. They are regulars at the event, sponsored by the Dr. Paul Dudley White Bicycle Club. Usually, Herb & Marj take off on a double century, but this time, after doing much of the night century to Flamingo, in the Everglades National Park, in the rain, they decided they had had enough fun!

Most unusual tandem at the Rendezvous was the side-by-side tandem tricycle, owned and ridden by John and Katherine Davis of Columbus, OH. Best extras were the strawberry milkshakes at Burr's Strawberry Farm! We hope to see you at the next rally!

Bob & Ruth Husky
Lake Worth, FL



PRODUCTION OR CUSTOM?

It's your choice!

With the ready availability of production tandems in several price ranges, both domestic and foreign, why would anyone consider a custom tandem?

As you may have experienced, it can be a problem to find a production single bicycle (that's one with only one seat) that fits you properly, and that meets all your needs. It becomes more than twice the problem finding a tandem to fit two individuals and meet both of your requirements. So, proper fit for two riders is one very good reason you may wish to consider a custom tandem.

Most production long bikes offer a choice for several frame size combinations, all meant, more or less, for average size folks. So, if you are Mr. and Ms. Average, you may be in luck!

Some manufacturers allow you to even choose extra braze-ons, or a mixte frame, but at extra cost, of course. You may, or may not, like all the components offered, and your friendly bike shop will gladly sell you larger chainrings, wider bars, fancier pedals, or whatever else you desire.

Add up all these "options," and just like a car, you find you're spending quite a bit more than you originally planned. So perhaps, a custom frame is within your reach after all.

If you are suddenly struck by "tandemitis"—that not-so-rare disease that strikes some people with an incurable urge to own a two-seater—we do not suggest that for your very first long bike that you rush out to see your nearest custom frame builder. On the contrary, we recommend you ride in tandem for six months to

a year on a production machine, even if you have to put up with a compromise fit for a while. Only after you have some tandem experience under your saddle will you be able to make some intelligent decisions as to what you would like on your dream tandem, or if you even need a custom tandem. After all, many teams do discover that one of the production tandems available is quite sufficient.

While there are many American and foreign frame builders, not all are adventurous (or foolish) enough to build a custom tandem frame. Choose your builder carefully—make sure he has tandem experience. Explain your needs and if in doubt, have him take your measurements and, above all, value his suggestions.

Select the tubing, list all angles, wheelbase desired, measurements for all tubes, braze-ons, whether or not you'll use cantilever brakes, a third (or even fourth) brake for very heavy touring. Will you be using bar-con, downtube, or possibly thumb shifters; double or triple chainrings, 5-, 6-, or 7-speed freewheel. Racing or touring angles and clearances; fenders for wet weather riding, and what kind and make of dropouts did you have in mind? Do you want a round, oval, or rectangular boob tube; and do you want your rear derailleur and rear brake cable to run over or under the boob tube? or perhaps you'd like to have all internal cable runs for that dynamic look?

Oh, yes, do you need 36, 40, or 48-hole rims and hubs? And do you want sealed bearing hubs and bottom brackets? Of course, when you get those wheels built, do you want 3-, 4-, or 5-cross spoking? And did you want single or double-butted spokes, or perhaps those aero flat spokes strike your fancy.

You'll need to decide what type tires and tubes you'd like, and do you have a preference for Presta or Schraeder valves?



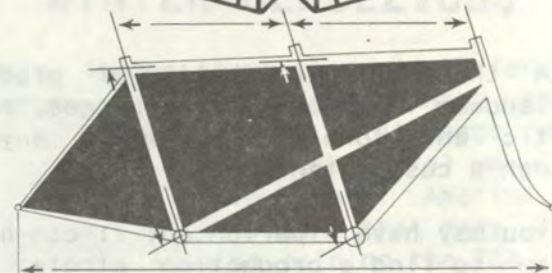
Of course, those wheels could be a 27-inch, or perhaps you'll be travelling to Europe and 700c would be better then. You may also consider a custom-built, fully adjustable stem for the stoker, and of course, she may want those extra hand rests you've seen for the rear rider. If you plan to carry some gear, would you like front and rear racks, and how many bottle cage braze-ons will you need and where do you want them placed? Need a pump peg? and are you planning to run a cyclocomputer or lights on your new tandem?

Now that you think you've got everything figured out, have you two agreed yet on a color scheme for that new machine, and it would be a nice idea to have at least the dropouts chromed, or perhaps even the rear triangle and forks. Really, why stop there? How about those fancy headtube lugs, or have you decided on a lugless frameset instead?

After all this, double check everything and hope your budget can stand the strain! Buy the best components you can afford, or else you'll be upgrading to what you really want later on. One more thing: you'll have to decide on how you'll transport that tandem to that far-away tandem rally you've been aching to attend. It can be shipped by air quite easily, but for a bit closer ride, will you carry it on a roof rack on your sedan, or are you fortunate to have a hatchback car or even a pick-up truck that will solve that problem?

These are not spur of the moment decisions. It is like a picture puzzle: you must have all the pieces and then things have to fit together properly. Plan carefully and review your plans several times. Consider all your options, then double check your decisions!

Remember, your builder will only build what you (and he) have agreed upon, and what you specify. He is not a mind rea-



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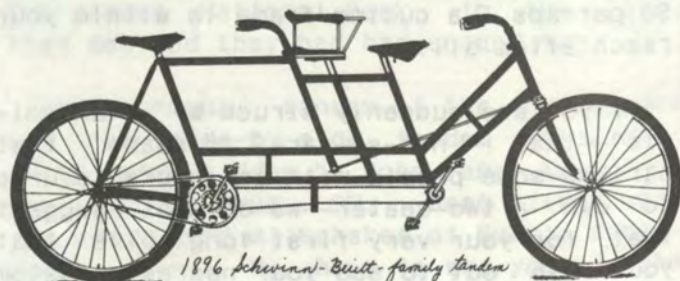
214 Rainbow Drive
Marshalltown, Iowa 50158
(515) 752-3208

der. Be clear, and don't make any mistakes, as you, your stoker, and your builder will have to live with them on the finished product.

If all this does not deter you from wanting a custom tandem, get out your measuring tape, your pencil and paper, and get started.

We did it (twice, actually), and we have been enjoying our creations ever since!

Rudy and Kay Van Renterghem
Tucson, AZ



1896 Schwinn-Built-family tandem



TANDEM CALENDAR 87

July 3-5, 1987. Tandem CANADA. University of Guelph, 60 miles west of Toronto. For those hardy souls intrepid enough to venture up to the Great White North, Pack up your tandem, back bacon, and polar bear repellent and join us for the first Canadian tandem rally. Are you interested? SASE to the TANDEM CANADA '87, c/o Pat & Gill Maloney, 130 Ashdale Avenue, Toronto, ONT M4L 2Y9, Canada. (416/461-1698).

July 18, 1987. ZOO ZIP. A 40km (roundtrip) ride to the Metro Zoo and back with lots of time to wander at the zoo. Bring lunch or buy it at McDonald's. Children especially welcome. Bring your regular walking shoes. 8:00 a.m. from Ashbridge's Bay parking lot, Coxwell & Lakeshore, Toronto, ON. Order in Mexican food after ride at Pat & Gil Maloney. Ph: (416)-699-6634.

July 19, 1987. Double to Dairy Queen. Jan Lysen and Scott Anton, TCTC, will lead a ride guaranteed to make at least one "official" stop at a DQ somewhere in the Twin Cities' area. Call Doug/Sara Laird for info. Ph: (612)-925-5185.

July 24-26, 1987. Truce Weekend. The Chicago Area Tandem Society (C.A.T.S) and the Twin Cities' Tandem Club (TCTC) call a truce and plan a Loony Weekend at the Holiday Inn

Holidome, Stevens Point, WI 54481. Call Tom/Sherry Masters (312)-358-7797 to be included.

July 30-August 2, 1987. New England Area Rally (NEAR'87). Ride along the beautiful New Hampshire and Maine coastlines. Historic Portsmouth, NH; Cape Noddick Lighthouse; New England Ciambake; "Home-made" Ice Cream Party. Special rides for tandems' only, over flat to gently rolling terrain (with only an occasional "stinker" of a short hill!). To be held at the University of New Hampshire, Durham, NH. SASE to Linda Harvey (TCA VT-NH-ME rep), 16 Clinton Street, Salem, NH 03079. ph:(603)-898-5285.

August 14-16, 1987. Eastern Tandem Rally (Tandem '87). Stockton St. College (near Atlantic City), NJ. Have a devil of a good time in the Pine Barrens of South Jersey at the 15th Eastern Tandem Rally. Register before June 15th, 1987, or pay a late fee! Send a SASE to TANDEM'87, c/o M. Synnestvedst, 116 Tavistock, Cherry Hill, NJ 08034

August 15, 1987. Hastings Hills'N'Dales. Ellen and Scott Andersen, TCTC, are planning a ride for the Hastings, MN, area. Contact Doug/Sara Laird (612)-925-5185.





August 22, 1987. The Garde's Ride to the Forks of Credit. About 80 km, starting at 10:00a.m. Contact Dave & Dorothy Garde (Toronto) for starting point and more details. Ph: (416)-699-6634.

September 5-7, 1987. Midwest Tandem Rally (MTR'87). Grand Rapids, MI. Don't miss this one! Send a SASE to Pat & Penny McNicholas, 2852 Brisam N.E., Grand Rapids, MI 49505. Ph: (616)-364-9922.

September 18-19, 1987. Niagara Theatre Overnighter. Drive to the Niagara-on-the-Lake to stay at a Bed and Breakfast, tour the local countryside on Saturday and Sunday, and attend the theatre on Saturday evening. Nancy & Rudy Wolleswinkel (416)-425-5856. Call early for full details and to register.

September 19, 1987. MORA (MN) 50. Ride or Race the Mora 50, then drop by Karen and Harlen Hanson's for

refreshments and war stories. Information from Doug/Sara Laird (612)-925-5185.

October 3, 1987. Helluva Chile Ride. Weather willing, or not, Lynn Pagliarini and Ralph Hapness, TCTC, will host their third annual event from Farmington, MN. Save those special recipes, and call Doug/Sara Laird (612)-925-5185 for more information.

October 18, 1987. Terra Cotta. A 75 km ride to the Terra Cotta Inn (Mississauga, ON) for lunch and back again. Call Ted and Shirley Przyborowski for instructions & where to meet. (416)-652-1483.

November 6-8, 1987. Southern Tandem Rally. Winter Haven, FL, near the famed Cyprus Gardens' area of Florida. Send a SASE to Steve/Vickie Bent, 1316 Glenford Lane, Lakeland, FL 33813, or phone (813)-646-6547 for details/registration.

Have a tandem ride you'd like listed in the TCA Calendar? Send the information to Jack & Susan Goertz, DoubleTalk Editors, and it'll run in DoubleTalk until the date of the event passes! Best yet, the listing is free!

Please limit your TCA Calendar listings to TANDEM-specific events. Thanks.—the Editors

TCA DEALER MEMBERS

BICYCLE WORLD. 747 So. Broad St., Lititz, PA 17543. Ph: (717)-626-0650. Custom Tandems by Rodney Moseman. Frame Refinishing, Custom Wheelbuilding, Tandem Components and Accessories. Let us quote your tandem needs! 11/87

TANDEMS, LIMITED. Quality tandems from California, Pennsylvania, and England. Demonstrations and test rides by appointment. Tandem parts and accessories, too. Rte. 19, Box 248, Birmingham, AL 35244. Ph: (205)-991-5519. 9/87

Become a TCA Dealer Member! A \$30.00 membership gives you a one year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word ad classified ad in each issue of DoubleTalk while you are a member. Send a SASE to Jack and Susan Goertz, Editors, DoubleTalk, Rte 19, Box 248, Birmingham, AL 35244 for full information on the TCA Dealer Member Program.

Rates for display ads available upon request. Send a SASE to the Editors.



CLASSIFIEDS

FOR SALE: Moseman Tandem. Men's/Men's 21x21, with low mileage. Showroom new. Deep blue with silver accents, 27" 48 spoke wheels w/schraeder valve tubes. Disc brakes front/rear and cantilevers tool Matching ESGE fenders. Blackburn racks front and rear. Quality equipped and geared for mountain terrain or high speed touring on the flats. Now fitted with Brooks saddles, but will refit to suit. This tandem is cross-country ready for \$2500. Will consider all near and reasonable offers. George Jenner, 11209 Longwood Grove Dr. Reston, VA 22094-1304. Ph: (703)-435-0644 (evenings and weekends) or (703)-974-3385 (days at the office). 09/87

FOR SALE: Santana Classic, 22x19 (New), \$2100. Santana Sovereign, 23.5x20.5 (New), \$2375. Contact Steve Bent @ Bent's Schwinn Cyclery, 1058 S. Florida Avenue, Lakeland, FL 33803. Ph: (813)-688-2126. SEE YOU AT THE SOUTHERN TANDEM RALLY! 09/87

FOR SALE: Jack Taylor Custom "Grand Marathon" tandem. Double Diamond 24x22, 15 speeds, cantilever and disc brakes. Phil Wood hubs, bottom brackets, and pedals. Complete with fenders, lights, and front & rear racks. Two sets of wheels, 36⁰ and 48⁰. Excellent condition. \$1600. Les Flink, 203 Schoolhouse Drive, Linwood, NJ 08221 (near Atlantic City). Ph: (609)-927-5557. 09/87

WANTED: Objective roadtests, with photos, of tandems by Terry Osell, Bill Boston, and other quality frame-builders. Send articles, photos (prints only), etc. to Jack & Susan Goertz, Editors of DoubleTalk.

WANTED: Volunteer artist(s) to prepare sketches, cartoons, and illustrations to Jack & Susan Goertz, Rte 19, Box 248, Birmingham, AL 35244.

FOR SALE: Custom Tandem by Phil Fischer. Low top-tube, but high headset and long seat posts make this unique machine suitable for a wide range of sizes (we're normally 24/19, but have set it up 19/24 in the past also). 18 speeds, rear cross-over, reinforced TA crankset. Unique cantilever brake setup, can use 27" or 650-B rims, comes with 27". Lots of room for stoker. All touring accessories included (4 panniers, lights, custom racks,

Avocet seats). Very comfortable bike. Only \$1195, or best reasonable offer. Richard & Linda Kleinhenz, 153 All Angels Hill Road, Wappingers Falls, NY 12590. Ph: (914)-297-1812 evenings. 07/87

FOR SALE: 1976 Bill Boston tandem, 23/23 parallel, TA triple, Shimano rear disc brake, two sets 700C wheels. Asking \$2000. Bob Dollar, 2904 Summerfield Road, Falls Church, VA 22042. Ph: (703)-536-4968. 07/87

FOR SALE: 1978 Bill Boston tandem, 22.5x19.75, TA triple, Phil Wood rear disc brake, asking \$2000. Bob Dollar, 2904 Summerfield Road, Falls Church, VA 22042. Ph: (703)-536-4968. 07/87

WANTED: Triplet. Please send specs and asking price to David Taylor, 123 Main Street, Byfield, MA 01922, or call (617)-465-8673 most evenings. 07/87

WANTED: Rene Herse Paris, old style 15-speed touring tandem. Send details to Steve Reker, 1636 Christy Court, St. Charles, MO 63303. Ph: (314)-928-7109. 07/87

FOR SALE: MotoBecane Tandem. Men's/Mixte. 12-speeds. In good condition. Complete with rear rack, cyclometer, handlebar bag, etc. Rooftop Car Carrier for Tandem included. Asking \$400. Call John Bennett, collect, at (205)-991-2043. 09/87

FOR SALE: PHIL Wood rear tandem hub. 48⁰, 140mm width (dropout-to-dropout). 65mm flange on left threaded for brake. Has been built-up, but never used. \$55.00. Bob Philpott, 870 Collier Drive, San Leandro, CA 94577 09/87

FOR SALE: Many miscellaneous bike parts (mostly for singles, but many will work on tandems), including seatposts, stems, cranksets, headsets, and more! Call or send SASE to James Mackay, P.O. Box 464, Wheaton, IL, 60189-0464. Ph: (312)-668-4438. 09/87

FOR SALE: Specialized Tandem. 24x22 Men's/Men's. Columbus Tandem Tubeset, Phil Wood 48⁰ hubs. Sugino AT Triple Crankset, Mafac Cantilever brakes, hub brake. Excellent condition. \$1095. Bill Trampus, 29232 Shirley, Madison Heights, MI 48071. Ph: (313)-544-2524 09/87

Classified advertising rates available upon request. Send a SASE to the Editors. Non-commercial Classifieds are free to TCA Members.

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Send **DOUBLETALK** articles to Jack & Susan Goertz, Rte. 19, Box 248, Birmingham, AL 35244

Dues \$8.00 (US) for individual or tandem team membership (6 issues). DoubleTalk is published in January, March, May, July, September, & November. A subscription is included with your TCA membership.

TCA Patches Are back in stock and available through the treasurer. Send checks for \$4.00/patch to Tandem Club of America.

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

TCA Membership

Name(s) _____
Address _____
City & State _____ Zip _____
Tandem Make _____ Year _____
Frame Style _____
Color _____ Size _____ X _____
Is this a renewal? _____ Is money included for a patch? _____