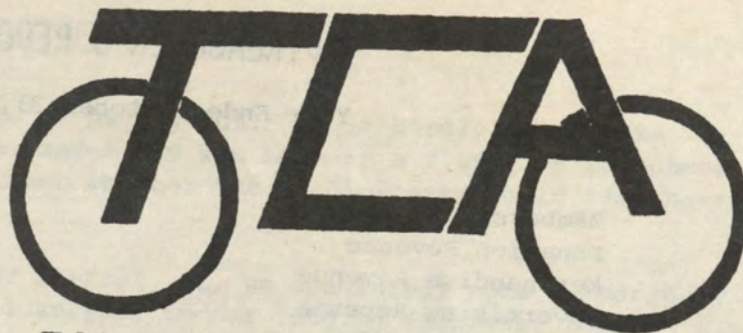


DOUBLETALK



January, 1981
Volume V, Number 1

BULLETIN OF THE **TANDEM CLUB OF AMERICA**

"SEEING DOUBLE: AN EDITORIAL PAGE"

Having dared to confront your mailboxes yet again as Editor, I must immediately ask,
"IS THERE ANYONE OUT THERE?"

The year ended with declining membership, declining balances, and a declining stack of material for this and future issues of *DOUBLETALK* -- all of which leads one to wonder whether, amidst the snow and bitter wind, anyone has thought of those happy summer days wheeling through the countryside.

So, on to New Year's Resolutions! (Repeat after me:)

1. I will renew my membership in the TCA (check the number in the upper right corner of your address label for the number of issues remaining).
2. I will promote TCA membership among my cycling friends and in my local cycling club.
3. I will encourage my favorite tandem shop or parts supplier to advertise in *DOUBLETALK*.
4. I will write up my favorite ride, piece of equipment, or cycling daydream and send it to Ron for the very next issue.

To introduce *DOUBLETALK* to your friends, I have arranged to have a free copy of this issue mailed to the first fifty non-members whose names I receive along with two 15¢ postage stamps. If you can't afford a gift subscription, why not spring for a 30¢ single issue?

I hope each and every one of you had a joyful holiday and are now ready to get back in the basement and clean up those tandems for the new year. For those of you lucky enough to be riding, enjoy. The rest of us look forward to spring.

Speaking of which, help us gather a calendar of spring rallies and events. We'll continue to repeat the notices of the major rallies in order to reach new members and remind the old. Encourage your club to feature tandems at its annual get-togethers. They're a real crowd pleaser, as most of us know from the throngs gathering around and gawking at the double-crossover-whatchamacallits.

Ron

* * * * TREASURER'S REPORT * * * *

Year Ended October 31, 1980

Membership Revenue		\$ 1,184.24
Donation Revenue		40.00
Merchandise Revenue		355.00
Advertising Revenue		14.00
Interest Earned		53.93
Supplies Expense	\$ 129.10	
Postage Expense	579.26	
Printing Expense	1,614.33	
Telephone Expense	68.12	
LAW Fees	10.00	
Cost of Merchandise Sold	<u>273.02</u>	
		(<u>2,673.83</u>)
Loss from Operations		(\$ <u>1,026.66</u>)
Opening Balance, November 1, 1979		\$ 1,950.13
Less Loss from Operations,		(<u>1,026.66</u>)
Balance, October 31, 1980		\$ <u>923.47</u>

Dues for 222 memberships were received during the fiscal year, together with the sale of 60 patches and 40 tee shirts. Only twelve patches and nine tee shirts remained in inventory at year end October 31, 1980.

Fiscal 1980 was a poor year for the Tandem Club. Almost all indicators declined, including memberships -- down to 65% of last years -- while postage and printing costs were up 41 and 70 per cent, respectively. Thus, the Tandem Club of America lost over \$1,000 for the year as total expenses exceeded income.

The primary reason for this loss was our switch from using our labor to assemble the Bulletin to purchase of that labor. This accounted for nearly \$875, while increased postage due to first class mailing (rather than last year's third class) accounted for most of the rest.

To counteract this trend, we recently raised dues to \$8.00 for 5 issues annually and have returned, under Ron Romeis' editorship, to volunteer labor. While this is not a satisfactory solution, it may tide the TCA over through the new '80 - '81 fiscal year.

The Tandem Club will have as treasurers in 1980 - 1981 the very competent and qualified team of Mac and Jean Smith, 84 Durand Drive, Rochester, NY 14622. The Smiths served as Co-Chairmen of GEAR '80 and as past treasurers of the Rochester Bike Club.

I'd like to thank all of you who have assisted the TCA and encouraged me.

Malcolm Boyd
11 N. W. Lakeside Drive
Medford, NJ 08055

* * * * SOUTHERN TANDEM '80 * * * *

As they say, "Time flies when you're having fun," so it hardly seems like a year has passed since Southern Tandem '79 was born in a flurry of telephone calls and last minute agonizing over whether the participants would even have a place to stay.

This year's Southern Tandem, near Sterret, AL, was absolutely posh compared to last year's. We reveled in the luxury of indoor lodging (toilets, too!), showers, air conditioning, and even a color TV. Sumptuous country meals were served on the spot, and even the most gung-ho tandem teams were glad they did not have to ride 12 miles to dinner.

This year's effort resulted in 13 tandems from widely varying areas of the South. Unlike last year's Southern Bradford '79, only two of the bikes at ST '80 were of the same manufacturer -- Bradford, of course.

Our host this year was the Twin Pines Conference Center, located about 30 miles southeast of Birmingham. The accommodations were semi-private (four or five bunks) rooms adjacent to the lodge dining area.

Friday evening was spent making new acquaintances, talking tandems, and renewing friendships with those we met at ST'79. Yes, after camping out and having to ride to dinner and breakfast at ST'79, a few riders even came back for ST'80. Bob and Ruth Husky of Lake Worth, Fla., arrived at 6 a.m. only to find the camp-round gates locked. Barry and Linda Spivey arrived in time to make the afternoon ride. The ride a gorgeous two-tone Bob Jackson that once sat on display at the 1975 Paris Cycle Show. Bill Heimann arrived quite late, after a truck breakdown; he was in amazingly good spirits and remarked that they could have toured England cheaper.

Saturday's ride started off fast with the Florida Flat-landers (Spivey's and Husky's) setting a horrendous pace which no one else could match. Flat-land riders show no respect for hills. There is none of this "OK, rock-bottom-here-we-go! (Clang, chunk! R-R-R-ank!) Let's-grind-it-out! stuff. For them it's "Up!" and both riders are out of the saddle -- hardly slowing at all.

Alabama really does have some nice roads, good scenery and interesting spots. Our route took us south from Sterret, AL, across Logan Martin Dam, stopping at Kymulga Mill (pronounced Ky-mulgeee) for lunch. The day we were there was the first day in four months the mill had been open, so we got the grand tour. The mill is still in operation, but since the "big rain" back in the spring washed the wooden dam away, our stone-ground corn meal was ground with the help of Alabama Power. The mill itself is like a combination museum/antique store. Bottles, insulators, bells, and treadle-operated sewing machines are all for sale. The cast iron, wood-buring cooking stove is mine, however.

The ride back was concerned with where to get water (Hell hath no fury like Alabama in the summer) and which way to turn. One had the chance to observe real democracy in action as we debated routes, discussed turns, and voted on land marks.

The remainder of the afternoon was spent up to our necks in the Twin Pines Lake trying to cool off. There I discovered that a can of beer in a styrofoam holder will not float upright -- it must have something to do with the center of gravity.

You veggies can skip this part because I'm going to talk about the dead pig meat we have for dinner. Only a true barbeque lover can appreciate the succulent

nuances that all-day charcoal cooking and basting impart to lowly pork. Wink talks about "license to eat." As a tandem rider, my license was for two plates, naturally.

Sunday began with another gut-splitter breakfast which I nearly left in the $\frac{1}{2}$ mile road after trying to keep up with Jack Goertz and the Spiveys. For while it seemed like the other two teams had ganged up on us -- first one pulled, then the other. The few times we tried to pull (and slow the pace) we had to suffer the embarrassment of being passed by the pullees. Jack had one advantage not many of us enjoy, though. He's the only tandem rider I know who has two tandems, one to fit each of his two stokers. Yes, two stokers -- one for flat rides and the other, a small one with a great power-to-weight ratio, for hills. Most of us relied on less scientific methods of picking our stokers. "For better or for worse," as the man said.

We are already looking forward to next year, with North Florida as a possible site. In keeping with our established tradition of quantum improvements in creature comforts, I can say that there probably won't be a 1.3 mile gravel road to ride twice a day.

Phil Winter

* * * * FOR SALE * * * *

JACK TAYLOR TANDEM FRAME, 23 $\frac{1}{2}$ /23 Diamond/Diamond. Oversized 531 Tubing throughout with full complement of braze-ons. Touring geometry. Deep red. Almost new, \$985. Ralph Turner, 147 North Main Street, Doylestown, PA 18901, (215) 348-9732.

BILL BOSTON TANDEM, ridden approximately 500 miles. Immaculate condition. 21/21 double male Reynolds 531 & 4130 tubing. Phil Wood bottom bracket with TA double crossover drive, 15 speed triple. Campy front and Shimano Crane rear derailleurs with Campy barcons. Bridgestone disc on Phil rear hub, Campy front brake. Super Champion 27 x 1 $\frac{1}{4}$ standard rim with Schwinn Super Record 27 x 1 1/8 clinchers. Campy seat posts, Campy Super Leggero Road pedals, Campy headset and front hub. Cinelli saddles, TTT front and Cinelli rear bars. Braze-on water bottle, pump and rear rack bosses. Matching hand pump. Black with white decals, weighs 39 pounds. Ideal for fast day tours. \$2,200. Robert Silberman, 770 Lantern Lane, Blue Bell, PA 19422, (215) 628-8772.

PHILLIPS TANDEM made in the 60's in England. Sturmey Archer 3-speed, 28"x1 $\frac{1}{2}$ " wheels with rod brakes. 65 degree head angle, upright bars, ladyback design. Flamboyant blue color with matching mudguards. Originally sold in Hong Kong (has bike shop sticker). Very long wheelbase and classic design. Offers/enquiries to Bob Freeman, 326 31st Avenue, Seattle, WA 98122

* * * * WANTED: * * * *

BOYS 13 to 16 WHO WANT TO TOUR in the northeastern United States or Canadian Maritime Provinces for 16 days or more beginning June 19, 1980. Tandems or singles welcome, group size limited to 8. SASE for information to Ron Romeis, 506 Midland Circle, St. Davids, PA 19087. My eighth year -- a great experience!

INFORMATION on touring the Natchez Trace Parkway wanted for possible trip April 12 to 19, north to south, tandems and singles. Father/son team, anyone? Ron Romeis, again, at the above address.

* * * * A FULL-RACE TANDEM * * * *

I first met Bill Stevenson a few years ago when searching for parts to rebuild my first tandem, an old Jack Taylor which I had picked up for \$250. At the time, Bill worked in a bike store that sold Taylor's. Since, he has started making tandems and a reputation for himself in the Pacific Northwest.

Bill's a full time framebuilder now, with forty or fifty machines on the road, and six months backlog of orders. His designs are well thought out and expertly built, with each cycle a "one-of-a-kind". His versatility has extended to two triplets -- one to become a quad when the second child is old enough to ride -- as well as variations with a small front, large rear frame for a tall blind stoker and his petite wife. He has also produced frames for extra-small people, a challenge to any builder. The variety of paints and finishes are done by Bill's wife, Trish.

After testing one of Stevenson's newer racing designs, I had to have one -- a double gents 22"/21½" of Reynolds tandem tubing, with Cinelli full-sloping crown and Campy 1010/B droupouts. The angles are all 73 degrees with a 1-3/4" fork rake and 16½" chainstays. The rear top tube is 24½" to give the stoker plenty of room. Lateral reinforcement from the head tube to the rear dropouts uses a Phil Wood oval tube through the front triangle splits to smaller chrome moly tubes running to the rear dropouts. It's a clean design, colored candy tangerine over a silver undercoat with fork crown, dropouts and right chain stay chrome plated in the Italian style.

For components I used Campy cranksets in a same-side drive arrangement with connecting ring on the outside of the rear crank and the two drive rings on the inside. This takes care of the chain line problem inherent in same-side drive when the connecting ring is on the inside. Campy Superlight pedals with Cinnelli toeclips, Super Record derailleurs, and Sedisport chains with Ultra-6 freewheel complete the drive train. The gear range is 47 to 112 inches.

Cinelli bars, stem and saddles, with French Laprade seatposts, a custom Stevenson rear stem and DiaCompe dummy brake levers in the rear provide a good "perch." I wanted to make the wheels as light as possible without sacrificing strength, so I used Phil hubs, Super Champion Prestige 36 hole, 355 gram, heat treated, grey anodized tubular rims, DT stainless 14 guage spokes and Clement Campionato del Mondo Seta 290 gram tubulars. In five months I have yet to have a flat or true a wheel, and they ride superbly! I debated about brakes and finally settled on the minimum: Campy short reach sidepulls. I expected that I never would be carrying more weight than our combined 260 lbs., and indeed the short reach brakes are quite adequate (and much more aesthetically pleasing than cantilevers).

The bike weights in at under 35 lbs. and is truly marvelous to ride. With the relatively steep angles and small fork rake it requires alertness at low speeds, but high speeds are its forte. Spinning out at 150 rpm downhill in the 112 gear, I was surprised that I didn't have one more higher gear. The bike was so stable that it didn't seem like we were going that fast. We haven't had a chance yet to try any record attempts, but have taken it on a number of rides of 80-100 miles. If Mt. St. Helens is quiet next year, we'll see if we can hang on to our title in the Seattle to Portland time trial.

Always trying something different, Stevenson has come out with two new tandem models since mine was built. One, which he calls The Ultima is a racing frame very much like mine but utilizing the new Columbus tandem tubing and a complete set of investment cast lugs. Lugged tandems! Watch for them next year!

--Bob Freeman
326 31st Avenue
Seattle, WA 98122



L.A.W. BULLETIN

LEAGUE OF AMERICAN WHEELMEN

WINTER, 1981

Try paraffin chain lube

Even the spiffiest bicycle needs a well-lubricated chain to run smoothly. A good lube also makes the bike run more quietly, inhibits rust, and reduces wear on chain, sprockets and freewheel.

Unfortunately, most methods of chain lube attract grime and tend to grunge up everything they touch. You know those black dotted lines that get on your leg and pants, and the grime that gets on your hands if you have to put the chain back on track or remove the rear wheel. The grunge also gets on the bike's teeth and derailleurs so they don't look as spiffy; the attracted grit, if allowed to remain, causes the parts to wear faster.

The solution? Paraffin. It is quick, easy, not messy if you do it right, and best of all, clean, clean clean. The only drawback—if you can call it a drawback—is that after a ride in the rain you won't want to squirt a few drops of lube on the chain while it's on the bike (grunge, remember?); you'll need a freshly lubed chain to prevent rust and squeaking.

However, if you keep a spare chain cleaned and lubed, this is not a problem.

Here's how the paraffin chain lube works.

1. Remove chain from bike, using a chain tool available at most bike shops. Be careful not to push the pin all the way out—you'll never get it back in.

2. Clean the chain in varsol, mineral spirits, or similar solvent. Don't use kerosene or gasoline, as they tend to remove every last trace of lubricant in the bushings and get the chain "squeaky" clean. It's easy to just soak the chain a few hours in a tightly sealed quart jar, shaking the jar from time to time. Wipe the chain with a cloth and hang it up to dry over a newspaper. If you used a less flammable solvent like varsol, you can speed the drying process with an electric hair drier. But you don't want to go to the next step till the chain is dry, because you don't want the solvent to dissolve the new lube.

3. Melt a couple of blocks of paraffin (they come five to a 16-ounce box in the canning departments of most groceries) in an old sauce pan that you don't want to use for anything else. You can add the chain before the melting is complete; unmelted paraffin won't splash when you add the chain, and the metal chain will conduct heat and speed the melting. Add a couple of tablespoons of light machine oil (sewing machine oil is great) and stir it around. The oil will make the cooled paraffin softer and more flexible and less likely to flake off the chain. If you use a new Uniglide chain or other chain with clean-looking, golden oil, just put this chain right in the paraffin without removing the oil, and it won't be necessary to add the machine oil. And

remember, once this batch of paraffin is oiled, you don't add oil to it till you add more paraffin. (CAUTION: Don't overheat the paraffin, and don't get an open flame in contact with the melted paraffin; we've never seen it catch fire, but conceivably it could. Overheated paraffin will splatter and make a mess.) When all the white paraffin turns clear, it is melted. Remove the pan from the heat and stir the chain around. Remove the chain and hold it straight (verticle) above the pan to let the bushings flex. Put back in pan and repeat several times.

4. Hang up the chain over a newspaper (careful, it is still hot). When it cools, you can store it in a sandwich bag or put it on your bicycle.

Let the paraffin cool in the sauce pan and it will be ready next time you use it. After several uses, turn over the pan and rap it so the block of paraffin falls out. Most impurities have gone to the bottom of the paraffin and can be scraped off the block with a knife.

Notes on handling the chain: You can keep your fingers out of the solvent and hot paraffin by handling the chain with a chef's metal fork with wooden handle. To avoid dripping, always keep the chain over the pan or newspaper. Don't try to wipe up melted paraffin if you spill a few drops. You'll just spread it. It's easier to see when cooled and hardened. With a razor blade or knife it will come right up.

Before putting your clean, new chain on your bike, you'll want to clean all the grease and crud from your freewheel and chainring cogs and derailleurs so they won't begrime the chain. Use a soft cloth to apply the solvent and remove the grime. You may want to remove the chainrings to get them completely clean (you can soak them in a piepan). Use chrome polish to restore the rings and other parts to their showroom shine. If you have a gold freewheel, you'll especially enjoy this task, as for the first time, the color will really show.

When a chain wears, it no longer fits the cogs snugly and some of your pedaling power is lost. To test for wear, try to pull the chain off the chainring at the 3 o'clock position. If it moves more than a quarter inch, the chain should be replaced.

The chain should also be checked for stiff links, especially the links you join when reinstalling the chain. A stiff link can cause the chain to jump under pressure. Work the stiff link from side to side. If this doesn't help, use the chain tool to make sure the pin is protruding the same amount on both sides.

One club we know of had an ice cream and chain lube event. They made homemade ice cream and cleaned and lubricated

everyone's chains at the same time. This would work especially well with a paraffin lube, as once the paraffin is melted, doing a lot of chains is an easy as one, though you'll want a bigger container.

Why not make your bike club the cleanest, quietest, smoothest-running one around?

Cycling drama grips New York

In late 1980 the New York cycle scene attracted nationwide attention with reports of pedestrian deaths and Mayor Edward I. Koch's orders to remove two protected bike lanes in Manhattan only 100 days after ordering them installed. Contrary to some reports, the lanes weren't a contributing factor in the fatal accidents; they weren't even installed until later.

Here's a short chronology: In April New York City endured an 11-day transit strike. With bus and subway service shut down, the bicycle stood out as useful way to get around. The mayor said, "We'd like to see New York City look like Peking in the mornings. There are over 1 million bicycles used there every morning."

During the strike, bicyclists entering Manhattan surged from a pre-strike 5,000 to about 40,000 a day, and cycling throughout the city was estimated at a quarter-million. During rush hour, cyclists jammed the 11-foot-wide temporary bike lanes. Thousands took advantage of temporary parking.

After the strike Mayor Koch ordered his Department of Transportation bicycle specialists to come up with ways to encourage a continued high level of bicycle use.

But before plans were announced, newspapers in a three-day period headlined the deaths of three pedestrians struck by bicycles (though two of the deaths had happened over a month earlier).

With "killer bikes" in the headlines, the mayor acted quickly to announce plans for permanent protected bike lanes in Manhattan, education, and stepped up enforcement of traffic laws as they govern bicycling. In a three-month period, 900 traffic tickets were handed out to cyclists, at \$25 a crack. Most were for running red lights or wrong-way riding.

The mayor warned that the lanes would be removed if not used, and he wasn't

Continued

L.A.W. Bulletin
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P.O. Box 3142
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P.O. Box 988
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kidding. He announced the lanes in July, dedicated them in October, and ordered them removed in November when only 750 people a day were counted using them.

Though some members of the organized cycling community did not support installation of the lanes in the first place, the consensus was that they should have been kept long enough for the "experiment" to be valid.

Compared to several nationally syndicated columns, *Time* magazine's November 24 essay, "The Great Bicycle Wars," was reasonable and accurate. But *Time* overlooked the underground wisdom of the thousands who had survived happily without bike-lanes.

The January issue of *American Wheelmen* magazine calls bike lanes "a doubtful and controversial safety measure and an unproven encouragement measure," and concludes, "Adequate parking, interface with public transit, bridge access, education, enforcement, possibly even licensing and registration, should all precede bike lane projects." The *American Wheelmen* cover story gives a full report, with many photographs, of New York's dramatic experience with bicycles.

American Bike Month: Opportunity for Clubs

"May is American Bike Month, and in 1981 we'd like to see the clubs pitch in to make it the biggest Bike Month ever," said L.A.W. President James L. Fulton.

Jim met recently with representatives of the bicycle industry—bicycle manufacturers, parts makers, wholesalers, and dealers—and Bruce Burgess of the Bicycle Touring Group to form an American Bike Month Committee.

Efforts by the clubs will be supported by press releases and broadcast messages promoting Bike Month. In May many of the bike companies' regular ads will include mention of the month.

Members of your club should begin now to think through plans for Bike Month. It should be a great way to attract new people to your club. The League will supply media kits that can be adapted to local plans, and will sell Bike Month patches for \$1.25 each. Posters will be available to put up in schools, recreation centers and shopping centers. (Bike dealers will receive ample posters through the industry.)

Possible activities for your club include rides (short or moderate distances to attract newcomers), safety and maintenance seminars, a bike fair, roller demonstrations in shopping malls, adopt-a-commuter programs to promote utilitarian cycling and, well, maybe you have some ideas, too.

As part of Bike Month preparations, you may want to ask your mayor and governor to proclaim May as Bike Month.

Local tv and radio talk shows often schedule their interviews months ahead of time, so now is a good time to contact the hosts and make arrangements—you don't need all the details of your plans to arrange the interview.

"Bicycling—The Way To Go" is the 1981 theme for Bike Month.

CYCLE NOUNS

Persons, places and things in the world of bicycling

Your club can attain recognition through the L.A.W.'s first annual **Club Awards** program. Categories include:

Largest number of members to join the League, Best Invitational, Best Patch, Best Schedule, Best Promotion of Utilitarian Cycling, Best Newsletter, Best Ride Map, Best Overall Club. The first awards will be for activities conducted in 1980, and will be presented at the League's National Convention in Ames Iowa, July 9-12. For more information write L.A.W., Box 988, Baltimore, MD 21203, or see the January issue of *American Wheelmen* magazine.

All the winners of the L.A.W.'s **Patch Design Contest** are announced in the February *American Wheelmen* magazine. If you want to design patches for the 1982 season, ask the League's headquarters in Baltimore for details. The prize for a winning entry? A Patch Designer's Patch, what else?

Larry Black, president of the National Capital Velo Club, was given "probation before judgement" (guilty without a fine), for not riding on a glass-strewn, roughly paved shoulder in Maryland. Apparently as a matter of principal, Black appealed to a Circuit Court and won.

Black was originally charged under a Maryland Law that states, "Where there is a bike lane . . . or shoulder paved to a smooth surface," the bicyclist must use the shoulder or bike lane and not the roadway.

Larry's conviction was thrown out because a related regulation defines smooth surface as having a "texture equal to or better than the adjacent roadway" with "undulations which are no larger than the adjacent roadway." The smooth surface definition was drawn up several years ago for the Maryland Department of Transportation by a citizens' committee headed by John Rost, L.A.W. state legislative representative for Maryland.

Membership drive

During the League's six-month membership drive, your club will receive a commission for every new L.A.W. member it recruits. If you join, be sure the name of your club appears on the application form, and send the full amount to the League address in Baltimore. The League will mail your club \$3 for each new individual membership (\$4 for family membership) received between now and June 30. (Renewals not included.) This is the League's way of saying "thank you" to clubs for their excellent work in promoting the League.

When you join the League of American Wheelmen . . .

- You'll receive 12 issues of *American Wheelmen*, the bicyclist's magazine, with adventure, news, humor, and regular features such as Traffic Technique, Dear Dr., Crank Mail (technical Q & A), The Front Line for club officers, Rights and Duties, Legislation, and the Cycling Calendar. The calendar tells you about the most exciting cycling events in the country (432 *different events* in 1980). With it you can plan the low-cost, active outings you long for, meet new friends and enjoy new places to ride.

- Your L.A.W. *Directory* will tie you into a network of the most knowledgeable and enthusiastic cyclists in the United States. And starting in 1981, the *Directory* is chock full of new information: sources for maps, tourbooks and other help. The list of volunteer Touring Information Directors will help you find the best routes, and our Hospitality Homes list puts you in touch with folks who offer sleeping space to cycling travelers.

- You'll have the satisfaction of supporting the League's vigorous efforts to protect and advance your interests as a cyclist.

- You'll receive discounts on books, League rallies, and classified ads in *American Wheelmen*.

- You'll also receive a membership card, patch, and decals for bike and window. There's no better time to join! Just fill out and send in the application today!

LEAGUE OF AMERICAN WHEELMEN MEMBERSHIP APPLICATION

(Please print or type)

New

Renewal

NAME(S) _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

TELEPHONE _____

CHECK TYPE OF MEMBERSHIP DESIRED

Sustaining Membership: \$35 Individual Membership: \$15 (Age 14 and up) Family Membership: \$20 (Two adults and unmarried children to age 21 living at same address.) Life Membership: \$250 (Installment: \$37.50 every 3 months) Public or School Library: \$10

Note: Foreign memberships \$3 additional

Members receive 12 issues of American Wheelmen magazine, Directory, membership card, patch, bike and window decals, plus discounts on books, League rallies, and classified ads.

Please also list me as a Hospitality Home Please do not include my name when the League rents its mailing list to businesses providing services of interest to bicyclists.

Please find my additional contribution as indicated, to help the League's legislative efforts.

\$50 \$25 \$ _____ \$15 \$10

Club supplying this application form _____

Enclose check or money order payable to:

LEAGUE OF AMERICAN WHEELMEN, P.O. Box 988, Baltimore, MD 21203

DOUBLE TALK
BULLETIN OF TCA
RD 1 Box 276
Esperance NY, 12066

* * * * LETTERS TO THE EDITOR * * * *

IN PRAISE OF SCHWINN

"My wife and I bought a Schwinn Paramount tandem in the fall of 1975 in Durham, N. C. Several months later we moved to France, taking the Paramount with us, and have lived here continuously since. We have had many memorable tours in France and Switzerland, and plan on doing a lot tandeming in Great Britain next year.

"Since we have had difficulty obtaining some parts here in France -- notably compatible spokes and 27 x 1 1/4 tires -- we have had occasion to contact Schwinn's Consumer Department for advice. The responsiveness of the Department in helping us out has been one of the nicest aspects of owning a Paramount. When other prospective or active tandemists ask if we are pleased with our Paramount, we cite its good and bad points (mostly good), and inevitably end up praising the quality of Schwinn's follow-up support. That may not seem too important when you live next door to an American bike shop, but it's extremely important when you're a long way from home. "

Forrest Holly
5 Rue Pasteur
38610 Gières
France

TRAINS AND PAINS

Dear Amtrak,

"On June 7, 1980, I bicycled from Huntington Beach, CA to San Diego, CA with a friend on a lightweight tandem bicycle. The trip was intended to be a one-way bicycle ride, and was to employ Amtrak as the means of transportation home (to Santa Ana). However, upon arriving at the Amtrak station in San Diego on Sunday, we were informed that we could not transport the tandem by rail. The reason given was that it was too large and interfered with the ability of Amtrak to handle other baggage. This was reported to be 'a policy that came down from Washington'.

"The tandem in question is approximately 20" longer than a standard adult bicycle, and is neither wider nor taller than a standard bicycle. Additionally, it weighs only 40 pounds, approximately the same weight as a single young person's bicycle. Furthermore, the tandem represents the total baggage for two adult full fare tickets. According to the station personnel, there would have been no objection if we had had two single adult bicycles. The tandem occupies less space, is lighter, and is easier to handle than any two such bicycles.

"After much discussion and numerous telephone calls, station personnel reluctantly indicated they would accept the tandem this one last time. Therefore, we were permitted rail transportation home.

"One month earlier (May 4), we were faced with a different, but still irritating situation when we attempted to return on the same train route with the tandem. That time we were simply told that the tandem could not be accepted. After sufficiently hassling us, station personnel "discovered" a new Amtrak policy which permitted us to take the tandem on the train.

TRAINS AND PAINS, continued

"Two weeks prior to our May trip, I personally visited the Santa Ana station to discuss our upcoming ride. I was informed that no problem existed and that the tandem would be handled as a regular bicycle. Furthermore, a telephone call to Amtrak's 800 series telephone number also confirmed that the tandem would be considered as a regular bicycle.

"I can see no logical reason to exclude tandem bicyclists from use of the rail system. I would appreciate confirmation that the mixup was one involving local personnel only, and that Amtrak does not intend to exclude tandem bicyclists from use of the rail system. We are currently planning more such rides and wish to have no further confrontations or surprises."

Clint Silverman
8272 Le Conte Drive,
Huntington Beach, CA 92646
(714) 842-0583

AMTRAK RESPONDS

"Dear Mr. Silverman,

"We are in receipt of your letter . . . concerning Amtrak's policy with regards to handling tandem bicycles in our baggage service.

"Effective May 1, 1979, Amtrak established a policy of requiring all bicycles to be shipped in standard cartons. These may be purchased from Amtrak at a nominal cost or furnished by the passenger, provided the carton adheres to the bicycle manufacturers specifications. Since the tandem bicycle requires a larger carton and the infrequency with which we are requested to handle such items (sic), it was Amtrak's corporate decision to prohibit the handling of tandem and adult tricycles. In addition, we took into consideration the safety of the employees as well as the possible damage to the bicycles and other articles in our baggage cars.

"We regret we cannot comply with your request, however, our policies are reviewed periodically and this subject will be presented, for possible inclusion in the policy.

"Thank you for your interest in this matter."

John C. Hargarves
Chief, Baggage and Express
National Railroad Passenger Corporation
P. O. Box 2709
Washington, D.C. 20013
(202) 383-2121

A PUBLIC APOLOGY TO MY STOKER, MARY . . .

"I'm sorry, Mary, that our tandem excursion to Martha's Vineyard in July ended with an accident and you breaking your wrist.

"I'm sorry that those two mopeds blocked the entrance to the continuation of the bikepath. They shouldn't have been there.

"I'm sorry that I had to make a split second decision and change our direction to avoid the car that was turning into the road we were crossing.

"I'm sorry for all the delay in the hospital accident room.

"I'm glad that they fixed you up with proper x-rays and a cast so we could continue our journey home.

"I'm glad that we got home safely and that your wrist has healed.

"I'm glad that you went down rather easy in the soft sand and spared our beautiful Santana tandem from any dents and scratches.

"I'm glad to have you as my stoker, you're really smooth and strong; together we make a good tandem team.

"I'm glad to have you as my wife. I love you."

Warren Hinterland
187 Garden Street
Cranston, RI 02910

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!

DOUBLETALK

TANDEM CLUB OF AMERICA

DOUBLETALK

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Ronald A. Romeis, Editor
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