

DOUBLETALK

BULLETIN OF THE

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TANDEM CLUB OF AMERICA

EDITORIAL

For the inconvenience caused over the past two months, I sincerely apologize to each and every member. It has been hectic around here but I had promised to myself that I would get one more issue out before I transferred it over to another Editor. This only seemed fair to the next brave soul. Well, since my original plans, Phyllis and I have each moved twice and I've had two vasectomy operations. Between packing, unpacking, convalescing, and attempting to continue working, the bulletin has gotten behind. Hopefully, our new Editor will be able to improve upon my recent track record. Three people have inquired about the job of Editor, although only one could be the major point of contact. All three work within the writing/publishing field and I cannot say I chose the new Editor on any scientific basis. What I do believe is that you should know of the kindness and generosity which each displayed in asking to help all of us in this momentous effort. Drew Knox of Delaware and Mike and Laurie Roeder of California graciously offered their efforts. I took the easy way out and accepted the first offer made when I received a letter from Ron Romeis of St. Davids, Pennsylvania. I'm sure that all three will add to the efforts which you, the membership, put forward to supply information for DOUBLETALK.

I just received my issue of DOUBLETALK on the 22nd of April, while I was in the hospital. I hope that many of you got your's sooner. Hopefully, this issue will get out in time for you to sign up for the great rides scheduled for this summer. If not, I'm dreadfully sorry, but I should be in the Federal Republic of Germany before you can find me.

If you remember back to November-December, 1977, a survey of tandem owners was made. Well, Joe Rogers, 1775 South 1300 East, Salt Lake City, Utah 84105, would like to make another one of you, the TCA membership. To help keep costs down, I am suggesting that if he compile the data, we can individually afford the postage to help out in the effort. Don't you wonder who else is using a trailer to carry their doberman around and who has a 1937 Sun tandem still in operation? Let's find out by giving our support.

Hopefully, after seeing the letter from Bob Tinley of the English Tandem Club, many of you have obtained a membership. I believe you will find their Journal both interesting and informative. I apologize if I led you astray in not mentioning that one needed to be a member to purchase out of their spares service.

Published later in the Bulletin is a letter from AIRWAY INDUSTRIES. I ask that you read it and let us know of your interest. Possibly your custom tandem builder would also be interested. Please, contact him/her for us and give us a

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response. We might be able to develop a very protective means of transporting your beloved tandem, whether it be by car, train, boat, or plane. At least the idea is worth investigating.

We're looking forward to forthcoming articles by A. Rodriguez of R&E Cycles, and Drew Knox, one of our editorial volunteers. We hope that others will follow these pledges and get your stoker to write the article on your back as you pedal down that quiet country lane this weekend. We know that John Simpson from Colorado will be writing of his Spring ventures in Europe. Hope you do likewise.

Thanks for all the support you have given me over the past five issues. I wish that I could continue to play a more viable role, but the Army calls and talking with Peter across the Atlantic gets to be rather expensive. Keep those articles coming and help Ron make this the best bulletin around.

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A TANDEM, 1000 MILES LATER
OR
WILL YOU STILL LOVE IT IN THE MORNING??
Phil (front) & Janet (rear) Winter

By the time this sees the light of day, my wife, Janet, and I will have passed a milestone in our cycling career. One thousand miles on a tandem, a beast that is roundly damned by its opponents and worshipped by true devotees.

One must be a bike freak to purchase a tandem. They are expensive and difficult to obtain. Additionally, most people don't like them the first few times they ride one, so naturally getting one is a decision that ranks right up there with deciding to marry (or not), or what to name your cat. When I gave Jim Bradford the specifications for our bike, I knew nothing about tandems; I'd only seen one! I had, however, spent hours pouring over pictures of tandems with a set of dividers, taking approximate dimensions and trying to relate that to our single bikes. I read everything I could get my hands on concerning tandems. I read the pros and cons of out-of-phase cranks, the horror stories of spoke breakage, brake failure, frame failure, and so on. However, we remained undaunted, and when the thing was finished we were dazzled by the shiny black paint and polished alloy parts. We were thrilled (and terrified) by the way it went down hills, and, yes, somewhat frustrated by the way it went up hills.

I had, however, done everything wrong. According to some sources, the rims were not strong enough. The spokes would break, rust, and stretch. The nipples would strip out or back off according to another authority. My hubs were all wrong, too. But the most horrid thing of all was that I had the blasphemous audacity to forgo a disk brake. Just who was I, anyway, to consider a tandem without even a single cable-operated disk? What would Bud's think of that? I must repent!

"Look, Ma, a two-people bike!" is not uncommon, and we once had a drunk break into strains of "A Bicycle Built for Two." Most people just stare and wonder why a couple would want to do THAT. We've even been derided by some bikers who claim that the stoker's job is boring, or that the long bike beats you to death on hills, or that it won't stop, or that something is going to break any minute. These clowns, of course, have never ridden a tandem, yet they choose to dispense advice, which in this case, is a euphemism for plain old "Bull."

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Those of you who may be considering a tandem because it's "faster" than a single are in for a shock. I will say this: Two people probably can ride a tandem faster than either can ride a single alone, assuming a longer ride of moderate terrain. Since one rider is usually stronger than the other, two such people can certainly make much better time on the tandem than if they are both trying to ride singles together. It's also much less frustrating for the stronger rider because he no longer has to wait at the top of hills, ride circles in the road, or get a sore fanny from trying to ride slowly with his partner. The slower rider benefits too, since there is no way the stoker can be dropped and left to ride alone! It is well known that tandems are (for lack of a better word) slower on hills, even though the power to weight ratio is slightly better than for a single bike and rider. It's also very tiring to "power" a tandem over hills. You simply have to find the gear (15 minimum) that the TANDEM wants to use and you'll get along fine.

Some say that the stoker (the person in the back) has a boring job and can't see anything. Pure bunk! In reality, the stoker is freed from steering, shifting and braking, and can devote full attention to gabbing, eating, complaining, warding off dogs, and possibly even pedaling.

But I must admit to an even blacker, more disgusting, infinitely more perverse trait of mine. I am a proponent of in-phase cranks. On Jocko's bathroom wall is scrawled, "Phil likes in-phase cranks." I am just to the point now that I am capable of "coming out of the closet," and owning up to myself, and seeing that yes indeed, there is dignity in using IN-PHASE CRANKS. You hear that, Bud's?

The tandem rides marvelously well. You hear that Bud's? And now that we've gotten 1000 miles off rubber of the tires, I feel more confident in what I've learned from first-hand experience.

Just as you won't discover all the nuances of a good woman at a double feature drive-in, you won't learn to really enjoy a tandem in 10 miles or even 100. The first thing you should do is to put everything you know about singles out of your mind. A tandem is not a stretched-out single, and if you approach it that way you are bound for disappointment. Instead, you have to prepare yourself for a totally new experience; you must open your mind and say to yourself, "I'm going to enjoy this for what it is - a new dimension to cycling." Your first experience on a tandem is likely to be unsettling. It steers heavily, it's difficult to balance at low speed and the stoker keeps trying to turn the damn thing over. In short, you may look like a run-away circus ride, with arms flailing, and feet doing the "God help-me-stay-up" shuffle. (Lots of laughs for onlookers.) However, anything worthwhile doesn't come easily. Remember the first time you rode a 10 speed after being whisked around since your childhood in a 1 ton behemoth? You will be surprised how quickly you master the beast.

The hardest thing to get used to is the reaction of onlookers. It is true, however, that the stoker can't see directly to the front, but this is probably just as well, since 40 mph descents are pretty hairy, and that's just the time you don't need a scared stoker. Janet closes her eyes and occasionally I hear a faint, "Our Father who art in Heaven..."

This brings us to the two areas where tandems excel--flat ground and downhill. On smooth, flat road the tandem will wind up to about 20 mph and just cruise along.

A Tandem - (Continued)

There's a great feeling of smoothness and power as you drop it in a big gear and just fly over the road at a pace that a single just can't hack. Downhills are unbelievable; only a roller coaster can match it for speed, excitement, and even terror. You just hang on and feel it take off. After you've ridden a tandem, a downhill on a single will feel like the glue is on the wrong side of the tire. Singles are terrible on downhills!

Naturally, singles just love the great draft (no pun) behind the tandem. They can just sit back there for hours getting a free ride at a speed few could hit on their own. But get to the first hill and they pull ahead without even a nod of thanks. However, the resourceful team will develop many tactics to dish out a little punishment for the disdainful way singles wheel-suck and fly by on hills. On flat road you can build up your speed to the point that the single is spinning 200 rpm and is only on your wheel by virtue of the fact that he is literally being "sucked" along. Signal your stoker and yell, "Dog on the right!" then (after checking for traffic) move quickly to the left. Don't forget to look around and laugh as the single "hits the wall." Here's a real goodie. Suppose a sniveling single has been drafting you on flat roads and you're tired of it. Simply build your speed until the single can barely stay on, then open up about 15 feet on him and hold it. Make sure he is not completely dropped, but hold the "carrot" of that beautiful draft a few feet out of his reach. If he does slow down, let him back on and start the same process all over again. Eventually, the quivering blob of lactic acid will blow-up, toss his Gatorade, and have a miserable time for the rest of the ride. Sounds like fun, doesn't it? About to change your mind about tandems? One reminder: Some single riders can run YOU into the ground!

Seriously, tandems are not for everybody; some people would never become adjusted to them. But if you are not in this group, you should place your order now so you'll have it for next year's touring season. As far as I'm concerned, touring with a tandem is the ONLY way to tour!

Phil (front) & Janet (rear) Winter

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Washington's Unofficial Tandem Club
By Bob Freeman

Tandemists of Washington State have developed what may be a very workable solution to the problem of how to organize and promote tandeming in our area. The problem, as we assess it, is that tandem owners are spread so far and wide that they are hard to get together to form a club or organize events. Also, the fact that many tandemists are involved in one or more local bicycle clubs already makes it difficult to stir interest in another monthly meeting, another set of officers, more dues to pay, and generally more time committed.

As a result, we have attempted to keep our tandem activities as nonstructured as possible, requiring no commitment from the members. What we have done is to compile a list of as many tandem people as we can, then make the list available to anyone who wishes to put on a ride. That way, efforts are strictly volunteer and require no meeting, dues, newsletters, or structure. Everyone on the list was made aware of

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Washington's Unofficial (continued)

the list in an announcement about a January ride, and encouraged to put on a similar event in subsequent months. The only effort required to put on an event is to make up an announcement, obtain the mailing list, and send it out. A map of the route is desirable, and some provision for a group get-together during or after the ride is nice. Pot luck dinners are a natural, since this also requires a minimum of effort on anyone's part.

This system has worked very well for the past couple of years, and recently an effort was made to get together a much more comprehensive list of tandemists. Names were solicited from local clubs, bike shops, and cycling publications and we now boast a list nearing 100 names. With two professional frambuilders actively engaged in making tandems in this area, and with many shops selling the ready-made varieties, tandeming is becoming very contagious in Washington State. We are looking toward a very pleasurable year of tandeming. For more information about W.T.U.C., write to W.T.U.C. at 326 31st Ave., Seattle, WA 98122

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How We Discovered the Tandem

By Tom Miller

Memphis, TN

As I prepared to complete the TCA membership application and sign a check for \$5.00, I got to thinking how my wife, Rea, and I became tandemists. I bet all TCA members have interesting stories of their introduction to the tandem. I would like to share our story and hope others will write their's for DOUBLETALK.

We started bicycling during the bike-boom days of early 1971. Rea was attending college about four miles from our home in Pensocola, Florida and decided she could cycle to school. I bought a bike too, just so I could "ride around the neighborhood" with her in the evenings. We hadn't counted on being introduced to a bicycle club.

For the next 18 months, bicycling was our way of life. We went through three sets of bikes, upgrading to Paramounts. We bought good bikes for the seven oldest of our nine children. Rea even clerked part-time in the bike shop to pay for the purchases. We mostly rode club rides as a family but Rea and I did get away for a couple of over-nighters.

Our Schwinn shop owner had ordered a Paramount tandem for him and his wife to ride. They were so busy selling bikes six days a week that they seldom rode. They offered the tandem to Rea and I. We tried it but decided we really could not afford it.

In July of 1972 we moved to Memphis, Tennessee. We found that the bike boom had not hit Memphis. At least it had not affected the adult population as it had in Florida. The area was not as well suited to cycling. The small local bike club was not a family club but consisted of a few hard chargers. Our cycling momentum ran down those next few months.

In April 1973 we learned of a sudden illness which spelled tragedy for an acquaintance of ours. Jim, a man in his early 50's who had been blind most of his life, was suddenly totally deaf. This man, who had been fiercely independent in spite of his blindness, seemed destined for a lonely life in a rocking chair. While visiting him in the hospital Rea asked Jim (she used a braille typewriter) if he would like to learn to ride a tandem. He jumped at the chance.

So Rea and I learned tandeming by riding a heavy one-speed tandem with Jim. (The story of how we developed our bike riding with deaf-blind Jim is the subject for another article.) We liked the tandem so well that we longed for a good quality tandem of our own. The \$800 plus price, however, had us stopped. Then I remembered that Paramount tandem in the shop in Pensocola. I called the owner. Yes, he would sell it. Since we had been such good customers, he would sell us that "used" tandem for his dealers' cost.

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How We Discovered (continued)

Even though we were both somewhat out-of-shape, we rode almost 70 miles that first time we climbed on our tandem. Two weeks later we rode 150 miles in two days as the newly-formed Raleigh Bicycle Club celebrated the 150th anniversary of our Memphis suburb. We had fallen in love with our tandem.

I wish I could close by saying that the past seven years have been filled by lots of tandem tours for Rea and I. It didn't work out that way. Our Raleigh Bicycle Club never developed. Other things got in the way of bicycling for Rea. I cycled single or rode tandem with Jim.

Then last summer we began again. My new job location is less than a mile from Rea's school. We could commute to work by tandem. But, that too, is another story.

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A TANDEM TOUR OF BELGIUM AND HOLLAND

Preparing for our two week vacation was perhaps less tense than in the past since most of the bugs of tandem touring had been worked out on previous adventures. Even the packing material had been preserved from our Tour of Ireland in 1977. This unfortunately will not be the case as we prepare for our Tour of France in 1980 since the packing material was abandoned at the Brussel's Airport. That is perhaps the only disadvantage of arriving at one location and returning from another.

Simplicity was the cornerstone of our shipping the tandem. It consisted of two large sheets of cardboard cut to the exact length of the tandem as well as its height. Large brass gromets were strategically placed in the cardboard so that ordinary clothes-line could be laced through the gromets in such a way that the bicycle could be moved with the wheels free to turn. In this way we easily wheeled the tandem into the airport and after turning it over to the baggage handlers it was wheeled out to the airplane. Except for the removal of the pedals there were no modifications to the bicycle. Placement of a small shock cord to the frame from the front fender prevented the turning of the front wheel. This added substantially to the stability of the bicycle as it was wheeled through airport spaces.

Braniff was our carrier and the Apex fare was the lowest that we will probably ever see again. Braniff had just come to Boston and they were eager to be recognized as a local carrier. We only wish that they had been as anxious to give proper service.

Without going into great detail, suffice to say that the many hours of waiting and the discomfort of all concerned was not appreciated. Even under the most trying circumstances had they appointed an agent to keep us informed as to the eventual solution of their problem we could have been more understanding. However on our return flight from Amsterdam, Holland they did make every effort to make up for the inconveniences. We returned on a Boeing 707 with first class treatment in the tourist accommodations.

Having lost one half a day unnecessarily, we arrived at the Brussel's Airport with everything in perfect order. Following a quick change into cycling clothes and the replacement of the pedals we were ready to go through Belgium Customs and seek our two week's of high adventure. We had no prearranged routes except that we knew that in two weeks we would be leaving Amsterdam on Flight 605 at 3:00 P.M. We also had no knowledge of the language. Such will not be the case this year as we plan our Tandem Tour of France. One of us will have studied six month's of conversational French.

Fortunately the Tourist Bureau was very helpful in securing reservations in a downtown Brussel's hotel for us as well as giving us detailed directions. What our guide didn't tell us was that the language is so different from English that communication with the local people was a near impossibility. We came to see much of Brussels in

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Belgium and Holland - (continued)

trying to find our modestly priced hotel. The high cost of accommodations through our travel agent in Cambridge served as good reason to take "pot luck" upon our arrival. Fortunately our "pot luck" was "good luck". At that hotel and most of the others we averaged less than thirty dollars a night as contrasted to sixty through the travel agency. Of course, a full Belgium breakfast was included at any price. Full for them but not for us. It consisted of two hard rolls, delicious butter and coffee. Juice, at outrageous prices, was extra. Such was not the case in Holland for there we were given a cyclist's dream of eggs, ham or bacon, toast, jam, cheese and beverage.

Bicycle paths in Belgium as well as in Holland are a welcome sight and are not at all what we expected. Being conditioned to less than minimal conditions here in the United States, I have always considered bicycle paths a dangerous and disconcerting approach to our prohibition from the roadways. In the low countries this is not the case. Bicycles are legislated off of the highways but are given equal or better treatment than the cars. Usually there is a bicycle path on either side of the roadway so that two way traffic need not be a problem. The paths follow all roads including the super highway but are protected from them by either vegetation or high picket type fences. In this way we traveled where we wanted and avoided the wind and danger of high speed highways.

At intersections, particularly in Holland, there are bicycle traffic lights as well as pedestrian and motorist lights. Even though the bicycle path is set in from the highway as one would expect, the cyclist or pedestrian need not fear for his or her life as in our country. Respect for the law was evident everywhere except perhaps in Amsterdam. All large cities seem to have similar problems.

Before leaving Brussels we enjoyed a bus tour of the city as well as a walking tour. Except in rare instances we would leave the tandem at our hotel and then tour the areas by foot and/or public transportation. Not only was there less possibility of our having an accident in unfamiliar territory, but it became more a one on one experience. Even a bicycle can separate the tourist from the people.

In as much as this report is not intended to be a travel log most of the points of interest will not be described in detail. Seeing the old and the new of Europe was of course a never ending source of pleasure and interest. Although expensive, the meals were excellent and accommodations adequate.

We traveled with two pannier bags leaving very little space for frills. One pair of wash and wear per person was the limit with no room for purchases along the way. Fortunately the duty free shops at the Amsterdam Airport solved this problem. There we bought without regard for the bulk of our purchases. Somehow even if purchases won't go under the seat we have never seen gifts left behind. They seem to get put away somewhere.

From Brussels we pedaled to Gent and on to the city of Antwerp which is located near the southern border of Holland. Antwerp is known by many as the "City of Diamonds" as it is a "priceless gem" of beautiful historic buildings and numerous museums. We visited the home of Flemish art where the House of Rubens was open to us to view the works of this great master and that of his pupils. This and other museums of art were truly a highlight of the tour. Except in Rotterdam where the entire city had been destroyed by the Nazis, all antiquity is preserved. We visited museums that featured just costumes or just furniture of certain periods of history. At one museum in Amsterdam the objects of art were limited to ladies fans up to and including contemporary times.

Our one day in the rain brought us to the Holland border with a bicycle path leading us behind the customs offices and on our way without so much as an inquiry. We were now on our way to Rotterdam, a city of huge proportions and of great interest to the economy of Europe as well as the tourist. So numerous were the waterways that

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Belgium and Holland (continued)

bicycle path touring became a problem especially where we were difficient with the language. English is a second language in Holland but signs and directions are of course "Dutch". Certain bridges permitted bicycle and motorcycles and others did not. One such bridge at the far end had a descending stairway which permitted us to return to the bike path with our machine. To permit easy handling of the cycle a smooth metal channel was installed in the center of the stairway thus permitting the easy movement of the wheels. Even underground tunnels and elevators restricted to pedestrians and cyclist were available to us. It was obvious to us that thousands of gallons of gasoline were being saved on a daily basis through the use of human power.

The VVV Tourist Information Office in Holland is truly geared to the hiker and biker. Friendly attendants for a small fee make hotel reservations as well as provide maps and information. They made our stay in Holland a memorable experience. The Dutch people collectively are friendly and industrious people. They went out of their way to help and were interested in our welfare. It was not at all unusual to have a house wife come out to offer assistance while we changed a tire. By the way, we replaced two tubular tires on the front and two spokes on the rear. If and when we return to the bicycle paths of Holland we will not use tubular tires on the front as we do in most of our touring. The paving blocks of the path are not cemented in most places thus placing undue wear on the sidewalls of the tires. Clinchers seems best for long distance touring especially if valve stem protection is built into the tube body. To avoid this problem which haunted us when we toured Ireland, I have cut out a small section of tire tube into which a small hole is drilled. This section of tube is then placed over the stem of the tube prior to its insertion into the tire casing. The extra thickness seems to protect the tube in this vulnerable area and yet it does not create a bump due to increased thickness. Try it, you will like it!

If space and interest permitted, and entire article could be written on our tour of Rotterdam, the Hague and Amsterdam. Scenery, beautiful canals, memorable works of art and lovely people were in ample supply. Our boat tour of Rotterdam with its world's largest oil refinery, a mammoth harbor hand built and dredged to permit sea going vessels into this inner port city; our ride up the Euro-mast, a space needle that defies description and gets one right in the pit of the stomach as the revolving elevator rises into what seems like the stratosphere; and all of the tourist attractions were of great interest. Our tour of the Hague with its public buildings and the International Court of Justice that Andrew Carnegie donated to the world and was recently used by the U.S. in its problem with the taking of hostages by Iran as well as our one day's ride from the Hague to Amsterdam was truly the cycle-tourist's dream. We rode the sixty odd mile ride with the wind at our backs along one canal or another until we arrived in Amsterdam, the City of Canals. And---how could I forget the Windmills? They were a lovely reminder of the sixteenth century when the grinding of flour was done by wind power and all working parts were made of wood thus requiring a carpenter's shop in each windmill along with the living quarters for the miller. And there are those without familiar wooden blades, they have been removed so that only the first floor dwelling remains. In the place of the superstructure; a single TV antenna. Such is progress.

Perhaps a highlight of our visit to Amsterdam for me in a sensitive way was our tour of the Anne Frank house. The entire history of the Nazi atrocity was there and in vivid deliniation. The house was as one would expect having read the Diary of Anne Frank. The chronology of the events prior to and after her removal to the concentration camps by her captors became required reading for us.

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Belgium and Holland (continued)

The trip's highlight and particularity for my cycling partner, who is an artist, was our visit to the Museum of Van Gogh in Amsterdam. The home of Rembrandt was interesting and the view of his Night Watch in the gallery at the Rijk Museum was memorable but the Van Gogh Museum was incredible. Except for selected works that are in other galleries the originals of Van Gogh are all chronologically placed in this new and impressive public building. It attracts thousands of people daily who learn and reflect upon the trials and talent of this magnificent painter.

No less enjoyable was our bicycle path trip to the airport and our return to Boston. We even had our very own tunnel restricted to bicycle traffic. This brought us within two hundred yards of our departure area and believe it or not an "on time" farewell to an exciting trip. Without any protection for the tandem on its return we removed the pedals, turned it over to the skycap and went in search of tulip bulbs, wooden shoes, T shirts, and all of those things that tourists like to buy.

You, the reader, may wonder how the tandem stood up under the rigors of the return trip without its cardboard protection. Ask anyone who rode with us on the following Sunday's Charles River Wheelman Ride. Except for a dirty chain and a clean front tubular it was as good as ever.

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Tandem Touring- a trip for two around Lake Michigan
By Marilyn Mathison

We had been pedaling for miles along a winding, tree lined road on the edge of Lake Superior. The sky was picture-postcard blue and the lake a shade darker, reflecting the wispy white clouds above. I sniffed the crisp air which smelled of evergreen and thought, "Now we are really in the boonies." We hadn't seen a town, a crossroad or even a house for hours. My husband and I were completely alone on our tandem bicycle except for seagulls screaming above us and small animals playing hide and seek in the forest. I felt great as my thoughts drifted back to the time when we first made the decision to spend our five week vacation on our bike.

It was April but snow was still on the ground when we started planning our trip around Lake Michigan. Chicago had suffered through almost ninety inches of the stuff and we were getting "cabin fever." We had originally planned to drive east and do the Bikecentennial "Virginia Loop" but when the price of gasoline kept going up and there was even a question of its availability we decided to do it entirely on our own steam. We got busy routing our trip, using county maps because we planned mostly on taking secondary roads. We noted the locations of state parks and looked up other campgrounds in our directory, mapping out each day's journey. We also contacted people from L.A.W.'s hospitality list who lived along the route. We ended up staying with three of them; a couple of friends and a really neat family who had written a letter in "Bicycling" inviting bikers who were touring the Upper Peninsula to stay with them in Escanaba. They took us to a band concert in the park and also arranged to have us interviewed by a local newspaper reporter. In Holland, Mich. we were treated to an outdoor barbecue and a swim in their heated pool. In Sheboygan, Wis. we found out that our hosts were people we had met on a club ride and we ended up going to church with them. In Kenosha, Wis. we sat inside eating hot fudge sundaes with our hosts and later snuggled up cozily in our sleeping bags while a thunder storm raged outside. We were treated royally by all of them; they really made us feel at home. Most of the time we just tossed our sleeping bags on the living room floor and drifted off to sleep after an evening of bike talk.

As the BIG DAY approached we carefully checked our equipment - large pannier bags on the rear carrier, smaller ones on the front, sleeping bags, mats, stove,

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Tandem Touring (continued)

cooking pots, tools, water bottles, etc. We fondly gazed at our latest purchases: a 3-3/4 lb. two-man Gor-Tex tent and a pair of nylon covered plastic two gallon water bottles which doubled as pillows (the spigots were also valves to blow them up). In fact, because one must travel light on a bicycle, much of our equipment served dual purposes; for example, our large cooking pot served as a dishpan, our rain gear provided shade as well as doubling as a ground cloth, and our clothesline was also used to hang our food on at night (out of reach of hungry racoons) and to suspend our bike for cleaning and repairs. We also included spare parts for our Paramount tandem (though not enough we found out later) and clothes to last us four day between laundromat visits.

Finally, early in the morning on July 18th we took off. We were really excited as we headed east towards the lake and turned south along the bike path that runs along Lake Michigan through Chicago almost all the way to Indiana. This was our first leg of the journey - a 3 day ride to Howe, Ind. to take part in an organized club ride - The Amish Lakes - which we hated to miss so decided to include on our vacation. Then we crossed into Michigan and angled over towards the lake and continued up north across the Upper Peninsula, down into Wisconsin and into Illinois, arriving back home in Park Ridge (just outside Chicago) 32 days later, August 18th. By the time we got home we had covered just over 2,000 miles; this included our trip into Indiana and side trips up to Sioux Saulte Marie on the Michigan-Canada border and to the northern tip of the Door County Peninsula in Wisconsin. What a thrill it was to cross the International Bridge into Canada on our bike! Even on our rest days we chalked up some miles sightseeing. We averaged around 62 miles a day. The farthest we rode in one day was 84 miles and the shortest was 30 miles.

We discovered that Michigan has excellent state parks with superior camping facilities. For five dollars a night (bikers are exempt from the two dollar daily fee) we enjoyed beautiful surroundings, quiet, uncrowded campsites and the use of individual showers and scrupulously clean washrooms. Also, they were well patrolled. Since we did most of our traveling in Michigan and camped mostly in state parks, we feel that this was a big factor in the enjoyment of our trip. Another was the fact that we knew approximately how far we would go each day and where we would stay, and yet we allowed for some flexibility. We anticipated trouble in getting into campgrounds in high tourist areas, especially on weekends, but we were pretty lucky; however, we did not stretch our luck too far; if we got in on Friday we would also stay Saturday, making it a day of rest and sightseeing. Getting lodging on Sunday was usually no problem. We didn't stay in private campgrounds unless we had to; occasionally we spent the night in primitive national forests which were beautiful, but we sure missed the luxury of a shower!

We had many opportunities to talk to people; they would usually approach us and initiate conversations. There were all kinds of reactions to us from genuine envy to frank doubts of our sanity. They asked numerous questions and we had ample opportunity to describe the joys of biking. Whenever we would ride into a campground it wasn't long before other campers realized that although there were plenty of bikes around (people would use them to ride around the camp and to the washrooms) ours was our sole means of transportation. They were fascinated by our self-sufficiency. Almost every morning as we went through our daily ritual of packing up we would have an audience watching us wide-eyed, not believing we could possibly get all that stuff back on the bike. Many of them had never seen a single bicycle equipped for touring, much less a tandem, ridden by a middle-aged couple wearing funny looking helmets with a strange looking mirror attached to one. But they were really kind to us; one man offered the use of his garage when he noticed us fixing a flat in the rain; he even made us coffee. Another time when we ate at a rather fancy restaurant we were

Continued

Tandem Touring (continued)

concerned because we couldn't see the bike from inside so the hostess let us bring it right into the cloakroom. (We always locked the bike but were still concerned about theft until we realized that it would be very difficult for the average person to maneuver a loaded tandem without being detected.) We did meet several bike tourists along the way. It was like being in a foreign country and meeting someone who spoke our language.

We wouldn't be completely truthful if we didn't admit that there were times when we did get a little discouraged. Weather related conditions seemed to affect us the most. I remember riding in Door County for hours against a stiff headwind and wondering if we would ever get to our destination of the day and asking myself why in the world we ever decided to do such a crazy thing. "Cyclists must really like to suffer," I thought (not for the first time.) Another time when we tried to set up camp in a pouring rain I opted to go home - immediately. I also recall the time our stove blew over, spilling our dinner on the ground. I wanted to cry. (I think I did.) Fortunately we had some food left over from lunch so we ate baloney sandwiches that night. These episodes never lasted long, especially after we became seasoned travelers. It was amazing how noticing a particularly beautiful view, or cracking a couple of jokes or seeing an A & W root beer stand in the distance would change our mood.

We had no real problems. We did have a few flat tires, a couple of broken spokes, and, since we like to ride in high gear (we are geared up to 112), we had some difficulties with the chain stretching and parts wearing. The sandy soil was a factor also. We carried some spare parts thinking we would be able to pick up anything else we needed at bike shops along the way but we didn't take into consideration that most of them did not carry parts unique to a tandem. We were able to manage but we couldn't always shift into the range we wanted (we have a 15 speed). Next time we decided to stock the parts at home and send for them if we needed them. We had a little saddle soreness and stiff muscles in the beginning. Sheepskin covers helped in that department.

We stuck pretty much to the route we had mapped out although occasionally local people would show us a better way. We had sent for maps of every county we went through using our Bikecentennial Resource Directory. Wisconsin has available all the counties for a minimum fee. Michigan gives out twelve free county maps but Indiana's were expensive (\$1.50 each), too large to handle and worst of all did not name the roads. We of course avoided gravel roads and were able to keep off of main highways except for the Chicago-northeastern Indiana area and the Upper Peninsula, where there is a shortage of secondary roads. Highway 2 in the Upper Peninsula gave us a few scares, mostly from logging trucks and R.V.'s trying to force us off the road. After this had happened a few times we moved over to the center of the lane whenever we saw one approaching us; thus we had room to move if necessary - without going on the shoulder. My husband is very safety-conscious and except when we had a strong headwind we used a flag. He also has a rear-view mirror and we both wear helmets. We prefer using back roads for other reasons besides safety. They took us through scenic areas and past peaceful farms where startled cows would eye us and farmers would wave to us as we rode by. We tried to guess what crops were growing (we are city slickers) and I'll never forget the sight of a beautiful field of bright yellow sunflowers waving in the breeze. We did not go unnoticed by the canine population but they were usually friendly or just curious and we only had to use our Halt once. These same roads would take us into tiny hamlets, some consisting of no more than a gas station or tavern but we felt we were seeing part of the real America which we would have missed entirely had we traveled by car.

The terrain was varied but there weren't as many hills as we expected. We only had to walk up one or two and that was because of gear trouble. The weather was

Continued

Tandem Touring (continued)
cooler than normal with very few really warm days. It always cooled off at night and we were glad we had brought along warm clothes. But with one or two exceptions we were able to wear shorts during our riding time. We had some rain but riding in it doesn't bother us because we have rain gear. However, I wish someone would invent some with a large enough opening to go over a helmet. Setting up or taking down camping equipment in the rain is another matter. The one and only time we moteled it was when it had rained all day and the campground was practically floating. We hope to rig up some kind of a lightweight lean-to we can carry with us on our next trip.

We kept track of all our expenses and at first tried to keep costs down to \$15.00 a day for the two of us but found out \$20.00 was a more realistic figure. This covered food, camping fees, laundry and extras such as boat rides, tours, etc. It didn't include bike repairs and a couple of really nice restaurants meals which we put on our ever so handy VISA card. We ate our breakfasts (cereal, fruit and coffee) at camp and bought lunch "fixings" along the way. Sometimes we cooked our supper at camp and when we got tired of eating canned stuff we ate out, usually at inexpensive fast-food places. We enjoyed sampling local delicacies such as hot pastries in the Upper Peninsula and a delicious boiled fish dinner in Door County. I am sure we would have saved some money if we hadn't stopped so often for snacks. Biking, especially in cool weather, burns up a lot of calories. We did carry some food with us such as "gorp" but we liked taking a break, getting off our bikes, sitting on something else besides our trusty saddles, and meeting people in the small-town cafes and grocery stores. Sometimes we would buy a pint of ice cream, sit out on the front steps and armed with two spoons, dig in. Even though we could have made the trip on a little less money, we did it for a whole lot less than it would have cost by automobile.

You might ask why we chose this method of travel - and why a tandem? Well, there are many reasons for riding a bike, some of which have been mentioned above. Biking, as much as we enjoy it, is not a means in itself. It is that, but it is also a means to an end. How can I describe that glorious feeling of challenge and accomplishment and just plain fun that we experienced? On our bike all our senses are alerted; we "feel" the terrain (truer words were never spoken); we see wildflowers along the road; we hear birds singing and insects humming; we smell everything from fertilizer to new-mown hay, and whatever we eat tastes better. There is also the element of suspense; we never know what we will experience around the next curve of the road. Will it be a breathtaking scene of a valley below or a deer gracefully crossing the road or will it be a sign advertising a garage sale in front of a little house right in the middle of a national forest land with nothing but trees surrounding it? Where else can you find yourself in the center of a deserted town and find out from an old timer who appeared on the scene how it became a ghost town? All this and much more happened to us; we seemed to be able to absorb a bit of America and came away feeling that we learned to know it better. Why a tandem? We like it, we work well as a team, we can communicate better, and we can't get lost from each other.

Living in an urban area we really appreciated this opportunity to get close to God's creation and we arrived back home feeling more relaxed than we ever had when we drove our car. Would we do it again? You bet! We're already starting to plan where we will go next summer.

* * * * *

CONSTERNATION OR: MY FIRST TANDEM RIDE
By Louise Imler

Ride #1

The view from the back of the bike has been, in my case, quite a mixed bag. Thanks to an over-protective mother, I had never been permitted to ride a bike other than my brother's tricycle.

That's why, when Phil told me I was going to ride tandem, I was sure that he was joking. (For politeness sake, we'll call it that.) He wasn't.

I arrived home from work on a cold, damp February evening just before dark and was presented with an electron blue Atala and orders to change my shoes, put on a wool hat and gloves and to "get on the bike".

This for me was akin to being thrown off the dock into the water with orders to "swim". At that point, I had no idea of how to mount such a monster, much less maintain balance and/or deal with the physical sensations of that type of motion, not to mention the hardest, most mishapen piece of plastic I have ever put my backside on.

Phil said "Once around the block". I muttered dark things about job description and away we went. All the way Phil kept saying we'd walk up the hill to the house, but by the time we got there everything was broken anyway, so we pushed on up and into our driveway. I hopped off the seat, still astride, and the back tire blew out. It was then that I discovered that the entire neighborhood was watching. (One of it with shampoo in her hair) and that we were an object of somewhat startled mirth. It wasn't what one could call an ego trip, but it was the beginning of an eight year relationship with a tandem that has changed not only my life with Phil (a good, healthy, fighting relationship) but my body, mind and spiritual insight as well.

* * * * *

A TOUR OF THE 1974 WORLDS'S BIKE RACES IN MONTREAL

By Phil Fisher

Our tandem had arrived in the spring of 1974. After much club riding, day touring and modifying, we decided to ride from Albany, New York to Montreal for the World's Bicycle Races in August. This was a straight line distance of 220 miles; but we would be going about 400 leisurely wandering miles.

Our tandem was a very modified ladyback ATALA. We started by transporting all of our gear to Luzerne to watch the invitation races. This would give us one week to get to Montreal. The races were enjoyable, and highlighted when a foreign team borrowed the tandem for a pleasure trip around the course.

That night we transported all to Warrensburg N.Y. to get us past the crowded resort centers at Lake George. Map readers will note at this point, we have gone 67 miles without peddling a stroke.

Our Jeep Wagoneer arrived at our motel dining room in a mixture of bikes, clothing and riders of mixed race, color and sex. These friends would drop us off and return the jeep to Albany. During a rollicking meal, I asked the waitress if we could reserve a room and if bikes were permitted in the rooms. She said "yes" to the bikes and went to check the room register. She came back all apologies and said there was only one room with one double bed in it. Louise piped up and said "That's alright we're not fussy." That had to be one of the world's great punch lines!! Louise picturing the two of us in double bed comfort and the waitress picturing the mayhem of mixed sex, color, bikes and etc. in her poor bed. Her face was a wonder of emotion. I explained that my WIFE and I were the only ones staying and friendship was restored. Each time we go in this motel the waitress and Louise have a good laugh.

34 miles up the road at Schroon Lake we looked for a diner. The day was sunny the road was wide and traffic was light. This was beautiful Adirondack Park. Loon Lake had been a rest and repair stop where we watched a dog fish for minnows.

(continued)

1974 World's Bike Races (continued)

The wind was blowing us up a tree lined tunnel. How could there be any other path? Thousands, millions, billions of leaves waving like an ocean. Our scientists should be given an ego shrinking task-make one leaf! God must be here because we are surrounded by natural things we cannot make. Let the Pentagon design a new miniturized weapon for their enemies-a flea! But I digress.

We were turning around in a parking lot to go back to a diner when the bike broke through the blacktop and stalled. We fell and Louise short ended her wrist. It wasn't broken and we began a fast search for ICE. The first motel we tried gave us an enormous apt. and it had ice in the fridge. Louise packed her wrist and we walked out for dinner. We were lucky-this could have been disaster. Mrs. Stoker's wrist was sore but not swollen. In a way, the accident helped the trip because, now, Louise couldn't pull hard and we walked up hills we would usually climb. This slowed us down. We had more time to talk to other hikers and bikies. This is one of the great hiking and climbing areas of the world.

34 miles on sprained wrist day then 35 miles over a mountain pass to Keene. The odometer always showed more miles than the map, even allowing for side trips. We never found out why. The walking both uphill (Louise's wrist) and down (over heated rims) helped to break the ice with passing bikies. There was a lot of banter and information passed that would not have been done at speed. Several heavily laden bike pushers got a lesson in mountain gears when I soloed the tandem uphill next to them while we talked. Their comments would have been ego boosting except for the 26" low gear.

The next day we did only 14 miles from Keene to Lake Placid. This is an alpine type area famous for serious rock climbing and spectacular rescues. We had planned to do all of our steep climbing in one day and this was it- Over the Laurentian escarpment in 14 miles. The steepness of the climb can't be measured on a contour map because the lines overlap and don't show whether the road goes over or under some of the cliffs. (We now carry an altimeter.) A rough estimate is 3500 ft. in 9 miles. A bobble while riding would have been disastrous because vacation trailers filled the road. This is a bad road for bikies. Traffic accidents and police harrassment are prevalent on Rt. 73. This is too bad because business people were very pleasant and accomodating. Well, into Lake Placid. We didn't eat that night. We were too tired.

The next morning we headed for Malone in the frost. This was the middle of August and there were frost pockets on the road! All of the ride Louise had been groaning about her hands, in fact she'd had a hand problem since we had first gotten the bike; but we thought it would go away with training. It was still there. While on a fairly level and straight stretch of road after Placid (I had been afraid to do this before because it would negate the stoker brakes which were needed on the heavily loaded bike.) we started experimenting and found that by turning her bars upside down (popular with city kids) she was in comfort for the first time in all of our riding. From this experiment we devised a more accurate method of setting up a tandem. The trip to Malone was monotonous and uneventful and there was frost again that night. On to Montreal!!!

The last day was our best. The quiet adventure of taking our bike to another country through a port of entry. The ride along the peaceful, pastoral Chateauguey River and a great meal in Huntingdon.

As we headed to Montreal Louise asked "Where the bleep is the tailwind?" I couldn't believe she was complaining! We went 70 miles in less than 4 hours that day. Our beautiful last day ended when a wall of traffic came rushing at us in our lane on a three lane road. We took to the ditch. To avoid the crazy weekend traffic we took a cab to our hotel in grand style.

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1974 World's Bike Races (continued)

HIGHLIGHTS OF THE TRIP

Renewing acquaintance with our hotel owner, a former bike coach and three time winner of the Quebec to Montreal road race. I believe the only other rider to do that was Coppi.

The ride to and from the track with the man who had designed and built it and his wonderful bike stories.

The time we rode the tandem up to the track and the guards stepped back to let us into the arena because they thought we were world class riders.

Louise trying to break into famous church lofts because she is a tracker organ nut.

The amazing number of questions and the respect we got from curious people. (We were only one of two tandem tourists there.)

The friendly kidding we always got in a world famous Montreal bike shop.

Our only traffic hassle. It was a New York City car.

The numerous and wonderful restaurants.

And finally, the many hours we spent with our heads together designing our next tandem and planning our next tours.

* * * * *

MONTREAL 1974

By Louise Imler

What Phil has failed to mention is, that prior to the trip to Montreal, my tandem riding had been limited to somewhat less than twenty miles a day and normally much less than that. Not to mention that the Atala was the only bike that I had ever ridden. (My mother refused to allow us to ride bike, so I never learned.)

One of the things that he did say was that we would have "one day of climbing and then a tail wind will blow us and we will just coast all the way to Montreal". What a Con!

I have learned to listen to Phil's estimation of what a trip will cost in terms of time and energy, and then to call a friend who works for an international weather forecasting service and also to check out the topographical maps.

On the day that "we" rode from Keene to Placid, local people told us that there were places along the way where we could eat, rest and find water. I get alot of heat about traveling with what Phil calls "26 pounds of vitamin pills" but what is really a type of survival kit. Water (lots of it, not just one little bike bottle) honey, vinegar, nutritional yeast, enough vitamin C to ward off colds, food poisoning and allergic reaction, and tea. As it turned out, there was no place open in Keene for breakfast (my body won't work on a glazed donut and coffee) and no place to get food at all until we were well within sight of Placid.

It was a hot August day, and having since driven the road, I know it's not "just 14 miles to Placid". The survival kit saved my ass. The water, honey tea and yeast provided energy and the vinegar helped the sunburn. (Lotion and sunscreens are great, but the sun always hits a place that you don't.)

Also, I walked most of the way. The wrist that wasn't broken was badly bruised and swollen. (It wasn't until the next day that I could put weight on it.) There

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MONTREAL 1974 (continued)

was no way to pull on the bike with one hand and balance a 450 pound payload with a road angle of 7°. Tricky at best.

I suppose that what I'm trying to say is that the day could have really been a disaster, but even under painful conditions, we made it to Placid. Not because there were places to stop, nor because it was "just a 14 mile bike ride", but because we had with what we needed to stay alive (that's not a cliché, hyperthermia happens in heat as well as hypothermia in the cold, and it was 90° in the shade). Thanks to the survival kit and knowing how to pace my walking (walk, rest, walk) we arrived in Placid tired but not exhausted and were able to go on to Malone the next day.

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TANDEM RACING IN THE NORTHWEST

By Bob Freeman

After sitting on the sidelines at the Rose Festival bicycle races at Mt. Tabor Park in Portland, Oregon last June and seeing that a tandem criterium was not as dangerous and crazy as I had imagined, I decided to give tandem racing a try. The Mt. Tabor course is a very hilly one-mile course with smooth, wide pavement and an incredible downhill. The race began with eight tandem teams of a mixture of abilities, from USCF Senior I riders to novices. Just as the effects of hills on speed are exaggerated when touring on a tandem, so did this course effectively break up the field to a greater extent than a field of singles. A streaking breakaway and some desperate chasing made for some very exciting racing.

The next opportunity I had to give tandem racing a try was the Seattle-to-Portland Time Trial on June 30, 1979, co-sponsored by a number of clubs, among them the Cascade Bicycle Club and the Puget Sound Cycling Club. Being earliest to enter, I picked the latest starting time, to gain the psychological advantage of the chase. The days before the ride were clear and warm with favorable North winds. Everyone was counting on the weather holding for the race. It didn't. The morning of the time trial dawned cold, overcast, and foreboding. My stoker, Dave Shaw, met me in the morning, both of us dressed in tights and long sleeved jerseys. Raingear would be out of the question for a time trial. The nearly 200 miles we were to ride that day seemed awfully far away, as we looked into the ever-building South wind. In Puget Sound, rainy weather nearly always comes out of the South. With cheers from the small crowd and flowers to wear from our sag driver, we made our start, grasping to the hope that the clouds would not open up on us.

We had set a nine hour schedule for ourselves, with a food pickup every 25 or 30 miles, and a rest stop near the halfway mark. My Jack Taylor tandem was stripped of any unnecessary accoutrements and carried nothing but a pump, four water bottles, and spare tubes. Running one-inch clincher tires at 120 psi, the bike weighed in at just about 40 lbs. Not exceptionally light, but there were few hills to contend with. Just a mile down the road, a hard railroad track crossing caused me to be aware of the feel of the tires. Sure enough! A rim cut brought us to a halt. Fortunately, a slightly undersized rim made the tire change and easy, and we were underway in ten minutes.

It soon became apparent that we weren't going to be able to stick to our nine hour schedule, as we were losing ground and the weather worsened. The rains came after an hour on the road, with unrelenting fury. It was rain and strong headwinds the whole distance to Portland. Expecting to be more exhausted than I could imagine by this ride, I was relieved when at the halfway point I still had a good reserve of strength, and we were only a half-hour off schedule.

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Tandem Racing (continued)

The final 40 miles seemed agonizingly dull and long, but we felt like our pace was holding up despite the battering headwinds and torrential downpour. Coming into Portland we were treated to maze of backstreets and an unfriendly array of traffic lights - all red - but we were sprinting with all we were worth. Finally, the Portland city hall, the finish line. Another small crowd to cheer us in, then we collapsed to wait for our official time - 10:33:30. Whew! We had been passing people all day long and were feeling fairly confident that we had done well. There was only one racer on a single that we hadn't passed, but we decided we must have passed him and not seen him. Nobody could have gone as fast as us on a single. But one superhuman racer did. 37-year old Jerry Baker, a Seattle racer with 15 years experience, covered the distance in 10:26:53. Six and one-half minutes! Less than the time it took us to fix our flat tire.

The next riders to make it in were Skip Carlson and Arland Swanson at 11:45:10. the second place single was Larry Smith at 12:01:39, an hour and a half after Jerry Baker. It had been a fantastic event, and all were looking forward to Seattle-to-Portland 1980. The weather is sure to be better.

The next tandem race was at the Skinners Butte Criterium in August in Eugene, Oregon. Another hilly, mile-long course, it looked like it would be an exciting race. A fast downhill ended in a quick, sharp, S-turn, sure to be a crowd pleaser. After a few laps it looked like it would be a tight race, but having mastered the art of both riders standing for the hill, Paul Wein and I started building up a lead that no one could close, and finished at three-quarters of a lap up on the next bike. A very satisfying first tandem criterium.

The L.A.W. Northwest Century run, in Mt. Vernon, Washington, is not a race, and the promoters always like to point that fact out. But they do take times and send out a result sheet, so it is a popular ride to do as an unofficial time trial. With Paul as my partner again, we attempted to do a four-hour century. The strong winds and 112-inch gears took their toll, however, and we had to settle for a 4:18. Still, a respectable time, and the fastest of the day.

Finding a new dimension to my enjoyment of tandeming, I am looking forward to the 1980 season. Give racing a try. You'll like it!

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TANDEM '80, PRINCETON, N.J.

August 15 - 18. 1980

Location: Scenic and historic West Central New Jersey, rural but halfway between New York and Philadelphia. Headquarters will be in Princeton, with rides in the rolling countryside toward the Delaware River (relief less than 100 meters). Princeton is accessible by car or train: write for air service information.

Headquarters:

Gracious Westminster Choir College, less than 1 km. from downtown Princeton. Tandems are welcome in the rooms. Breakfast, supper, social activities and workshops will be in the modern student center.

Dining: We have contracted for a 5-meal package (Saturday plus Sunday breakfast and lunch). Westminster has promised that traditional Tandem Rally standards will be maintained: delicious and nutritious food, all you can eat, with vegetarian options for all meals. Saturday and Sunday buffet lunches will be catered at parks away from Princeton.

Rides: We have scheduled 4 half-day rides for Saturday and 4 for Sunday, giving you the choice of longer or shorter rides each morning and afternoon. Both days, all rides share a common lunch stop. In addition, there will be a complete selection of Earlybird, Friday, and Monday rides from 10 to 100 km long. Cue sheets and maps will be distributed for all rides. Features include historic areas such as Washington's

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TANDEM '80 (continued)

crossing of the Delaware, Princeton Battlefield Monument, covered bridges, marvelous architecture and rural scenery.

Tentative Schedule:

Friday: Check in from 2:00 pm until late evening at the Student Center Lounge, then enjoy scenic Princeton rides. Dinner at a nearby Princeton restaurant, then meet your friends in the lounge.

Saturday: Earlybird rides, breakfast, then choice of long or short rides via New Hope, PA. to Washington Crossing State Park for lunch. Long or short rides back to Princeton, late afternoon Annual Meeting of the Whole to select Tandem '81 site. Banquet and program at the College.

Sunday: Like Saturday, but destination Ringoes and Flemington to ride the open steam train. Self-scheduled supper.

Monday: Optional (continental) breakfast at the College, self-paced rides to heart's content.

Equipment:

1. Wide-range gears are recommended, but nothing exceptional is required.
2. A hub brake, in addition to rim calipers, is recommended for safety and heat dissipation, but is not essential.
3. New Hope is famous for arts and crafts, Flemington for discount specialty shops. If you fear temptation, leave panniers and packs at home. And vice versa.
4. We recommend an appropriate lock for your tandem. We will pass through many interesting towns and by many scenic or historic sites you will want to visit.
5. The most interesting roads may not have the smoothest pavement, but we have had good luck with aluminum rims and fairly light wired-on tires.

Fee:

See registration form. For special situations, write the organizers, c/o Harvey Sachs, 29 S. Main St., Cranbury, N.J. 08512. (609) 655-1642. Tandem '80 is a TANDEM CLUB OF AMERICA event.

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2nd Annual Southern Tandem Rally, 1980
Birmingham, Alabama
September 12-14, 1980

Yes, folks, there will be a 2nd Annual Southern Tandem Rally. Once again hosted by Phil & Janet Winter and Jack Goertz, this year's rally will be headquartered in beautiful Twin Pine Conference Center, a private park located just south of Birmingham, Alabama.

Slightly more formal this year than last (indoor lodging and meals provided at the park), Southern Tandem '80 will still be a weekend primarily devoted to riding the little travelled roads in north central Alabama. Rides from 15 miles to 100 miles are planned, ranging in difficulty from A to D. One ride, for example, goes to nearby Kymulga Mill, a 110-year grist mill where Alabama farmers can still take their grain to be ground.

When not biking, STR attendees can go swimming, boating, hiking, or play volleyball, pingpong, pool, etc., all included in your registration fee. Or just sit around the Lodge and "Talk Tandem" with other Tandemists at the Rally.

Indoor lodging & 4 meals will be provided each attendee, but you must bring your own bedding and blankets. Pillows will be furnished. Lodging is dormitory style

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2nd Annual Southern Tandem Rally (continued)

bunk beds in a modern lodge located right on the shores of the lake. Like last year, the rally will be about 15-20 miles from the nearest restaurant and even further from the nearest Motel/Hotel.

Sound like your kind of weekend? Fill out the enclosed registration form and mail it with a check and a self-addressed, stamped business envelope to receive confirmation and other information to:

Phil Winter
6117 Peachtree Corners Circle
Norcross, GA 30092
(404) 448-7377

SCHEDULE

REGISTRATION for early arrivals opens noon on Friday, September 12. Several rides are offered in the afternoon, giving you a chance to explore a little bit of Shelby County, Alabama. If you don't want to ride until Saturday, then take the afternoon to unpack and explore the Twin Pine Conference Center. Called the Mind Unboggler by the locals, Twin Pine is located, actually nestled, between Penitentiary Mountain and Potato Ridge in a 2,000-acre valley just 30 minutes south of Birmingham, and it is a perfect place just to relax. Or swim in the 40 acre lake. or go canoeing. Or take a hike on one of the many trails. Pitch horseshoes. Play volleyball. The choices are nearly endless.

Friday night's meal, listed on the application as an optional extra, gives you a sneak preview of the type of Southern-style cooking you will be enjoying for the remainder of the weekend. Offered from 5:30 p.m. to 7:30 p.m., the meal will give you the opportunity to meet some of the others at this year's rally and to renew acquaintances from the past. The only scheduled activity Friday is a brief slide show presentation by the folks at Twin Pine to show you everything that is available for when you are not cycling.

After breakfast Saturday, pick up your box lunch and head out on the Tandem! Choose your ride or rides from the many offered, ranging from a very flat 5-miler to two Centuries of different difficulties. Or if you choose, climb Double Oak Mtn, three miles of climbing to one of the most spectacular views in the area. After dinner, relax in the den and watch a slide show of GEAR, the Centennial Celebration, and possibly even of the 1st Southern Tandem Rally.

Sunday breakfast marks the beginning of the end of a memorable weekend. After breakfast, choose a short ride from those offered and unwind a bit before you pack for the drive back home. Then say goodbye to all of your friends and begin making plans to attend next year's Southern Tandem Rally.

OTHER INFO

WHAT TO BRING- Since the Southern Tandem Rally is very informal, casual dress is appropriate any time. Twin Pine Conference Center is in the boonies, so who's going to see you, anyway? Alabama's temperatures in mid-September can get quite hot, so don't forget the suntan lotion. Evenings are usually quite comfortable, but occasionally they can be cool, so you might want to bring a light jacket. You may want to use this checklist when packing:

Bicycling Gear

Tandem
frame pump
tools
patch kit, tubes

Personal Items

cycling clothes
shoes, gloves
casual clothing
sweater or jacket

Optional

camera & film
sunglasses
small first aid kit
rain gear

(continued)

2nd Annual Southern Tandem Rally (continued)

handlebar or seat bag
 water bottles
 cycling helmets
 spare tires

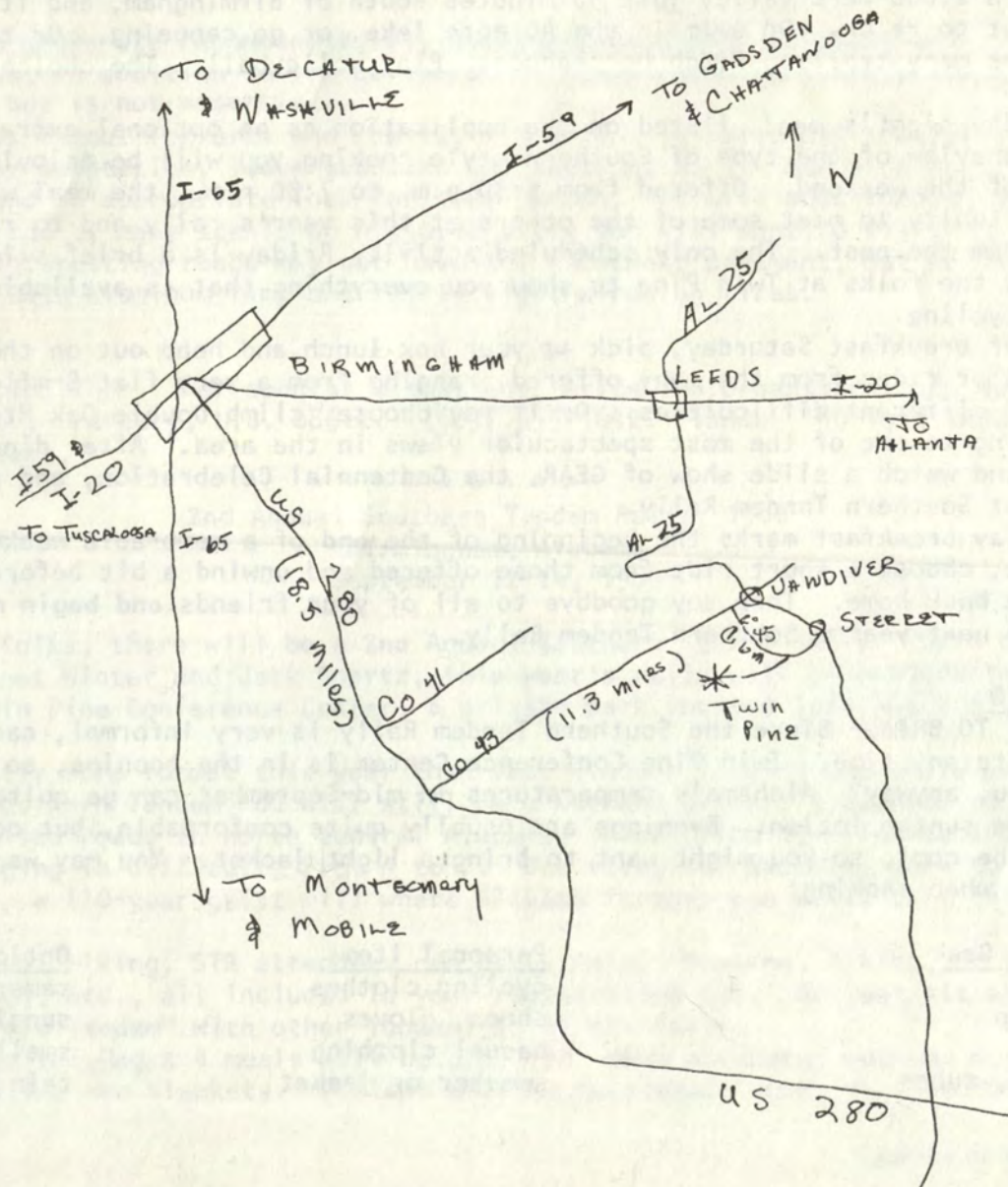
swimsuit and towels
 toilet articles
 BEDDING FOR SINGLE BED
 (pillow will be provided)

alarm clock (no
 formal wake-up
 service)

REPAIRS & SAGWAGON SERVICE --There is no full service shop available on the park site for this weekend. Please have your tandem in good repair prior to the rally. However, one of the sponsors/organizers is a qualified bicycle mechanic who will help out if possible.

Sag wagon service will be available for emergency situations only. Getting tired is not an emergency. As the sagwagon drivers will probably be riding, too, the wait may be quite long.

WHERE IS TWIN PINE CONFERENCE CENTER? To get to Twin Pine, follow the enclosed map. For more detailed instructions, call: Jack Goertz, (205) 967-2829, evenings between 8:30 and 11:30 CDT.



2nd Annual Southern Tandem Rally, 1980
Birmingham, Alabama
September 12-14, 1980

SINGLE BIKE SUPPLEMENT SHEET

THE Southern Tandem Rally is set up as an event where tandem owners can meet and talk about their bikes with other tandem owners. However, the organizers realize that there may be owners of single bikes who would like to come to the STR and talk with owners of tandems, ride with them, and maybe even find out how to get one of the graceful beasts for themselves. These folks will be welcome on a space available basis only. Single bike owners should mark their registration form SINGLE at the very top. Fees for a single bike are:

REGISTRATION	\$10.00 (Sorry, no discount here)
LODGING	\$12.50
MEALS (Breakfast Saturday thru Breakfast Sunday)	\$16.00
OPTIONAL FRI. Eve. Meal	\$6.25

EACH Single bike owner should fill out his or her own registration form and mail it with a check or money order to:

Phil Winter
6117 Peachtree Corners Circle
Norcross, GA 30092

Single bike registrations will be held until August 1, 1980, then accepted on a space-available basis. All fees will be returned to all persons for whom space is not available.

* * * * *

TANDEM '80 REGISTRATION FORM

Front rider name: _____

Back rider name: _____

Children, if attending:

Name	age	Interested in child care?
_____	_____	_____
_____	_____	_____

Address for correspondence: _____

(city, state, zip): _____

evening telephone number: ()- - _____

Please note the following:

1. Registration closes July 27, since the college must be paid in full, in advance.
2. We expect that cancellations before July 27, forfeit only the registration fee (\$15 per couple). After July 27, refunds can be made only if substitutes are found.
3. Late registration is unlikely except as replacements for last-minute cancellations.
4. Early registrants have priority for the nicest first-floor rooms.

FEES:

\$135	inclusive fee, per couple. Includes two five-meal packages, room, 2 patches, nametags, registration, etc	<u>enclosed:</u> \$ _____
\$4	Optional Ringoes to Flemington steam train trip, round trip per couple (bikes welcome on board)	\$ _____
\$18	optional third night in dormitory, per couple	\$ _____

Fees for children

\$23	5-meal package, per child 3 - 12 years old.	\$ _____
\$7.50	5-meal package, per child less than 3 years old.	\$ _____
\$3.50	Optional, mattress and linen, per child in room with parents	\$ _____
\$1.00	Optional, Steam train round trip, per child	\$ _____

Send Registration To:

Scott or Nan Steketee
4639 Spruce St.
Philadelphia, PA 19139
(215) 747-1284

For further information, call or write

Harvey or Suzy Sachs
29 S. Main St.
Cranbury, N.J. 08512
(609) 655-1642

2nd Annual Southern Tandem Rally, 1980
Birmingham, Alabama
September 12-14, 1980

REGISTRATION FORM * PLEASE PRINT

Name: Last, First, Middle _____ Captain
Name: Last, First, Middle _____ Stoker
Street, Box _____
City, State, Zip _____
Telephone _____

Registration Fee: (Includes maps, insurance, information packet, etc.) \$10.00

Lodging: (Includes Friday night and Saturday night lodging in Twin Pine Conference Center. Does not include bedding) \$25.00

Meals: (Includes Breakfast Saturday, Breakfast Sunday, Box Lunch Saturday, Dinner Saturday night) \$32.00

Optional Meal: (Dinner Friday night from 5-8 pm) _____
If desired, include \$12.50 _____

TOTAL ENCLOSED _____

Send Check or Money Order mad payabel to Philip M. Winter

Mail to: Philip M. Winter
6117 Peachtree Corners Circle
Norcross, GA 30092

CANCELLATIONS: All fees except registration fee will be refunded if cancellation is postmarked by August 15, 1980.

*ALL FEES ARE PER TANDEM TEAM*ALL FEES ARE PER TANDEM TEAM*

IMPORTANT: Both captain and stoker must read and sign REALEASE on back of Registration Form.

All applications must be received by August 15, 1980.

RELEASE

All applicants, both Captain and Stoker, must read and sign the release below:

In signing this release, we acknowledge that we understand the intent hereof, and hereby, agree to and absolve and hold harmless the League of American Wheelman, the Tandem Club of America, the Southern Bicycle League, and the Birmingham Bicycle Club and their officers and members respectively and any others connected with this event in any way whatsoever, singly and collectively, from and against blame or liability for any injury, misadventure, harm loss, inconvenience, or damage suffered or sustained as a result of participation in the 2nd Annual Southern Tandem Rally 1980 or in any activities associated therewith. We also hereby consent to and permit emergency medical treatment in the event of injury or illness. We shall abide by traffic laws and regulations and practice courtesy and safety in cycling.

Signature of Captain

Date

Signature of Stoker

Date

Registration Fee: \$10.00
Insurance: \$5.00
Total: \$15.00
Optional Fee: \$2.00
Total: \$17.00
Cancellation: All fees are non-refundable.
IMPORTANT: Both Captain and Stoker must read and sign RELEASE on back of Registration Form.
All applicant fees must be received by August 15, 1980.

CLASSIFIED

FOR SALE: SANTANA Tandem, 23½ x 20½
perfect condition and many extras - \$1750.00
(714) 987-8003

WANTED: Large frame tandem bicycle.
Kenneth H. Yuska, 1502 First St.
Menominee, MI 49858

PREFERENCES WANTED:

Michael and Cheryl Olson, 965 South Elm, Kankakee, ILL. 60901, are interested in the "perfect" tandem recommendation. They currently cycle in the flat midwest but hope to rectify that in future tours. Cheryl is 5'4" (110 lbs.) and Mike is 5'11" (150 lbs.) They are interested in all sorts of details, from frame construction to water bottles. While they have offered me a loaf of homemade bread for a response, I need to get back to my own 155 lbs. weight and won't venture to inflict self-injury. Why not write them with your suggestions. Possibly you might want to contact your own framebuilder and ask him/her to drop them a line.

* * * * *

LEAGUE OF AMERICAN WHEELMEN

While there has been great debate about the name of this prestigious organization over time, as there will probably be about our own, both groups work diligently to support the needs and desires of all cyclists, whether they be single or dual riders. Since we do not, and probably will not ever, attempt to be a national spokes person for all cyclists, why not consider making another investment in your cycling future by joining the L.A.W. now. Take advantage of all the organized rides, the bulletin of the L.A.W., and the ability to share one other great publication with other cyclists within your neighborhood. Better yet, share the publication, get them to join in, and then convince them that they could not join two better organizations this year.

APPLICATION TO JOIN THE LEAGUE OF AMERICAN WHEELMAN IS ENCLOSED

THE LEAGUE OF AMERICAN WHEELMEN

of, by, and for bicyclists

Promoting, defending, and protecting the rights of bicyclists

Securing a better understanding and recognition of the need for a safer environment for bicycling

Encouraging and securing the provision of safe and desirable roadway conditions for bicycling

Presenting written comments and testimony of the views of the members of the League to Congress, state legislatures, and other agencies whose decisions and activities have an impact on bicycling

Promoting interest in all aspects of bicycling

Gathering and publishing for its members, information about cycling, bicycle clubs and their activities, and other news of interest to bicyclists of all ages and abilities

Encouraging and facilitating touring, bicycle outings, large regional rallies, and other forms of recreational bicycling and bicycling activities

Encouraging and giving recognition to the formation and development of bicycle clubs, and promoting their activities

Cooperating with public authorities in the observance of all traffic regulations

Providing opportunities to meet others who are enthusiastic about their involvement in bicycling

P.O. BOX 988, BALTIMORE, MARYLAND 21203



For further information about the League and local biking activities contact:

(include name, address, zip code and telephone)

**LEAGUE OF
AMERICAN
WHEELMEN**



**MEMBERSHIP
APPLICATION**
(Please print or type)

New Renewal

NAME(S) _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

area code () _____
TELEPHONE _____

BICYCLE CLUB AFFILIATIONS _____

NAMES AND AGES OF CHILDREN _____

Check type of membership desired

- Sustaining Membership: \$35.00
- Individual Membership: \$15.00
(Age 14 and up)
- Family Membership: \$20.00
(Two adults and unmarried children to age 21 living at the same address. Include name of each child.)
- Life Membership: \$250.00
(Installment: \$25.00 every 3 months)
- Family Life Membership: \$375.00
(Installment: \$37.50 every 3 months)
- Student Life Membership: \$250.00
(Installment: \$12.50 every 2 months)
- Library Subscription: \$10.00

Note: Foreign memberships \$3.00 additional

I live in the _____ Congressional District in the state of _____.
Please find my additional contribution as indicated to expedite the League's legislative efforts:
 \$50 \$25 \$ _____ \$15 \$10

**Enclose check or money order made payable to:
LEAGUE OF AMERICAN WHEELMEN
P.O. Box 988, Baltimore, Maryland 21203**

I have a friend who is interested in League membership whose name and address I have provided below.
 Please forward information Gift membership enclosed

(include recipient's name, address, zip code, and telephone number)

THANKS FOR TAKING THE TIME TO COMPLETE THIS FORM. It is hoped that information gained will prove useful to those of us who are already fortunate enough to own one as well as to those who are contemplating a purchase.

NAME _____ STREET ADDRESS _____
.....Name and street address is optional but appreciated.....

CITY _____ STATE _____ ZIP _____

PILOT..... Age _____ Sex _____ Occupation _____

STOKER..... Age _____ Sex _____ Occupation _____

TANDEM..... Builder _____ Estimated Value _____
Year Purchased _____ Where Purchased _____
Design: Men's Double _____ Mixty _____ Frame Size _____

SADDLES.... Front: Manuf. _____ Model _____
Rear: Manuf. _____ Model _____

HEADSET... Manufacture _____ Model _____

DRIVE CHAIN.. Manufactue _____ No. of Teeth _____
Drive: Cross-Over _____ Same side as Chainring _____

CHAINRINGS:.. Manufacture _____ : Double _____ Triple _____
5-Speed _____ 10-Speed _____ Other _____ -Speed _____
No. of teeth per ring: _____; _____; _____;

CLUSTER.... Manufacture _____ Model _____ Single () Tandem ()
Type: 5-Speed _____ 6-Speed _____ Other _____
No. of teeth per ring: _____, _____, _____, _____, _____.

CHAIN..... Presently on bike: Manuf. _____ Model _____

DISC BRAKE... Front: None _____ Phil Wood _____ Shimano _____ Other _____
Rear: None _____ Phil Wood _____ Shimano _____ Other _____

WHEELS..... Front: Manuf _____ No. of Holes _____
Cross: 3X _____ 4X _____ 5X _____ Tied & Soldered: Yes _____ No _____
Rear: Manuf _____ No. of Holes _____
Cross: 3X _____ 4X _____ 5X _____ Tied & Soldered: Yes _____ No _____

SPOKES..... Manufacturer _____ Type _____

*** Mail to: Mr. Joseph Rogers 1775 South 1300 East Salt Lake City, Ut 84105

HUBS..... Front: Manuf: _____ Low Flange ___ High ___
Rear: Manuf _____ Low Flange ___ High ___ H

BOTTOM
BRACKET.... Campy ___ TA ___ Stronglight ___ Other _____

GEAR SHIFTERS: Manufacturer _____
Location: Fingertips ___ Down Tube ___ Goose Neck ___ Other _____

TIRES..... Front: Manuf: _____ Model _____
Rear: Manuf _____ Model _____
Size _____ Type: Sew-Up ___ Clincher _____

TUBES:..... Manufacturer _____ Presta ___ Schrader _____

PEDALS.... Front: Manuf. _____ Model _____
Rear: Manuf. _____ Model _____

CRANKS... Manufacturer _____ Size _____
On this ride they are: In Phase ___ Out-of-Phase _____

1. Do you own a single bicycle? Pilot: Yes ___ No ___ Stoker: Yes ___ No ___
2. Do you wear a helmet when riding? Yes ___ No ___ Manufacturer _____
Frequency: Always ___ Most of time ___ Part of Time ___ Seldom ___ Never ___
3. DO YOU OWN A TRAILER? Yes ___ No ___ Manufacturer _____
Used mainly for; Children ___ Gear ___ Other _____
4. Number of organized centuries ridden in 1978 _____ Half-Centuries _____
5. Approximate number of miles ridden in 1978 _____
6. What has been your longest single tour? No. of Miles _____ No. of days _____
Type: Motel/Restaurants _____ Cycle Camping _____ Other _____
State(s) cycled during tour: _____
(Countries)
7. BIKE SHOP where you do most of your tandem trading (Name and Address)

8. What do you feel is the greatest ADVANTAGE(S) of being a tandem owner? _____

9. The DISADVANTAGE(S)? _____

10. Is there anything I've left out that you want to add? Please feel free.

11. League of American Wheelmen member? YES () / NO ()

Secretary: Peter Hutchinson, R.D. 1, Box 276, Esperance, NY 12066
 Treasurer: Malcolm Boyd, 11 Lakeside Dr., N.W., Medford, NJ 08055
 Editor: Roanld Romeis, 506 Midland Circle, St. Davids, PA 19087

Area Representatives:

Massachusetts: Bill & Clairbourne Dawes, 55 Hosmer Rd., Concord, MA 01742
 Kentucky: Deborah & Stewart Prather, 2873 Regan Ave., Louisville, KY 40206
 Illinois: John & Marie Kamnikar, 9 S. William Dr., Hinsdale, IL 60521
 Western MT: Rich & Lezlie Smith, 710 S. 9th, Bozeman, MT 59715
 Idaho: Bill & Jenny Stallings, 3719 16th St., Lewiston, ID 83501
 Washington: Bob Freeman, 326 31st Avenue, Seattle, WA 98122
 San Diego: John & Donna Goodloe, 8084 Donzee Ct., San Diego, CA 92123
 New Mexico: Jeri & David Strip, 800 Carlisle Blvd., SE, Albuquerque, NM 87106

DUES: \$5.00 for individual or tandem team membership (6 issues).
 Doubletalk is published bimonthly and a subscription is included with membership in the TCA.

TCA PATCHES: 4" x 4½", \$2.25 each; TCA T-SHIRTS: XS, S, M, L, XL, \$5.50
 both available tax and postpaid from the treasurer.
 T-Shirts are Light Blue with TCA Logo on back, Tandem on breast with words "Tandem Club of America" underneath. All writing in Dark Blue. No pockets. (Expect a delay on the small sizes.)

MEMBERSHIP: Below is a membership application form, good for 6 issues of Doubletalk, at a cost of \$5.00. Please fill one out for yourself and another for any friend who you believe would enjoy joining you during this upcoming cycling season.

TCA MEMBERSHIP APPLICATION

NAME(S) _____

ADDRESS _____

CITY & STATE _____ ZIP _____

Checks may be made payable to TCA and should be sent to the treasurer.

PLEASE COMPLETE AND RETURN TO

Phyllis F. Kitchens
123 Goucher Way
Churchville, MD 21028

I am () / am not () interested in a permanent container in which our tandem could be shipped.

I would () / would not () desire that it have permanent () / removeable () wheels on one end for easy portability.

I would prefer luggage size wheels () / lawnmower size wheels 6-7" ()

My preference in tandem containers:

- A. () would allow the bike to go in fully assembled
- B. () would require pedals and handlebars to be removed
- C. () would require one wheel to be removed and stored therein
- D. () would require both wheels to be removed and stored therein
- E. () would have adjustable mounts to fit varying brands of cycles
- F. () would have small compartments to hold tools and miscellaneous items
- G. () would have built in shipping labels on the inside (), outside (), or both ()
- H. () would have handles to facilitate handling
- I. () would have holes or mounts to allow tiedown on vehicles
- J. () would have a serial number of registration of the carton
- K. () would () / would not () require fenders to be removed
- L. () would () / would not () require racks to be removed
- M. () would close with luggage hasps
- N. () would allow for locking of some kind ()
 - a. Padlock ()
 - b. luggage key lock ()
- O. () would have the word BICYCLE (), TANDEM () moulded on the outside of the container
- P. () I would like such a container supplied with my new cycle by the manufacturer/framebuilder, realizing that it might increase my cost slightly.
- Q. () I would want to purchase it seperately at a later date.