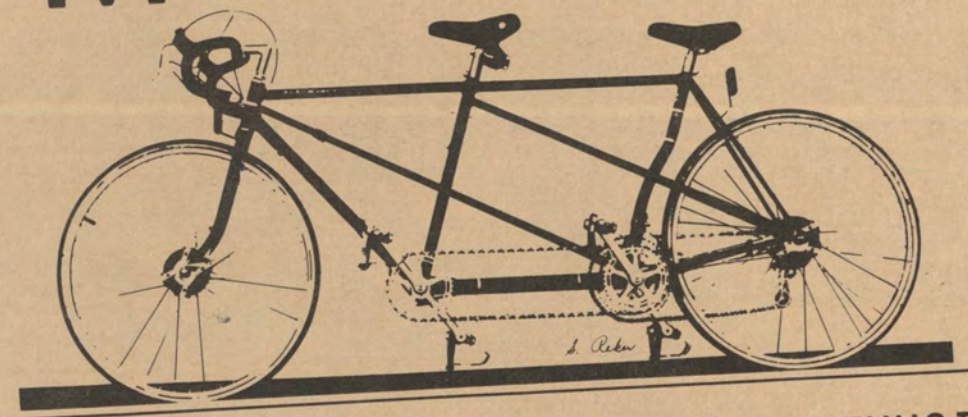


TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

DOUBLETALK



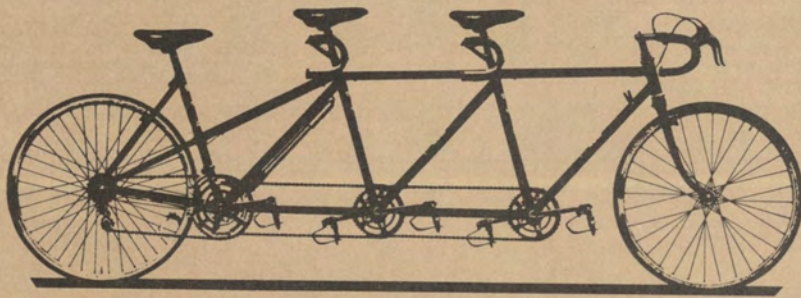
NOVEMBER-
DECEMBER, 1988

DoubleTalk
the newsletter of the
Tandem Club of America
Jack & Susan Goertz, Editors
Route 19, Box 248
Birmingham, AL 35244

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DOUBLE TALK

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DEADLINE FOR THE JANUARY-FEBRUARY, 1989,
DOUBLETALK IS DECEMBER 1, 1988

FROM THE EDITOR

WE DID IT! The Tandem Club of America now has over 900 teams, or over 1800 members! That's doubling in just two years, a fantastic growth rate. We owe thanks to the hosts of the Northwest Tandem Rally, the Eastern Tandem Rally, the Midwest Tandem Rally, and to John Kukoda, TCA member and Senior Editor of *Bicycling Magazine*, for the promotions they did for us. Let's keep spreading the word.

With the increase in membership, we should be able to make Doubletalk even better. After all, Doubletalk is a member-driven organization. All articles are written by members. And with more than 900 memberships, (about a 15% increase since just the last issue), we should see 15% more articles submitted. Think about it, then sit down and send us that letter or that article you've been working on. Share your tandem experiences with the rest of the world. Fame and fortune may just be a stamp away, and it is fun to see your articles in print.

The Rally season is over for the year, and there were truly some great events. All reports from the Northwest were very favorable, and we saw first hand the Eastern and the Midwest Tandem Rallies. Both were first class events all the way. And by the time you read this, we'll have been to the final major rally of the year, the Southern

Tandem Rally. Rally plans are already underway for '89, so check the calendar. Hosts, please send us the information for the calendar just as soon as you have a date and a contact established. We even have the preliminary information for the International Tandem Week, cohosted by tandemists in England, France, and Holland. Sounds like it should be one of the stellar events of the decade.

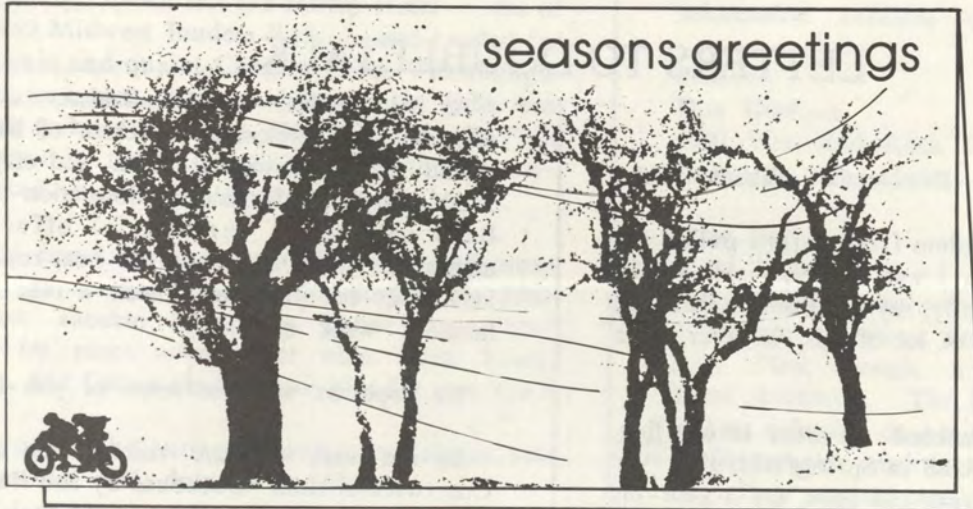
Finally we have the necessary information for ordering the T-shirts. They are \$8.50 each and are available from the Treasurer. More information is spelled out later in this issue. They'll make excellent Christmas gifts for your favorite captain and/or stoker.

The next issue is our annual membership issue. If your membership expires with this issue (check the label right now), make sure your check is to the Treasurer by December 1. Why not mail it now? We'd like to make sure your name is included in the membership list. Also, if you know of a friend who is not a member, why not give them a year's gift membership?

To all our friends we send Season's Greetings. We'll be thinking of you in the North when the snow is on the ground, and your tandem is parked for the season. You'll have to have warm thoughts, thinking of us cycling here in the heart of Dixie.



TANDEM CLUB OF AMERICA
AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS



*Jack
&
Susan*

T-SHIRTS ARE READY!!!!

At long last! Almost 2 years in the planning! The new Tandem Club of America T-Shirts are now ready. These premium T-Shirts are 50/50 cotton/polyester and should wear like iron.

The short-sleeve shirts are white, with a red and blue logo. Don't remember what the logo is? We reprinted it at the bottom of page 2.

Shirts are available in Small, Medium, Large, and Xtra-Large adult sizes and in Child's Small (6-8) and Medium (10-12), just right for those junior stokers.

To order your shirts, send a check for \$8.50 (includes shipping and handling) for each shirt ordered, together with a note stating what sizes you desire, to:

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

**DO NOT SEND YOUR CHECK TO
THE EDITORS. This will only
slow things down.**

NEWS FROM THE TREASURERS

Beginning January 1, 1989, Tandem Club of America dues will go up. The new rates are as follows:

United States.....	\$10.00
Canada.....	\$13.00
Other foreign.....	\$16.00

All rates are quoted in U.S. dollars.

TCA dues have been \$8.00 in the U.S. for over 8 years. In that time, we have greatly enlarged the size of Doubletalk, and we've increased the number of issues from 5 to 6 per year. We have also absorbed several postal increases, both in the permit fee required for bulk rate, and in the rate itself. Bulk rate today is about the same as first class was 8 years ago. And, of course, printing prices have gone up.

Soooo, if you have any brochures stating the current dues structure, please change the rates to those shown above before you distribute any more.

Mal and Jean Smith
Treasurers
East Aurora, NY



LETTERS TO DOUBLETALK

Dear Doubletalk,

I thoroughly enjoy Doubletalk. Thank you!

I made my first tandem from parts I pulled out of garbage cans when I was 12 years old, a long time ago. Independently, my wife Susan also rode a tandem as a child. A lot of this, however, was very casual stuff.

This Labor Day weekend we went to our first tandem rally -- MTR'88 in Springfield, IL. "We" included my twin 9-year-old boys, my 3-year-old son, and of course Granny -- my 72-year-old mother. Granny didn't ride, but each of the 9-year-olds did, and the 3-year-old rode in our well-used seven year-old bugger. It was terrific!!

At any rate, a good friend of mine, and an avid cyclist of all over the world, has never heard of TCA. He has singled and tandemed in many areas of the world, and in many countries. So to rectify this great oversight, I've enclosed a gift membership for him in the Tandem Club of America.

Thanks again for the delightful magazine.

Evan T. Jones
River Forest, IL

Dear Doubletalk,

Sue and I will shortly be taking our Lippy tandem (plus multiple single bikes) and, oh yes, our household goods to the island of Kauai where we will be living. This fulfills a dream of finding a place where one can have a garden year-round and bicycle every day -- those of you familiar with the Northwest can understand that. We will be supporting ourselves by opening a bed and breakfast establishment.

As avid cyclists and tandemists, we wish to offer a special welcome to others of like interest should they wish to visit Kauai and stay with us. Send us a SASE for more information about our B&B and about our special offer to TCA members. There are many off-beat roads to cycle in Kauai, but you don't need a bike to have a fabulous week on Kauai.

We hope we will see some of you there.

By the way, we have visited Sam and Marge Cox twice at their "Outhouse by the Bay" and can attest not only to the accuracy of their poem but the warmth of their hospitality. Things aren't too shabby in Tubac, either. We first met them during one of the finest tours we have ever taken which took us through the back roads of southeastern AZ several years back. Since then we have shared many rides with them, rain or shine, from the southwest to the northwest. Given Sam's flight phobia I don't think we're going to see them in HI and will need to make regular trips to the mainland to keep up our biking. We definitely do not wish to give up being outdone on the road by Sam and Marge on their Schwinn clunker, which gets more miles every year than our Lippy will ever see.

Sincerely yours,
Bill & Sue De'ak
General Delivery
Kilauea, Kauai, HI 96754
(808)-828-1698

Dear Doubletalk,

We thought you'd like to learn about yet another "tandems only" club, the Tandems Of Ohio or TOO! The first organized expedition of this newly-formed group took place on a hot and hazy July day. We ignored the 100+ degree heat as we road off toward our destination. Six tandems and

D

one teen-age soloist left the Harley Hotel -- site of the 1989 Midwest Tandem Rally -- and headed for the scenic and quaint Chagrin Falls. The thought of the ice-cream store midway to the Falls was enough to keep us going. We arrived at the Falls undaunted by the hills, having enjoyed the sparsely-trafficked roads and the tree-shaded lanes.

We'll have more events this fall and next spring, as we gear ourselves for hosting the 1989 Midwest Tandem Rally next Labor Day. Stay tuned for more news about wine rides, beach parties, and future tandem activities for you TOO!

If you'd like more information about the Tandems Of OH, drop us a SASE.

Candy Roehl
Ken Anker
3554 Fenley Road
Cleveland Heights, OH 44121

Dear Doubletalk,

I found the article on "kiddy-back" options in the September-October issue of Doubletalk to be of real interest. For older kids (e.g., our 8-year-old) who are too big to use a physically displaced crankset, but too small to fit the normal setup, Phil Wood makes a screw-on adapter which allows the pedals to be moved in on the crank arms. This, along with a quick-release to reposition the stoker seat, provides a fast way to change between mom and daughter riding in back.

An attractive solution for bicycle families with two adults and one (or more) bicycle-aged kids appears to be the triplet tandem. However, although I have seen several pictures of them, I can't find out any information. What frame makers have experience about them that they can share? I would be interested in hearing any comments regarding this type of tandem. The picture of the articulated triplet on page 6 of the September-October issue of Doubletalk looks like a neat "poor man's" design. However, the related article did not make it clear who manufactures the modified fork assembly for such a machine. Any

E

information available on this?

Sincerely,
Don Huebner
4930 West Red Rock Drive.
Larkspur, CO 80118

Dear Don,

I'll try to answer some of your questions, but I know our members have more information for you. First, though, a comment about the Phil Wood shorteners. The P-W shorteners, while an elegant solution, do not work well on the new low profile cranks, such as the Specialized or Sugino AT. They are an excellent solution to those still riding TA or Stronglight 99/100 cranksets, or any other where the crankarms are perpendicular to the spindle.

Triplets are manufactured in limited quantities by Kuwahara Cycles, Santana Cycles, Osell Tandems, and Jack Taylor Cycles, to name a few. Contact any of these builders or their dealers for more information. The price is in the \$4000 range for a new unit. If any other builders have built triplets, please let me know.

The unit shown on page 6 of the September-October issue is a Rann or Hann trailer. These units are fairly common in England, and are sold by Jack Taylor Cycles and by other English dealers. John Forester, of Effective Cycling fame, explained how to build such a unit in his book Effective Cycling (MIT Press).

I welcome further discussion on cycling with children, and I especially invite American builders who have built child-conversions to prepare an article on their method of adapting tandems to children.

--The Editors.

Dear Doubletalk,

We just received our first copy of Doubletalk. What a nice publication!



Fran and I were the "57-mile-per-hour" couple mentioned in the article about the L.A.W. pre-tour.

The article Tandems and Marriage we found especially interesting, too, as we have been tandemming for eleven years. As one letter indicated that there might be some readership out there that is considering getting a tandem, I thought I might take a stab at addressing these readers specifically. I've enclosed an article on the subject. Use it when you have room, if you feel it is appropriate.

Sincerely,
Richard Bush
Ogden, UT

Dear Doubletalk,

I noted in the last issue that next year's Northwest Tandem Rally was mentioned. I find myself in charge of it's organization, and I want to assure all the TCA members that, even though Bend, OR, lies at nearly 4000 feet, it is in the heart of ideal tandem country. East of town there are miles of rolling to flat roads that wind through farm lands. The roads have little traffic and offer magnificent views of the Cascade Mountain range.

Being a resort community, Bend has a wide range of excellent tourist facilities. For those TCA members who have never attended the Northwest Tandem Rally, 1989 should be an excellent year to attend your first. Plan on spending a couple of extra days here. The ski resort should still be open Memorial Weekend, and the scenic and recreational opportunities are vast.

The Rally is being sponsored by our local bicycle club, Alpenglo Velo. We plan on having brochures available and in the mail by the first of January, 1989. If you want to get on our mailing list, send your name and address to: Alpenglo Velo, P.O. Box 6324, Bend, OR 97708.

Thank you,
Pat Lippy
60265 Faugarwee
Bend, OR 97702
(503)-389-2503



Dear Doubletalk,

It only took one quick turn around the parking lot on a borrowed tandem for my husband Jerry and I to fall in love with this mode of bicycling. We didn't allow ourselves another ride in tandem until we had acquired our Santana Arriva twelve months later. It only took Jerry and our daughter Holly one quick turn around the same parking lot to also fall in love with our tandem. Wanting our 12-year-old Holly to enjoy bicycling as much as I do, I readily gave over my stoker position to her whenever she wanted to ride. That led to our family tour across OR (650 miles) last year, with Jerry and Holly on the loaded tandem and me on a loaded single.

I don't remember who originated the idea, but before long our family of three was talking about a bike we could all ride together. Now, after four months we are still enjoying the newness and uniqueness of riding our Santana Triplet, and we are busy planning our 1989 family tour.

Elinor Forster
9490 Crater Hill Rd.
Auburn, CA 95603

Dear Doubletalk,

Over here in Europe the tandemming scene is steadily growing. The Tandem Club (of England) has nearly 4000 members, and the newly formed French Tandem Club -- Amicale des Cyclos Tandemistes -- is edging up to the 200 mark. Our friends, Luvu and Mangan Steenberg, are slowly building up a loyal following in Holland.

All this has led Catie and I to organize an International Event for the spring of '89. See the TCA Calendar and the related article for more information. Our intention is to forge tandem



links across nations. It would be great to see some American tandemists over with us in the Burgundy region of France next year. The area is really great, and it makes a good jumping off point for an extended European trip.

If we can help in any way with information for would-be participants, please contact us.

Yours in tandemming,
Ian & Catie Grout
47 Morant Road
Colchester
Essex CO1 2H2
England

Dear Doubletalk,

A National Tandem Rally is long overdue. We think it would be most appropriate to have our first National Rally in conjunction with the Southern Tandem Rally in 1989. Then the Rally could be moved to the East in 1990, the Midwest in 1991, the Northwest in 1992, and then return to the South in 1993. This would allow each region to play host to a National Tandem Rally once every four years.

We are sure that the LAW or the AYH would love to take us under their wing and have a National Tandem Rally. But have we come this far, over the past 12 years, to become a division of another club? We think not.

The Tandem Club of American is, and should remain, its own separate entity. We are guided by volunteers, people who enjoy riding tandems. We have no elected officers or the bureaucracy or politics that come with them.

Rather, we have a first-rate group of individuals that enjoys the sport of tandem riding. We publish our own newsletter, and we promote and participate in four major tandem rallies each year, along with countless other rides and tours.

The Tandem Club of America is made up of over 900 teams, and we are proud to be one of those teams.


Steve and Karolyn Reker
St. Charles, MO

Dear Doubletalk,

I would like to hear from Tandem Club members who would be interested in a tandem that folds. Given the problem of transporting tandems (they're not allowed on Amtrak and they are not easily shipped on airlines), a folding or take-apart tandem might increase the tandem's appeal and marketability. If there's enough interest, the Montague Corporation, designer of the BiFrame, a mountain bike that folds, might consider developing a more portable tandem.

Sincerely,
John Dowlin
Editor, *Network News*
P.O. Box 8194
Philadelphia, PA 19101

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THE TANDEM CLUB INTERNATIONAL WEEK

The Tandem Club of England goes international next year. With the assistance of the French Tandem Club, Amicale des Cyclos Tandemistes, Luvo and Mangan Steenberg in Holland, and ourselves in England, we are going to run an international Tandem Club Week in Burgundy, France, next spring.

Catie and I have recently returned from a visit to the area during which time we met up with local cyclists and tandemists willing to help out with the event next year. During our time there, we extensively toured the area, discovering good routes and interesting places to visit. Our conclusion was that it would be just the right area to run an event of this kind.

The region is hilly, but the roads have gentle slopes and the views are worth the effort! There is much to see and do. Beaune, for example, is a lovely town and the countryside abounds with small villages. The locals are very friendly, which could be something to do with the number of vineyards, for this is the region of the great Burgundy wines.

Meursandt is a charming town in the midst of the wine growing region of the Cote d'Or some four miles southwest of Beaune. Camping will be at the three star Grappe d'Or campsite which is a five minute walk from the town center. The campsite has a shop and in Meursandt you will find those wonderful pastries and boulangeries that France is famous for. For those of you not wishing to camp there are hotels and a gite d'etap in town.

There will be rides of various lengths throughout the week, suiting all abilities. Exploring this lovely region of France and visiting interesting places will be one of our main aims. Amongst our other aims -- and we think just as much fun as the riding -- will be the opportunity to meet up with tandemists from other countries.

Some of the social events in the pipeline include a wine tasting and a rest day (from drinking all that wine) to visit Beaune with the possibility of

guided tours of the famous hospice and wine museum.

By December Catie and I will have finalized the booking forms and list of social events, together with costs and an information pack. If in the meantime you need any further information, don't hesitate to contact us. A SASE would be most appreciated. It would help us to get a feel for how many of you are interested.

Bon Voyage!
 Ian & Catie Grout
 47 Morant Road
 Colchester, Essex C01 2H2
 England





The Tandem Toolbox

Sorry about being out of print for so long, but it is back to a regular schedule with this column (I hope!). A new job, a new house, and trying to keep up with our riding has meant a dusty keyboard, but I now have my own garage workshop, just right for late night tandem tinkering.

A Reader Writes

You are probably well aware of the international flavor of TCA, and the May-June issue carried a letter from one of our foreign friends in his native (Jersey?) tongue. I thought it only courteous that I respond to him in his own dialect.

Dear Jersey Devil,

I wuz right tikkuld with your apecating the savvy in da Airiya brake jig I writ up. I wish I coulda took awl'da thunken credit, but my ole buddy Mr. Goertz made a right sizable sugstn, an I rekkun to your aimen to giv ole Jack his due, cuz I jus writ up and embulished somun elzes idear.

I usta do sumpun a lik neer wat u awl do wid pliers upside down in a vise an all, lining up da hannels in dem bitty lidle holes. At'll work amite fine if u gotta, but one day I wuz aimen to yank off on'a dem Airiyas afta a week a riden with them fancy cordoury pannays chock full of stuff back in the hollo's cuntry wherin my cuzzins live. Well I got tat ole rear wheel lined up on da hannels inda vice and wuz a heavin an snortin wen ona dem hannels snapped lick a bullwhup an plum flew haf way cross da cawnty, like ona dem hewystraws a twister drives plum tru a 2x4. It durned neer scairt da Debbil outa me fer shur!

I hope u cun precyate y I wanna tel everone bout dis here brake jig. I shur wud hate to see somun lose an eye or somthun over a bike piecepart. An u cun be ashurid dat ole Jack an I'll do sum powful thunken for sum shur fire way a yanken of dem brake pieceparts when

lumber and vices ar'a lick aways.

y'awls twicer buddy,
The Wabash Flash

On the serious subject of removing your rear drum on the road, there is one other remedy that may work successfully. With the Araya hub locknuts loose, engage the drum brake and push your tandem backwards with the stoker seated on the saddle. Less than a foot of rearward movement should be enough to break loose the rear drum. You can then remove the wheel and continue removing the brake drum by hand.

Another possibility is to carry extra long spokes (308-310 mm) of the the same brand and gauge with the spoke head removed and an S-shaped bend in its place. This emergency spoke can be hooked into the flange and inserted into the nipple on the rim without removing the tire or the wheel from the bike. Store the spare spoke in the stiffner pocket of your panniers and you'll always have one when touring.

I'll be back next time with a new column. I always look forward to your comments and suggestions, in English or any other language.

Jay & Linda Hardcastle
6645 Echo Lane
Indianapolis, IN 46278

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Tandems Through the Rockies

When the heat hit the 100's this summer, we -- the Woodrums and the Borthwicks -- did what any wise tandemist should do -- we left home for a tour through the Canadian Rockies! And, of course, we went via Flagstaff, AZ. It's right on the way from Marshalltown, IA, to Banff, Alberta, Canada!

The seed was planted some three years ago at the LAW National Rally held at Madison, WI. There we saw a slide show of a bike trip from Banff to Jasper, Alberta, Canada. We made a pledge to go some day. That day came to fruition this summer.

We started our tour by first heading to the 1988 LAW National Rally, held in Flagstaff, AZ. We were joined for this part by fellow TCA members Warren and Nancy Reinecke and Charles and Elaine Hoefflin. We took our own pre-tour through the Grand Canyon National Park, even riding the West Rim Road one day and enjoying all the breath-taking overlooks above the canyon. Another day we parked our bikes and hiked the Bright Angel Trail down to Indian Gardens. Spectacular!

Then the Rally. You read about the Rally itself in the last issue of Doubletalk. We second the reports. The Rally was extremely enjoyable, and definitely worth the time and trouble to get the bikes and the people to this relatively out of the way location.

After our Rally good-bys, the Reinecke's and the Hoefflin's headed back to the Midwest, and we headed north towards Banff. We "parked" our way to Canada, stopping in Zion National Park and Glacier National Park on our way to Canada. Once we arrived in Banff, we parked our vans in a towing company parking lot and began our tandem/camping journey to Jasper.

Our tour was six days of excellent cycling. We were self-contained, carrying all of our gear with us. We did keep an empty pannier, so we could buy the evening's meal as we passed through the towns and villages on our way to our

campground. It was delightful! We saw spectacular scenery, such as the side trip we took to Lake Louise and the Columbia Ice Fields. For the most part, the weather was warm, but we did have some cool weather and a little rain on the fourth day. No real complaints, though. No bike problems, other than a flat tire on the first day.

When we arrived at Jasper, our destination for this phase of the trip, Gordon and Arden took a bus back to Banff, where they picked up the vans and returned with them back to Jasper, a 200-mile trip. We spent the final night in a motel. After six days of camping, several nights with only pit toilets and boiling our drinking water, it was heavenly!

The "wildlife" we saw on the trip was so friendly that it was like being in a petting zoo. Wild deer came to within 5 feet of us at night and as we biked along the roads. On the way back, we even saw several bears (fortunately in the distance). And we can't say enough about the scenery. Everywhere we looked was another post-card view. If only we could take it back with us.

Returning to Iowa and the drought caused many mixed feelings. It's always good to be back home after a long journey, but the contrast between the lush greenery we'd been touring in and the midwestern drought was shocking! Rains must come to relieve the hardship of our midwestern farmers.

A trip worth repeating. And we are planning to return in two to three years. Perhaps our next trip will be sagged, and we may invite more tandem couples to join us.

Elaine and Arden Woodrum
Alicemary and Gordon Borthwick
Marshalltown, IA





THE OSELL TANDEM

Specifications

- Frame Size: 60x50 Men's/Men's
- Construction: Double Direct Lateral
Columbus Tandem Tubing
- Drive Train: Campy Crossovers, 32x44x54
Phil Wood Bottom Brackets
Shimano Deore XT Derailleurs
SunTour Barcons
Mavic-Look Pedals
SunTour 13-28 7sp Freewheel
- Brakes: 3 sets Shimano Cantilevers
1 Phil Wood Disc Drag Brake
- Headset: Tange G-Master Roller Bearings
- Wheels: Either 48° Mod 59 SuperChamps or
40° Mavic MA-40's on Phil Wood
Hubs. One set for touring and
one set for sport. Michelin
Select tires.
- Seat Posts: Campy Record
- Saddles: Ideale MOD 90
- Bars: Cinelli and Specialized
- Stems: Cinelli and Specialized/Santana
- Braze-ons: 7 bottle mounts, pump peg on
bottom tube, all cable stops,
computer speed and cadence
pickups, front and rear
eyelets for fenders/racks

Background

Let me begin the review by saying the captain is 6' while the stoker is 5'4". My legs are disproportionately long, while my stoker's are disproportionately short. Our background is fast sport riding. We usually ride racing bikes, and we're rather aggressive riders.

Our previous tandem experience was with a 60x48 men's/mixte copy of a Schwinn Paramount, built by Tom Collopy and Jack Simonson in Minneapolis/St. Paul a number of years ago. A rather nice old tandem, it fit our odd size problem and had lots of components I could use on a new frame if we found we liked tandemming. We do, and we decided to order a frameset from Terry Osell, St. Paul, MN. After working with Terry, I'd recommend him to anyone: He's very helpful, prompt, his work is excellent, and he's entertaining to visit!

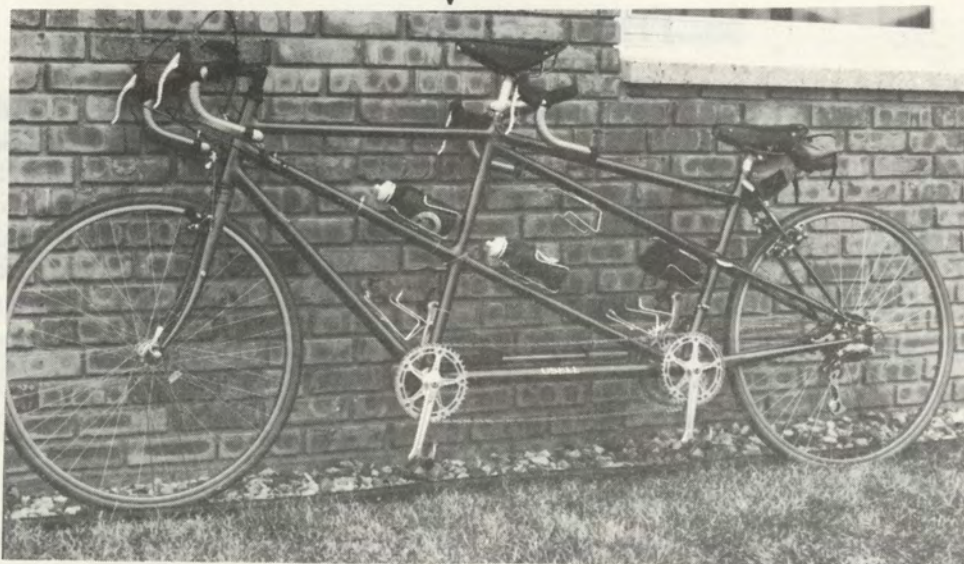
Riding Impressions

I set up this bike primarily for sport riding, though we eventually hope to do some touring. Our Road Test Ride was 65-70 miles, on a windy March day.

The first thing I noted was our stop and start drills: having the stoker remain cleated to the pedals while the captain controls the bike is definitely an easy way to do it. Because of this design's increased lateral stiffness, when compared to our old men's/mixte twin lateral design, the bike is much easier to control, and it never felt as though the seatposts were headed in opposite directions. When underway, there wasn't any stoker lag or whip during direction changes, and the tandem cornered very securely, like it was on rails. It's as easy as a single to handle!

We tried a little climbing while out of the saddle. Our technique was rusty, but the bike remained in control. Our previous tandem was not stable enough to let us try this maneuver. We couldn't stand on it and pedal aggressively.

When it was time to head home, we had a 20+ mph tailwind. We really flew back, and again, as expected, no real problems. The bike was stable and easy to ride. The additional stiffness seemed to allow more aggressive pedaling on the minor hills we encountered. The only complaint from the stoker was on a 40+ mph descent. She felt I was oversteering a bit: the road was rough due to the



spring thaws. I felt the bike tracked well, but required a light hand to keep it on track. The road conditions prevented me from forming an opinion about it's stability on fast descents.

Terry Osell likes brakes. The brake system is split: the captain controls the front and rear cantilevers, while the stoker has control of the second rear cantilever and the Phil Wood drag brake. I personally like this system, although it does require good captain/stoker communication. It should be great in a real emergency .

The stoker reported that the ride on the back was excellent. There seemed to be noticeably less road shock. I'm sure the 700x32c tires contributed to this. The captain's ride was superb, but being in the middle of that long wheelbase, it should be! The 26.5" rear top tube allows plenty of room for the stoker, too.

I thought our first bike was good, after we learned to ride it, but the Osell is much better. It is more comfortable, more stable, and easier to ride, lending itself to faster riding. I can hardly wait for better weather to try out the 40° sport wheels and a 50+ mph descent!

David Bigelow
Rochester, MN

60x50 Men's/Men's
Osell tandem

WHO DOES WHAT

MEMBERS: Write articles, draw cartoons, send letters, host rallies.

AREA REPS: Local tandem information & local recruiters for TCA.

GRAPHICS DESIGNER: Artwork & graphics for DoubleTalk.

TREASURER: DUES and patches.

SECRETARY: Contact point between TCA and the outside world.

EDITOR: Edits your articles for DoubleTalk, Advertising, and membership data (including mid-year address corrections).

When you contact one of these volunteers, seeking information about the TCA and/or tandem activities in the area, please be specific. Many of these individuals are also active in other bicycling organizations, and a SASE with no questions asked may never be returned.



TO TANDEM or NOT TO TANDEM

Many times over the eleven years we've been tandeming we've been approached by solo cyclists who want to know what it's like. One of the most commonly encountered reactions is from the cyclist who would like to get his wife out on a bike with him. I don't know why, but it is usually the man who cycles, and it's his wife who's the couch potato. There have been a few times, though, when this situation was reversed.

To this reasoning, e.g. "My wife will learn to love cycling, and will learn the techniques of cycling by being my stoker..." I tell them not to count on it. I have known two such examples. In both instances, the tandems were ultimately sold. In both cases the cycling zealot only created a greater disparity between himself and his spouse.

There are exceptions, though. I know of a couple who just love tandeming. When they got into it, the wife had never cycled. She didn't even know how to balance a bike! I think the key ingredient here was the fact that they were a very together couple. They hiked, backpacked, and were very much into their church's activities together. For this lady, the cycling was a new adventure that she was willing to take on and give it a try. Also, her husband was a very patient teacher.

Another couple that comes to mind are two very fine cyclists. They own a tandem, but use it very little. The reason given is that the wife is fiercely independent. She simply would rather be on her Masi drafting behind her husband. Notice I said "drafting." She is a very strong rider and has absolutely no trouble staying with her husband.

In my opinion the couples who are most likely to succeed at tandeming are those who are both experienced and skilled cyclists. They need not be equal in strength. In fact, one big, if not the biggest, reason for getting a tandem is that a tandem bicycle serves as a common denominator. That's what got us into a tandem. I got tired of saying to my wife, "Oh, look at that bird!" or "Did you see the muskrat?" and then turning around to find my wife was a block behind me.

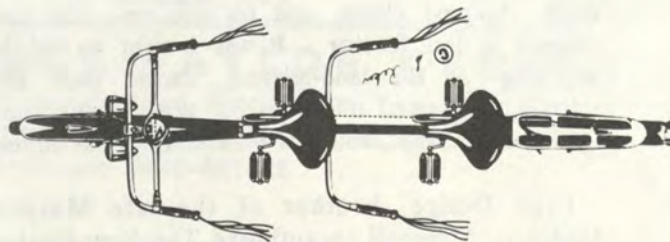
Tandeming is a very personal, shared experience. It is a very "together" way to be "together".

Rudy and Kay van Rhentgem's advice at the Flagstaff LAW Rally was good for those who want to try it. They suggested first getting a used, and hopefully, not too expensive tandem to give it a try. This can, however, pose problems. Many inexpensive and/or used tandems are not stiff enough to give a fair taste of tandeming. Couples who are very different in size often cannot find any used tandem to fit. I really don't have much of an answer to these problems. You might watch the classified section of Doubletalk and other bicycling publications for leads, and work with a shop that specializes or at least emphasizes tandems. Good luck if you need a 25-18!

Usually tandem couples are cyclists who own several bicycles: ATB's, touring singles, racing singles, etc. Tandeming is one more facet of cycling, one that adds a bit more variety. Tandems, of course, also offer an additional avenue to families who have a child too big to go in a trailer, or to young to be a part of the party on a single bike. For these couples there are child-stoker adapters.

To sum up this rambling, I would like to say that tandeming can be and is a bond in a marriage. Dedicated tandem couples are often the most closely bonded people one will ever find. You won't find many "swingers" enjoying tandeming.

Richard and Fran Bush
760 Robins Avenue
Ogden, UT 84404





The 1988 Eastern Tandem Rally

The University of New Hampshire, Durham, NH, was where it all came together in '88. Since UNH is about as far north and east as you can find tandems in the US, the hosts, Bob & Linda Harvey and Anne and Emery Glass, offered a four-day option in addition to ETR's traditional three-day rally. This additional day was offered as a "roll your own ride day," a time to renew acquaintances and explore a bit of the countryside using maps from last year's New England Area Rally. To the Harvey's and the Glass's -- Thanks, it was a nice touch.

New England doesn't usually have temperatures in the 90's, but this year was the exception. Air conditioners are unknown, and box fans were at a premium. We heard of one couple who, after the first steamy night, bought or rented a fan from the local ice cream parlor. This enterprising couple, who shall remain nameless, got two very good night's sleep afterward. Other "high stakes" were being offered for anything that moved the oppressively hot air, but most tried to ignore the temperatures and ride. Of course, our erstwhile editors let everyone within earshot know that it was cooler in Alabama, and maybe the ETR should move south in the future.

The organized rides on Saturday and Sunday went to some of the historic forts and parks in the area. Lunch Saturday was at Ft. Odiorne State Park in Maine. At last, a bi-state rally. Sunday's lunch at Ft. Foster was a welcome respite, as, instead of the heat, we were looking for dry weather. Many of us got rained on on our way to the park! Have you ever heard a foghorn at close range? Awesome, to say the least!

One of the culinary delights was Saturday night's lobster bake. Fresh lobster, corn on the cobb, steamed clams, and on and on. The food seemed to last forever. It was a sight to behold, watching all the land-lubbers tackle their first whole lobster. The bibs were welcome. Otherwise many would be swimming in butter.

Fred Dodge, brother of the late Marshall Dodge -- Marshall co-authored The New England

Humour Book -- regaled us with a one-man show about life in Maine. If only you had been there...

Sunday afternoon came all too soon, as it was time to head on our way to our destinations. Many couples went on to one of the two post tours offered. Others headed back to their homes throughout the US, Canada, and even Great Britain.

Next year's ETR is to be held in Elizabethtown, PA, in the heart of the Pennsylvania Dutch country. We hope you can join us on our own "home turf" next year.

Scott & Amy Hoffman
Lancaster, PA





Truce Weekend, 1988

Loons without feathers? COWS without udders? CATS without claws? Amazingly, during Truce Weekend on July 29-31st, traditional rivalries were put aside, and nary a hiss, moo, or loo-loo was heard. Other than an astonishing collection of wild biking shorts, there was no costume competition and no state advertising appeared on hotel doors.

Hosted by John and Peggy O'Dell, the weekend did include three beautiful rides through the rolling countryside around Stevens Point, WI. John and Peggy did an excellent job of routing us through lots of shade, and they cleverly arranged all the hills so we biked exclusively downhill all three days. They must have locked up all the dogs in the county, too, although we did have to stare down a cow who must have jumped a fence to join the ride. ("What do I do, Jeff? Squirt him with my water bottle?")

A special feature of Friday's events included a tour of the Point Brewery. After the tour, we gathered in the blissfully air-conditioned Point Hospitality Room for some of Wisconsin's finest draft beer.

That evening we continued the merriment at Bernard's, where for a grand finale, Chef Bernard prepared his special ice cream, crushed raspberries, liquor and whipped cream dessert. Everyone vowed to ride an extra ten miles on Saturday and had second helpings.

A highlight of Saturday's ride included two cool and refreshing lakes. It was reported that the short ride came close to becoming a swimming event instead, since no one wanted to come out of the water.

Some extra drama was added to Saturday's long ride when a COW team blew a rear tire, conveniently next to an old cemetery. While the COW's repaired their tire, the rest of the group listened to the caretaker talk about the fate of the suicides... off in a corner by themselves. Tire fixed, we waved sympathetically to the suicides and were off to the Crystal Cafe for PIE and also

to the Meadow Inn for MORE PIE! (Those Norwegians really make a mean pie. Uff da!)

Somehow we all managed to make it back to the hotel in time for the banquet. Although no shenanigans were in evidence during the weekend, it was noticed that some probing questions were asked about the upcoming events in Springfield. Odd, but no one seemed to know anything. Guess we'll all have to wait until we gather together again at MTR'88!

Sunday began with a secret stokers' only meeting to discuss a subversive tandem built by the Sheltons of Georgia. Their bike features a freewheel on the stoker's timing chain sprocket, which allows the stoker to peddle only when she pleases! The captains vowed to send a spy to the meeting, but neither the spy nor the stokers could find the meeting. The ride on Sunday was cool and flat with ducks, point sprints, and a 40 MPH downhill.

Special thanks to John and Peggy for all the hard work in organizing a terrific weekend. For those of us who had so much fun that we can't wait a year for Truce Weekend III, John promises a cross-country ski weekend this winter! So start waxing those skis.... COWS, CATS, and Loons on skis should be something to see.

Lynn and Jeff Berger
Chicago, IL CATS

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MIDWEST TANDEM RALLY -- 1988

Springfield, IL, in the heart of the Illinois prairie land, the Land of Lincoln, was host to the 13th Annual Midwest Tandem Rally -- MTR'88 -- over the Labor Day Weekend. We're not sure what the final attendance was, but it was well over 150 teams.

Friday, the first day of the Rally, offered a short in-town ride to the Yogurt Oasis. Those folks didn't believe John and Marcey that the tandems were coming, and they were HUNGRY! They held up well to the onslaught, and soon all riders were happily lapping up the frozen yogurt treats. On the way back several people cut through the historic cemetery, site of Lincoln's Tomb.

Back at the Motel, the Hospitality Suite was filled to overflowing. The room, adjacent to the Inn's courtyard, was a busy place. The popcorn popper kept appetites curbed as new arrivals renewed friendships and made new friends. The ever-flowing beverages sure did hit the spot, too!

Saturday dawned with beautiful sunshine, surely a good sign. Teams had a wide variety of rides to choose from -- a 64-mile "Animal Ride" (20 mph average speed) to a 10-mile "Historic Tour" through Springfield.

Afternoon entertainment, back at the hotel, started with a Bugger Decorating contest. Seven teams entered this contest, and a team from the CATS won top honors. After this event came the long-awaited "Loon Review." Imagine 34 adult(?) TCTC'ers dressed in formal black cycling shorts, wearing black nylons (for disguises?), loon bills, webbed feet, and black top hats. What a sight! At exactly 6:30 p.m., this entourage marched down to the "stage" by the pool where the rally was treated to a choreographed song and dance routine to an adaptation of Steven Sondheim's "Together Wherever We Go". The audience was stunned, to say the least. And Saturday's formal festivities came to a close.

Sunday was cool and crisp. Tights were appropriate, as were jackets and windbreakers. The Wisconsin COWS showed off their new

jerseys, and the CATS donned their trademark pink ears and tails. All long routes braved the headwinds to New Salem, a restored 1830's village. And the headwind blew the entire day. It did provide a tailwind for the last 10 miles, though.

The traditional banquet was offsite, at a banquet hall about five miles away from the motel. The COWS were in full battle regalia, the CATS made a grand entrance to the theme from The Pink Panther -- they were wearing pink beards in honor of Abe Lincoln -- and of course the Pink Panther was there, too! Marcey Werthwein, grand mistress of ceremonies, employed a very sophisticated "applause meter" to determine the best group costume. The TCTC won hands down, on the strength of Saturday night's Loon Review, and were awarded a beautiful wooden plaque which will become a travelling award for future MTR's. The challenge has been handed down!

Monday, the rally's final day, started with a ride to breakfast, then it was riders' choice of the Historic Tour or a Team Trial.

Overall, MTR'88 was absolutely a blast. A special thank you, John and Marcey Werthwein and David Stjern. You made MTR'88 a very enjoyable weekend. Next year's rally in Cleveland, OH, will have to go some to beat this one. But that's what we said last year at Grand Rapids, about Springfield.

--from the Twin Cities Tandems
and the CATS' Tales newsletters





THE TIMES, THEY HAVE CHANGED

In the famous Lancaster County, PA, there is a small, local club event called the "Covered Bridge Ride." This ride is usually held in late August each year. The Covered Bridge Ride, like thousands of other rides around the country, is a low-keyed event with the usual peanut butter and jelly sandwiches. Usually, nothing really exciting to write about, you say, but things have changed. Lancaster County has been discovered! The national bicycling press has found out what we've known for years. As a result, many bicyclists have enjoyed the many backroads through the Amish countryside. With its close proximity to many major cities the area has been overrun with bicyclists at times.

This year's rally was very different from the rally just a few years ago. In past years there were only a few bicyclists at the ride. This year, however, we were overwhelmed by the huge crowds of people. People came from hundreds of miles away. "No matter", we thought, as we wheeled our tandem through the huge crowds. "This is a pretty ride." The narrow roads were quickly jammed with bicyclists, most of which thought this was a race of some sort. We love to go fast, too, but when there are narrow county roads filled with horse droppings from the Amish, and the roads are in bad shape, this makes for a very bad combination! The first riders soon met their fate as there was one bad crash after another, sending some of the riders to the hospital.

By now you're asking yourself, "What's this all about?" It's just that times have changed all over. People sometimes forget to change their riding style to fit the event and the place. Read the road ahead of you at all times. Be a safe a rider as you can be. Try to represent your local club -- and the Tandem Club of America -- by being a rider you'd be proud to know.

Scott and Amy Hoffman
Lancaster, PA



THE TOUR de FRANCE -- AND WE WERE THERE

Have you ever wondered what it would be like to share the excitement in the celebration of a national event of another country? Imagine being among the crowd of a small village in the beautiful countryside of France talking to the local residents about the greatest cycling event in the world, the Tour de France. Who has the best chance to win? Who are among this year's racers from the United States? How do they compare to the mighty French riders? This summer my wife and I had just that opportunity.

Ever since Greg LeMond won the Tour in 1986, one of my goals was to see the race in person. Many people told us that we should see more of the United States before spending time in Europe, but after cycling around the Island of Hawaii the year before, where the heat and the hills were very exhausting, the flat route along the Loire River and a side trip to see the Tour sounded very appealing. After spending several months researching the popular bicycle route along the Loire and collecting initial information about the Tour de France, we decided that 1988 was the year to do it.

All plans and reservations were complete by the first of May except for one important detail. It was impossible to find the exact roads the Tour would pass on July 5, one of the days we wished



to view it. After much investigation, I was finally able to get this information with the help of a contact at CBS sports, four days before the race, and only two days before we were to leave for Paris.

Upon arrival in France, we spent our first night in Paris. The next day we boarded a train for the town of Slesmes and arrived at our hotel. The village of Poille was close by and seemed to be the most convenient point from which to view the Tour. From the morning newspaper we discovered that the Race would start in the early afternoon and pass through the village about 4:00 p.m. We left the hotel at noon and arrived at Poille at 1:00, after a lovely ride through the back roads of the picturesque French countryside.

The village was very small and reminded us of a place from medieval times. Narrow roads and old stone houses with beautiful flowers made a very quaint scene. By this time the gendarmes had positioned themselves at all intersections of the town and had told us the exact route of the race. At this early hour, only about a dozen townspeople were out reserving the perfect spots to watch. We had our "typical" French bread for lunch and found the right spot to take pictures -- along the incline of a hill that held the town as a beautiful backdrop. As more people arrived, we asked the gendarme what time the racers would arrive. He told us that at 3:00 p.m. the caravan would pass by and about an hour later the riders would follow. What in the world was the caravan?? We were soon to find out.

While waiting, several residents approached us to ask where we were from and who were our favorites in the race. My wife, Claudette, was much better with her French than I, but we both were able to conduct conversations and share in the great event. After I had told one man I was from the United States, he pulled a list of racers from his pocket and pointed to the 7-Eleven team and Andy Hampsten. I told him a little about the bicycle tour Claudette and I were about to embark upon, over the next seven days, that would take us along the Loire River and through the French chateau country.



More and more people began to arrive until the local roads were lined with spectators from Poille and other nearby villages. The crowd had grown quite large with young and old alike waiting for a view of their heroes. At 3:00 it began. The caravan consisted of 50 to 75 vehicles, forming a parade that preceded the race all along its route. The vehicles belonged to vendors selling souvenirs,, and companies advertising their goods. Each vendor displayed the product on his elaborate van or truck, or threw free samples of gum, candy, ballons, postcards or other advertisements into the crowd. These vehicles consisted of motorcycles driven by the Michelin tire man, tiny motor carts with huge motor oil containers rising into the air from behind the driver, a car with a large cycling shoe fastened to the roof, and vast combinations of everything you could imagine that would keep your interest and might sell some goods. Vendors would pull over to the side of the road and out would jump five or six people selling t-shirts, race programs, cycling hats, and water bottles, while the driver would shout over his loudspeaker, describing the bargain he had for them (in French, of course.) Children running up and down the road chasing after free balloons and paper hats. What a sight! This must have been the most excitement this town has seen in a long time.

Finally at 4:00 p.m. the riders arrived. I was so busy taking photographs I hardly watched the race. Claudette said she stood fixated in one spot the entire time, clapping away, with goosebumps, and tears in her eyes -- she was so excited by the event. The mix of racers and support vehicles with spare bicycles was an incredible sight -- the best cyclers in the world, straining up a hill in the French countryside, with a quaint village in the background. And here we were, two Americans, sharing this exciting moment with the French people, watching their heroes pass and cheering them on.

The back of the pack passed through Poille and headed towards the next small town within eleven minutes of the initial appearance of the leader. Within the following twelve minutes, all the locals had returned to their homes, and visitors from nearby towns had vanished. Claudette and I were the last to leave the scene of this momentous



occasion. By the time we mounted our trusty Santana tandem and began our 50-mile trek to our next hotel, the village of Poille, had once again turned into a deserted little town and all evidence of the Tour de France had disappeared, except for the memories.

Seven days later we were to see the Tour again, but in the larger city of Besancon. Many things remained the same as that day in Poille, the caravan, the racers, and the excitement of the world's greatest bicycle race. But that small village intimacy and sharing was gone.

Michael and Claudette Dechichio
11 Pearl Drive
Vernon, CT 06066

BACK ISSUES AVAILABLE

We have a limited number of back issues of Doubletalk available to complete your collection. For each issue desired, send a check for \$2.50 for each issue desired, payable to Tandem Club of America, to Jack & Susan Goertz, Route 19, Box 248, Birmingham, AL 35244. The issues you order will be sent to you either via first class postage (1-4 issues ordered) or via UPS (more than 4 issues ordered).

Issues still available

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September - October, 1987
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November - December, 1986
September - October, 1986
July - August, 1986
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November - December, 1985
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PITTSBURGH TANDEMISTS BURN UP THE ROAD

On July 16th our local LAW club, the Western Pennsylvania Wheelmen, held Pittsburgh's first official tandem ride. There were 5 tandems in attendance, along with numerous others on single bikes. Not an impressive number, it may seem, until the weather is taken into account.

This summer, temperatures soared all over the country, and western PA was no exception. The day of the ride, the official temperature was 103, the highest temperature ever recorded in Pittsburgh. Somehow we all survived the normally leisurely 35-mile ride through the lovely countryside of the eastern suburbs. By the time we got to Twin Lakes Park for lunch, we were all ready for the break. After filling up with plenty of water, we set out for the return. Fortunately our leader had planned a stop at an Italian gelato shop. Air conditioning, ice cream, and a hose for an impromptu shower cooled us down enough for the final few miles.

In spite of the weather, a good time was had by all, and talk of starting a tandem club here in western PA was mentioned. (Look for an announcement in the future). The WPW has had at least one tandem ride a month since, with enthusiastic responses from the cyclists in the club. Hopefully tandeming in the area will grow and we get more "long bikers" in on the fun!

Lynn and Chuck Ejzak
West Mifflin, PA

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The Taylor brothers — 50 years of beautiful handmade cycles.



The Taylor Brothers — 50 years of bicycle perfection

Jack Taylor's little green shed, which stood in the garden of his Norton home, is now legendary in the cycling world. It's where Jack started building racing cycles back in the 1930's. He was a keen and successful cyclist and just couldn't afford the lightweight cycle he really wanted, so he started to build his own in the shed. Now, 50 years later, a Jack Taylor cycle is still a prized possession to thousands of dedicated cyclists all over the world.

The garden shed has long since gone, but the Taylor brothers -- Norman and Ken were also keen cyclists and soon joined Jack -- are still building their beautiful machines in the same building on Church Road, Stockton, where they started their workshop in the 1940's.

In the heyday of the popularity of the bicycle, a total of nine people were employed at the

workshop. Now it's just the three brothers, and it seems that they really prefer it that way. For no one else can match their craftsmanship and attention to detail. Norman builds the frames, Ken puts the cycles together, and Jack is the painting expert -- each machine comes complete with fine linework that is rarely seen today. Jack also does the bookwork, filling in his account book in beautiful copperplate with a dipping pen and inkport.

They are all over 60 now and adamant that there's no way they are going to retire. They are just going to keep on turning out the handful of machines they make every week, the same way as for the last 50 years. In the current climate of encouragement for small businesses, the Taylors are a great example. But with a wry smile Jack points out: "There is so much help for businesses these days. When we started we just had to



struggle on by ourselves. I wonder how long these new businesses which are given so many grants will last." And what does rankle with the normally amiable Jack is the \$7000 a year that has to be paid in rates on their premises.

But his annoyance is more than outweighed by the pleasure he and his brothers get from their work. These days Jack Taylor cycles are even better known abroad, particularly in America, than they are in this country. They are used to finding foreigners waiting on the doorstep, having made a pilgrimage to the place where Jack Taylor's are built. Tandems are especially popular abroad and it's not uncommon for honeymooners to arrive and order their own bicycle-made-for-two.

Every machine really is Taylor-made to fit, and most customers arrive with detailed specifications of what they really want. All the components used are the very best. And if you want the best you have to pay for it. A basic model costs of \$575.00 and a special tandem could be around \$3,500 (plus freight, VAT, and duties). The price does not seem to deter the bicycle enthusiasts who'll go to great lengths to get a Jack Taylor machine.



The remarkable brothers and their machines have not escaped a certain amount of media coverage, which they take in their stride and now accept as simply a part of business. For they have made the headlines since the days when they rode the Brighton to Glasgow road race -- the forerunners of the Milk Race -- as a team in the 1940's.

They were recently quietly amused to have a BBC television camera crew following them around for days making their life story. The program is due to be screened later this Autumn.

They are still enjoying cycling and the thrill of completing a new machine ready to be packed in a special box and sent to its owner. And each box bears the same handwritten message from the Taylor brothers -- "Have A Nice Ride".

Editors' Note: Two TV specials were made by the BBC to help the Taylor brothers celebrate their 50 years in bicycling, the documentary "Bike Brothers" and "Prince Charles Visits Jack Taylor".



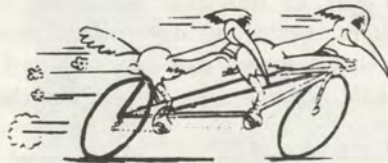
MY VISIT TO JACK TAYLOR CYCLES

A long-time dream came true when I was able to do a 3-week bicycle tour to 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 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 they 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," 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 milling machine and a lathe. Watching Norman brace 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 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 gimballed hitch to a tandem or single, so that little Cedric 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 stoker 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.

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
Seattle, WA
Originally printed in
Doubletalk, May, 1983



TANDEM CALENDAR '88-'89

November 19-20, 1988. **HATS' Tour of Huntsville, TX.** A combination of camping and motel weekend in the piney woods of the Sam Houston National Forest. Contact HATS, c/o of Virgil and Jean Fruth, 4715 Jason, Houston, TX 77096. ph: (713)-668-5972

January 27-29, 1989. **Truce Weekend Ski Trip.** Wasau, WI. John and Peggy O'Dell, COWs, will host the first Annual Ski Weekend. For more information, send SASE to John & Peggy O'Dell, 1941 Elk Street, Stevens Point, WI 54481. ph: (715)-344-2732

May 27-29, 1989. **Northwest Tandem Rally, '89.** Bend, OR. SASE to Alpenglo Velo, P.O. Box 6324, Bend OR 97708. Or call Pat Lippy (503)-389-2503 for more information.

May 27-June 4, 1989. **The Tandem Club International Week, '89.** Meusandt- Burgundy, France. A terrific week sponsored by the Tandem Clubs of England, France, and Holland. SASE to Ian and Catie Grant, 47 Morant Road, Colchester, Essex CO1 2H2, England, (0206) 4523

Late July, 1989. **Eastern Tandem Rally, '89.** Elizabethton, PA. Watch Doubletalk for more information.

September 1-4, 1989. **Midwest Tandem Rally,** Cleveland, OH. For more information, send a SASE to Ken Roehl & Candy Anker-Roehl, 3554 Fenley Road, Cleveland Heights, OH 44121.

Late October or Early November, 1989. **Southern Tandem Rally.** Watch Doubletalk for more information.

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, or races with tandem classes. Thanks.--the Editors

TCA DEALER MEMBERS

CYCLO-PEDIA, Inc. Stronglight & TA Tandem Cranksets and parts. 48-hole rims. Phil Wood Bottom Brackets and Hubs. SASE for free pricelist. P.O. Box 884, Adrian, MI 49221. Ph: (517)-263-5803 11/88

RICHARDSON BIKE MART. 25 Years of Quality Service for the north Texas cyclist. The largest selection of cycling goods in the Southwest. When in Dallas please stop in. 84 Dal-Rich Village, Richardson, TX 75080. Ph: (214)-231-3993 03/89

TANDEMS, LIMITED. Quality tandems from the USA and England. Many tandems in stock. Demonstrations and test rides by appointment. Tandem parts and accessories, too. Rte. 19, Box 248, Birmingham, AL 35244. Ph: (205)-991-5519 09/89

SOURCE BICYCLE SHOP. 35229 County Rd 54W, Zephyrhills, FL 34248. Ph: (813)-783-6699. Call **THE SOURCE** for your quality tandem needs. We ship anything anywhere. 09/89

PEDALPUSHER SKI & SPORT (PS&S). 658 Easton Rd., Horsham, PA 19044. The East Coast's largest bike and ski shop. 37 brands. Open 7 days. Tandems currently carried are Cannondale, Nishiki, Kuwahara, Cinelli, and Burley. Parts, wheels, everything! Ph: (215)-672-2002 09/89

MARV'S BICYCLE SHOP. 1504 E. Michigan Avenue. Lansing, MI 48912. Ph: (517)-484-BIKE. Custom tandems with BRADLEY frameset from \$2300. Hand-built wheels with Phil Wood hubs. Mail/phone orders accepted. MC/VISA 11/89

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: All Chrome Schwinn Paramount Road Bike, ca. 1961. 23" frame, 73 degree parallel frame for road racing and sport riding. Campy record cranks (spare rings) and derailleurs. Weyless or Campy hubs and pedals, sewups or wired-on tires, Campy or Phil bottom bracket, etcetera. Great Ride and a real collector's item! \$900, best offer, or interesting trade. Harvey Sachs, 20 Wynnewood Drive, Cranbury, NJ 08512. (609)-655-1642. 11/88

FOR SALE: Moulton Tandem, ca 1984. 22x20 Mens/Mixte. Blue color. 531 tubing throughout. Oval Bottom tube. Phil Wood rear hub and disc brake. Weinmann concave rims (48-spoke rear). Campy Record front derailleur, Campy Gran Turismo rear derailleur. TA Cranks. Asking \$900. Steve & Linda Bissell, 490 Mitchell Drive, Valley Cottage, NY 10989. (914)-268-7984. 11/88

FOR SALE: Lippy Tandem, 1988. 57cm/55cm. Specialized Crankset. Phil Wood hubs, Shimano derailleurs, Campy SR pedals. Must sacrifice for \$1800. J. Siegrist, 61570 Westridge, Bend, OR 97702. (503)-382-7479. 11/88

FOR SALE: PLIJRON custom touring tandem, light blue, Reynolds/Columbus Men's/Men's 24x23 frame, Cinelli bars, Dura Ace cranksets, Phil Wood hubs and bottom brackets, Campy stems, cantilever and disk brakes, 48-spoke SuperChampion 27" rims. Blackburn front/rear racks. Proven for distance touring. \$1700 or best offer. Ron Romeis, 506 Midland Circle, St. Davids, PA 19087. ph: (215)-688-2330. 01/89

WANTED: Quality tandem bicycle or frameset. Approximately 25x21 men's/men's style. Call Keith Ely anytime at (203)-426-8540. Must be within 1000 miles of Connecticut. 01/89

WANTED: Desparate - Need brake shoes for Atom drum brake (Motobecane Tandem). R. Merrill, 6907 Fox Green East, Chesterfield, VA 23832. ph: (804)-748-0943 (home) or (804)-520-3064 (work). 01/89

FOR SALE: Santana Classic. Small frame, 20.5x19.5. Burgundy color. Phil Wood hubs and bottom brackets, Blackburn racks and water bottle cages. Kirtland front and rear bags. \$1985.00. Ray Fischer, 1927 South 69th Street, West Allis, WI 53219. ph: (414)-327-3943. 01/89

FOR SALE: Classic black Schwinn Paramount, 20x19. All Campy, including cranks. Two sets wheels, one w/Phil Wood hubs and one w/Campy hubs. Many other extras. \$1800.00. Richard Bush, 760 Robins Avenue, Ogden, UT 84404. ph: (801)-393-7265. 01/89

FOR SALE: Gitane Tandem, 10-speed with drum brake, 24x22, external lateral with mixte rear. Many new parts, including new chromoly fork, Technomic stem, Ladies Avocet Gel Saddles, cables, etc. Very good condition. Asking \$550.00. John M. Sharpe, 633 N. 10th Street, Allentown, PA 18102. ph: (215)-770-2377 days or (215)-432-5846 evenings. 01/89

FOR SALE: Peugeot tandem. 22x20, men's/men's. Wolber MOD-58 rims. Cantilever brakes front and rear. Drum brake

on rear. Fenders, rack, and generator lights. \$950.00. Robert Dickieson, 33843 Sleepy Hollow, Livonia, MI 48150. ph: (313)-427-5876. 01/89

FOR SALE: Motobecane tandem. Gun-metal grey. Needs new fork. Most components nearly new. TA X-over cranks, w/52/48/30 CR. Shimano DeOre XT derailleurs, New Winner Pro 13-34 FW. Avocet Touring II saddles, Esge fenders, generator and lights, Blackburn racks, etc. Original wheels in perfect condition. Bullseye hubs-ARAI brake- wheels needing repairing. Asking \$400.00. Bob Kanis, 28 Florence Avenue, Rochester, NY 14616. 01/89

WANTED: Used Triple (3-person bicycle) or leads as to where one might be found. Call or Write Evan Jones, 216 Ashland, River Forest, IL 60305. Ph: (312)-771-5966. 01/89

FOR SALE: Mel Pinto tandem. 22x20 men's/men's, blue color. Oval Boob-tube. Campy NR front & rear RH drive crankset. 5-speed Shimano 600EX rear derailleur. 6 months old. Asking \$1000. Steve Hand ph: (407)-533-5867 or June Umland ph: (407)-641-4525. 01/89

FOR SALE: Santana Sovereign, 1985. 21x19.5, Midnight Blue. Ridden only 100 miles. Maximum number of brazons. Campy cranks & pedals. Sun Tour derailleurs. Phil Wood hubs. \$2000. Mary & Ted Miller, RD 2, Box 26-B, Woodstock, VA 22664. ph: (703)-459-3439. 01/89

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.

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



BICYCLE USA News

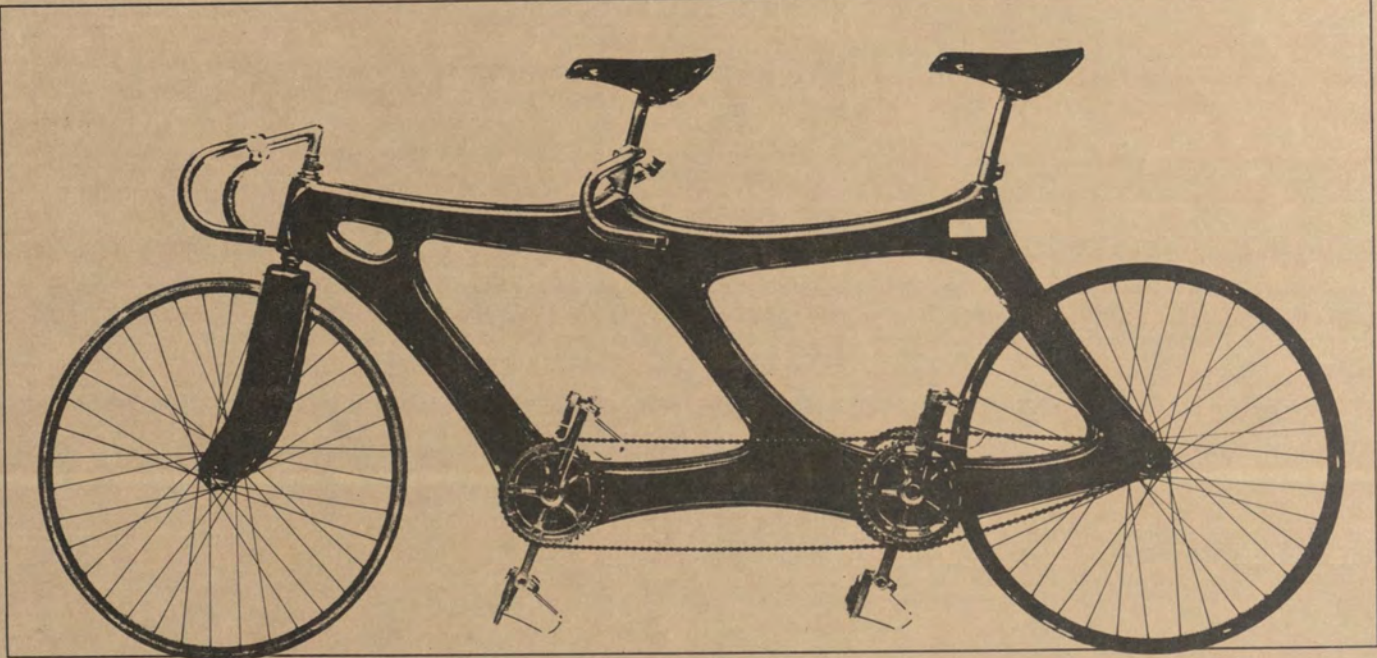
The Last Page



STEVE REKER

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

J. Rubin



1988-Andrea 'Cinelli' Tandem - carbon fiber shell reinforced with an aluminum honeycomb core, the complete bike weighs but 26.4 pounds

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? _____