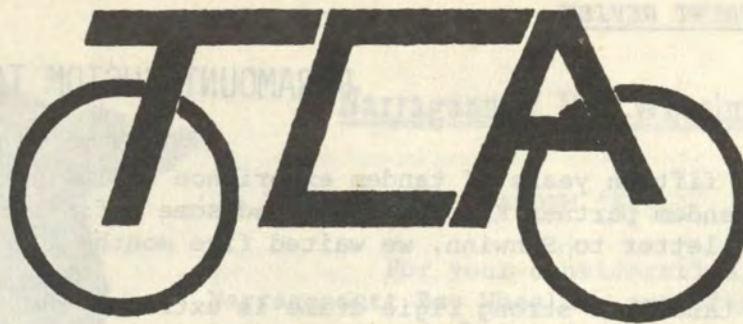


DOUBLETALK



September-October, 1980

BULLETIN OF THE
Volume 4, Number 4

TANDEM CLUB OF AMERICA

SEEING DOUBLE . . .

AN EDITORIAL PAGE

Those eighty tandem teams at the Seventh Annual Eastern Tandem Rally were treated to a refreshing break in the muggy heat that had settled upon us for weeks, and the excellent organization of the weekend eased the group from comfortable dorm accommodations at Westminster Choir College, Princeton, New Jersey out to carefully conceived and adequately marked routes.

Your editor, his fifteen year old son and a new teenage tandem partner eased into the friendly throng Saturday morning to be welcomed by energetic Harvey Sachs who, with his wife Suzy, spurred the gung-ho college style weekend. Our choice of route ran a rolling forty-odd miles, included a ride on a steam locomotive powered train for ourselves and the tandem, and nearly ended with a couple of huffing-puffing little climbs which loomed surprisingly upon crossing a wooded brook.

The fellowship of the banquet made welcome riders young (under ten!) and old (over 60) who had propelled themselves through the day, and prizes recognized all comers. Bob McNair, tandem authority for The Wheelmen, entertained with nearly a dozen antique machines as he presented a slide show entitled "The Golden Age of Tandems".

While duty called your editor to Philadelphia late Saturday night, Sunday rides were scheduled to charming towns along the Delaware River. Congratulations to the Sachs, Suzanne Scott, Marvin Freedman, Mel and Barbara Kornbluh, Nan and Scott Steketee, and Ted and Jane Terpstra for a great time.

From the Midwest Tandem Rally 1980, held in historical St. Charles, Missouri, Karolyn Reker writes that 48 tandem teams registered for the weekend -- the largest Midwest Rally to date. Highlight of the tours were the included ferry crossings of the Mississippi and Illinois Rivers. Thanks go to Keith Kingboy & Gregg Kinkade of Schwinn Bicycle Co. for door prizes, as well as Mike McLaughlin of Creve Coeur Cyclery and Jim Chappuiv of West County Cyclery. Stewart Praether presented slides at the event, and Jack Taylor appeared in a BBC taped interview. Last but not least, Steve and Karolyn Reker deserve hearty thanks for their work in organizing the Midwest event, as do their daughters, who marked the routes.

* * * * *

8TH ANNUAL EASTERN TANDEM RALLY -- TANDEM '81 -- AUGUST 14 - 16, 1981
NEW BEDFORD, MASSACHUSETTS, SPONSORED BY NARRAGANSETT BAY
WHEELMEN. (SEE ENCLOSED FLYER)

1981 MIDWEST TANDEM RALLY WILL BE HOSTED BY LEON & AVONELLE MOSS,
1025 CUMMINS PARKWAY, DESMOINES, IOWA 50311. SASE FOR FURTHER
INFORMATION.

PARAMOUNT CUSTOM TANDEM

After fifteen years of tandem experience including machines owned and borrowed, my wife and tandem partner Karolyn and I had some definite preferences. After some drawings and a letter to Schwinn, we waited five months for our new custom Paramount Tandem.

On a tandem, a strong rigid frame is extremely important. Not only does the bike carry two riders, but the longer distance the frame must span between the wheels places additional demands on the frame. Ours has a combination of double twin lateral supports, which results in no measurable movement of the rear bottom bracket under a full load. To add to the responsiveness of the machine, we specified 1 1/8" Super Record tires.

Aesthetically, the frame is pleasing to the eye. Construction is of 4130 chrome moly heavy duty tubing with internal lugs at major joints. The frame is brass-welded, requiring the superior craftsmanship available from only a few custom frame builders. (The two women who build these frames have over 80 years experience between them with Schwinn!) Detailing includes braze-ons for two water bottles, Blackburn rear carrier, disc brake guides and fender eyelets. The curved rear seat tube provides additional breathing room for the stoker without the disadvantage of forcing the saddle too far back over the rear axle.

We believe the key to good design is simplicity in form, and all Paramount tandems boast this. We have in our stable a Paramount T-32 double men's frame with single twin lateral supports. This style of frame has done very well in human power events and time trials. Our new frame is somewhat stiffer and is better suited to touring loads, and weighs only 1 1/2 pounds more than the 41 pound stock T-32.

The Phil Wood disc brakes on our new Paramount are more than adequate to stop the machine, even on the steep hills we have in the Ozarks. The sudden stopping power of these brakes took some getting used to, but after a few rides we felt very comfortable with them.

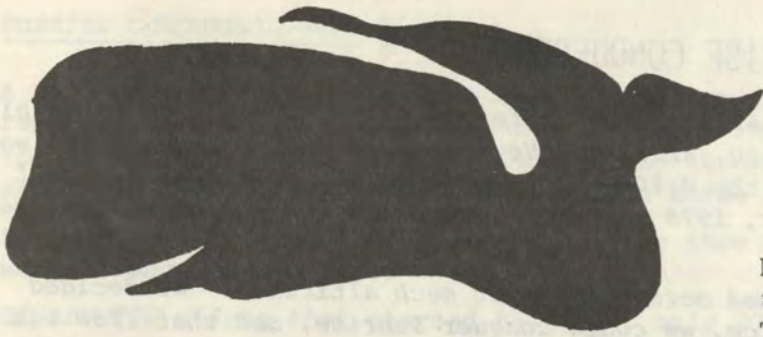
As we visit tandem rallies in the Midwest, the topic of conversation always turns to spoke breakage. Schwinn has now addressed this problem by making 48-spoke Super Champion rims and Phil Wood hubs standard equipment on all new Paramount tandems.

Last year Karolyn and I had the opportunity to go through the Schwinn factory in Chicago. Naturally, our main interest was the Paramount department. We were impressed with the care with which each frame was double-checked for alignment, and the attention to detail before the Paramount decal is put on. Paramounts have always been in limited production, even during the "bike boom" and this year, as in the 40 previous years, production was sold out.

We believe the Paramount is a fine buy: a responsive frame, superior braking, strong wheels, the best components, and a beautiful paint job. Schwinn also throws in a tool kit and a "Lifetime Guarantee".

(Paramounts have been out of production for the past eight months, but are expected to be available again shortly.)

--Steve Reker
1636 Christy Court
St. Charles, Missouri 63301



Narragansett Bay Wheelmen

TANDEM '81

For your consideration, the Narragansett Bay Wheelmen are pleased to present - A Whale of A Good Time at TANDEM '81. The City of New Bedford & Southeastern Massachusetts University bid you welcome August 14, 15 and 16, 1981.

Located near New Bedford, the campus of SMU provides excellent accommodations. Built in 1967, it is an architectural masterpiece, sure to make your stay both pleasant and comfortable. A perfect compliment and contrast to the waterfront of New Bedford, the whaling capital of the world. Not just another historical site, the city is alive with activity as one of the largest fishing ports on the east coast. Tours cover not only the waterfront, but also the beaches and quiet elegance of Westport, the Old Man of the Mountain at Profile Rock and the mysterious inscriptions at Dighton Rock. The legend states the marks were made by either Portugese or Norse explorers long before Columbus. Further west the quiet inland marshes and pine woods of southeastern Rhode Island, a tour and wine tasting at the Sakonnet Vineyards, and on a longer tour, the grandeur that was, and is, Newport.

The contemporary campus at SMU offers modern accommodations with a five room (doubles) suite arrangement sharing a common lounge and bath. Located in a rural setting, SMU is the perfect place to relax after a day on the saddle. The theatre or cabaret, the Rathskellar, or if you prefer, a stroll along the beach at Horseneck as well as nightlife in New Bedford or Newport.

The cost for this weekend ranges from \$115 to \$135 per tandem team, depending on the plan desired. Rooms, linens and meals are included.

FOR FURTHER INFORMATION, Please send a stamped self addressed business size envelope to the Narragansett Bay Wheelmen. Information will be sent in January, 1981 We thank you for your consideration and hope to see you at A Whale of A Good Time - TANDEM '81.



New
Bedford



SUNRISE CONQUERED!

Back in August, 1978 as newcomers to Arizona, we suffered the humiliation of not finishing a ride up (!) to Sunrise, at McNary, Arizona. Never before had we taken a sag wagon; our lungs got insufficient oxygen at the 9,200 foot elevation, so we sagged the last five miles. (See September - October, 1978 issue of DOUBLETALK, "A Tandem to Sunrise -- Almost.")

Having moved here from Michigan, we had never ridden at such altitudes. We decided that with a little planning and practice, we could conquer Sunrise, and that 1980 was the year to put our plan into effect.

Conditioning was of prime importance. We rode several hill climb rides in Arizona, including the 1980 "Desert Hill Climb", a 12-mile to the top of Kitt Peak near Tucson (elevation 6,990 feet). Now that we were used to the climbing, we needed to become comfortable in thinner air. We spent an overnight camping at the 8,200 foot level on Mt. Lemmon and then proceeded to hike up to the pinnacle the next day. Our lungs protested only a little as we kept a steady, moderate pace to the 9,150 summit.

As the weekend ride at Sunrise approached, we took the precaution of arriving at the Sunrise Hotel a day early, to draw another lungfull of rarified two-mile thin air.

Early Saturday morning, we transported our tandem to the starting point at Show Low, Arizona, a mere 6,000 feet in elevation. The sun was shining brightly, the temperature was in the 70's -- a promising day. Two hundred and thirty bikes assembled at the starting point, including four tandem teams. The brightly colored group took off at 9 a.m. for the town of Vernon, the first food stop, 19 miles distant. Gently rolling hills on U.S. '60 were dotted with cyclists, happily doing their thing.

Before we reached the food stop, dark clouds were gathering and lightning and thunder could be seen in the distance. The heavens opened, and a scan of the mountains told of more rain to come. Those few with the foresight to bring rain gear donned it, while others stood under trees to keep dry. We decided to pedal on, wearing the windbreakers we were carrying. The rain made it difficult to enjoy the scenery!

The second food stop was another 11 miles at 7,550 feet. It was attained with no problem. Some fruit and water combined with a five minute break sufficed as we pressed on to the next stop; lunch at Springerville, 17 miles away. The rain let up, only to start again. Rain or not, we were able to enjoy fully the long and fast downhill into town, spinning out in our 54 x 13 gear.

Lunch was a gathering of wet and dirty cyclists enjoying a rainless meal of whole wheat bread, peanut butter, jelly and more fruit. Some of the riders were tiring now, and did not enjoy the prospect of more rain and bigger hills. Our half-hour lunch break left us feeling good, however, and we took off on the final 22 mile stretch of the day -- up, up and up to Sunrise.

Again the rains lashed at us, but now the temperature started dropping considerably. As long as we were climbing, we were not overly cold. Two slow and long uphill still faced us. By now the sag wagons were hauling cyclists up to Sunrise the easy way in a steady procession. Several times we were asked if we wanted a lift, but we persevered.

The final food and rest stop was situated on the first long uphill. We learned from the folks manning the rest stop that only a few cyclists had made it so far. We paused only to munch an apple, fearing our legs would stiffen, and then pressed on. Our 28-inch gear was getting a real workout as we tackled the final uphill. This last obstacle conquered, our pace quickened as we rollercoasted the tandem. The combination of higher speed, colder air and soaked bodies lowered the windchill as rain persisted and hail piled on the roadside. Our hands were numb, but lungs, legs and tandem continued to function as one.

SUNRISE CONQUERED, continued

A sign announced only one-half mile to Zrizona Route 273, our turnoff to Sunrise ski resort, and only three miles to the finish. Braking was difficult as we negotiated the left turn -- numb hands clutched brake levers, managing to slow our mount briefly as we now headed for our destination as a horse heads for the barn.

Six and one-half hours after we left sunny Show Low we dismounted at our destination: we had conquered Sunrise!

Of the 230 riders that started the rise, only 20 completed the climb unassisted. The climb, rain and cold took their toll. Later that evening our revenge was even sweeter, as we received the prize for the first tandem to finish the day's event.

-- Rudy and Kay Van Renterghem
8414 N. Calle Tioga
Tucson, Arizona 85704

FOR SALE - FOR SALE - FOR SALE - FOR SALE - FOR SALE - FOR SALE - FOR SALE

(DOUBLETALK is pleased to list the equipment and touring notices of the membership, which may be sent directly to the Editor.)

JIM BRADFORD CUSTOM TANDEM. 23½/22½ double men's frame, 48 hole five-cross wheels with Phil Wood hubs, TA crossover cranks, Campy front and DuraAce rear derailleurs. Mafac cantilever braks with Matthauser shoes, Cinelli bars and stem. Avocet saddles (your choice men's or ladies'). \$1,500.00. Jack Goertz, Route 19 Box 248, Birmingham, Alabama 35244. Telephone (205) 870-6294 or (205) 967-2829.

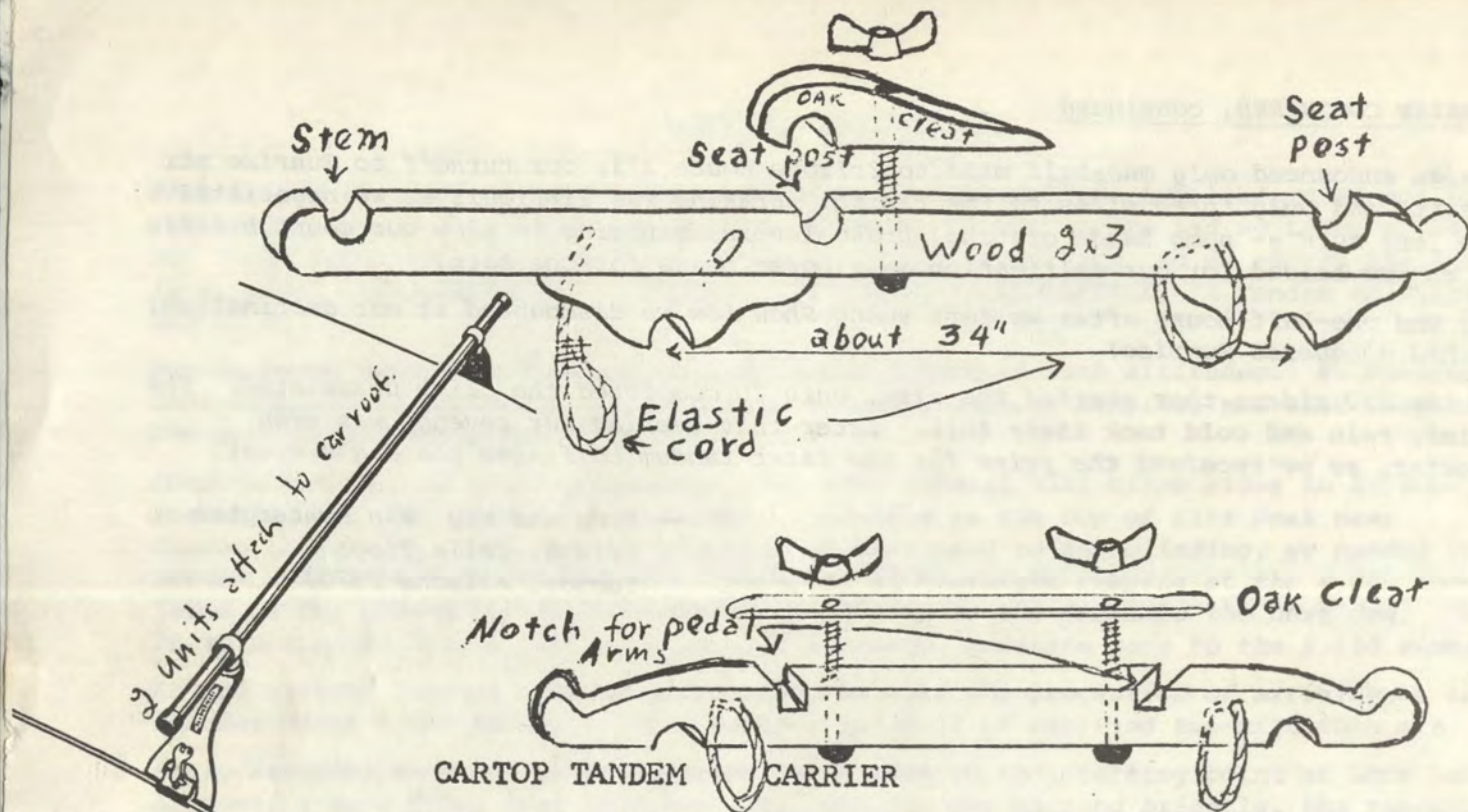
TANDEM LITERATURE

Tandem Index (includes DOUBLETALK, BICYCLING, and BIKE WORLD through August, 1977), 75¢.

DOUBLETALK, photocopies of back issues for sale: Volume I, \$6, complete set; Volume II, \$8, complete set; Volume III, \$2 per issue. All orders postpaid.

BICYCLE REFERENCE SERVICE
33 Edgerly Road
Boston, MA 02115

WANTED: ARTICLES FOR DOUBLETALK, INCLUDING TOURS, EQUIPMENT REVIEWS, QUESTIONS FOR OUR ANSWER MAN (!), REQUESTS FOR TOUR PARTNERS, ROUTES, GENTEEL COMPLAINTS, REFLECTIONS, ETC., ETC. MAIL TO RON ROMEIS, 506 MIDLAND CIRCLE, ST. DAVIDS, PA 19087. THANK YOU!



This easily made support device has securely transported our tandem thousands of miles with ease. Two wooden supports firmly attach to the tandem before it is placed, on its left side, atop the car where the four bottom corner cutouts fit on the two cross-tubes of a regular car-top carrying rack.

The upper support has three cutouts spaced to fit the handlebar stem and both seat posts on the left side of the bike. A bolt imbedded in the support secures it to the bike by the oak cleat and a wing nut. The lower support has two grooves to fit the pedal arms on the left of the bike and is also secured to the tandem with a longer oak cleat, two bolts and wing nuts.

Attach both wooden supports firmly to the tandem by the three wing nuts, then grasp the bike with each hand half-way down the seat tubes, balance horizontally overhead and walk to the left side of the car and set it easily onto the cross-tubes of the car-top carrier. Elastic cords attached near the corners are looped under the carrier cross-tubes and snapped over the grooved ends of the wood supports and to a short dowel peg in the left front support as shown. The wood spacers nailed and glued below the longer support raise the bicycle enough for handlebars and pedals to clear the car roof. Mounted on the car, the bike overlaps the windshield enough for the driver to see that it rides OK.

My original carrier works well on my BMW 320i, Honda and a friend's Rabbit. I obtained the metal carrier which clips to the car's drip molding from "QUICK-N-EASY" Products Inc. P.O. Box 278, Monrovia, Calif. 91016

--Vernon M. Parrett
301 Marilyn Place
Arcadia, California 91006

SCRIBBLE ON THE CAPTAIN'S BACK . . .

As we set out for two weeks of cycling that would carry us from New Bedford to Martha's Vineyard, thence the length of Cape Cod, across the bay to Boston, Gloucester and Rockport on Cape Ann, we would have told you that we knew how to ride a tandem. It had arrived the previous August from Bud's in Claremont, California -- double-crossed DuraAce cranks gleaming in an awkward out-of-phase pose, an alloy-rimmed Phil-hubbed miracle of English, Japanese, Italian and American collaboration dubbed with the acronym PLIJRON, birthed in Nottingham, England and reared under Bill McCready's careful tutelage.

We had had the autumn to test its gearworks in the foliage of the Brandywine River valley, the spring to equip it with racks and fenders while testing our wind-up and wind under load. The 24 $\frac{1}{4}$ /23 $\frac{1}{2}$ double-male frame allowed us both to exchange postures as captain and stoker; though he was just one less than half my thirty-two years, he lacked but a few inches and a score pounds -- more than equalled by soccer-strengthened legs.

But as I was saying, we would have told you that we knew how to ride a tandem. The protocol of "pedal up!" as the captain prepared to push off, leading stoker by ninety degrees, no longer needed verbalization -- even after sudden stops. The younger was a confident captain when occasion presented, and the older learned to trust and share the quick reflexes.

Yet we had not attempted fourteen days together in such close communion. We had planned that, to save fatigue on seat pin binder bolts no less than to save time, we would each ride two days forward, two days aft, alternating on even days; thus would heights and angles require less adjustment than with daily shifts in the saddles' occupants.

It was perhaps the fifth day of steady cycling that we realized that our knowledge of riding tandem had been less than perfect. We had been hitting a fair clip, leading a troupe of teenage cyclists on their vacation tour. We could dust them on the flats at will, zip past on downhill runs, yet their spirited advantage in uphill modes outdistanced our best efforts or left us limp from attempts to maintain our position.

We became aware, in the ups and downs of the rolling terrain in future days, that a transformation had occurred. It was unspoken, un-rehearsed, yet somehow enforced by the unforgiving linkage of the timing chain: power was unmistakably being passed from the front to the back, from the back to the front, as first one partner and then the other exerted the major effort in maintaining the preferred cadence. Few requests were heard to "drop one" as when the chain length had previously been too great, for choice of gears, too, became tuned to the process.

And as our experience deepened in unspoken teamwork, so our collaboration extended itself as we ran swiftly the narrow bike trails through the woods south of Boston. The older of us had since abdicated his claim to the captain's leather throne on the earlier appointed days, the younger having expressed unspoken joy in mastery of so fleet a craft. The abdication was easily obtained, for the joy was shared as mutual proficiency increased.

Our travels have taken us through eastern states and western Europe now, he and I, and each time we share the tandem the skills quickly resurrect. Not so, I find, with newer partners; it is not a skill to be taught, that which we have together learned, but an experience to share. Others know it, now, too -- but not through words: it has come through reflection on silent reports of viscera and sinew tied together by a bicycle chain.

Now we know we are learning to ride a tandem.

-- RAR

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DUES: \$8.00 for individual or tandem team membership (5 issues).
 DOUBLETALK is published in September, November, January, March and May 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 5 issues of DOUBLETALK, at a cost of \$8.00. Please fill one out for yourself and another for any friend whom you believe would enjoy joining you during the 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.