

CLUB BUSINESS

This is the third issue of the bulletin of the Tandem Club of America. Thanks to Kay and Rudy Van Renterghem, of Utica, Michigan, we now have a name for this publication: "Double Talk." We feel that this name best reflects the "two-ness" implicit in tandeming as well as the spirit of fun that is shared by all tandemists.

We have applied for affiliation with the League of American Wheelmen. In addition, the LAW has requested that we supply material for their Bulletin. For now, we will be reprinting some of the "Double Talk" articles in the LAW publication.

We have drafted a Constitution and Bylaws for the Tandem Club of America. These are included below.

CONSTITUTION

Article I. Name

The name of this organization shall be the Tandem Club of America.

Article II. Object

The object of the Tandem Club of America shall be to promote interest in tandem bicycling.

Article III. Membership

Persons with an interest in tandem bicycles are eligible for membership in the Tandem Club of America.

Membership may be obtained in the following classifications:

1. Honorary: Bestowed upon an individual or tandem team whose contribution to the organization or tandeming has been outstanding.
2. Regular: Open to an individual or tandem team upon payment of the annual fee. A tandem team is defined as the usual tandem partners (i.e. driver and stoker) included on the membership application. Teams shall have two votes, and an individual shall have one.

Any member whose conduct is undesirable or detrimental to the club may be dropped from the club. The person's name and an account of the matter, plus rebuttal, if any, shall

be printed in the Bulletin. It shall require two thirds of the vote of ballots received 20 days after mailing of the ballots to the membership to drop a member from the club. The club reserves the right to refuse membership to dropped members in future years.

The club will not refuse membership to prospective members on the basis of race, religion, sex or national origin.

Article IV. Officers

The officers of the Tandem Club of America shall be President, Vice-President, Secretary, Treasurer and Editor. These officers shall be elected annually as prescribed by the bylaws. No officer shall be eligible for more than two consecutive terms in any one office. No member may hold more than one office at a time.

Article V. Amendments

This constitution may be amended only by an affirmative written vote of two thirds of the ballots received 20 days after the mailing of the ballots to the membership.

The bylaws, hereafter adopted to supplement this constitution may be amended by a simple majority of the ballots received 20 days after the mailing of the ballots to the membership.

BYLAWS

Article I. Dues

Individual or tandem team dues shall be \$3.50 per annum, prorated once to \$2.00 after March 31 of the year. Dues become payable as of September 31 of each year. Every dues-paying individual or tandem team shall receive the bimonthly Bulletin.

Article II. Election of Officers

The election of officers shall occur annually during the month of March. All officers shall be elected by ballot; a plurality vote of returned ballots shall constitute an election. Officers elected shall be notified before April 15 and shall assume their duties upon notification.

Only members who have attained 18 years of age shall be eligible for office.

Nominations are open during the month of January. Each candidate shall submit a nominating statement supporting his/her candidacy. The March Bulletin will contain these statements and ballots.

All ballots shall be returned by mail, postmarked on or before 20 days after the mailing of the ballots to the membership.

Article III. Duties of Officers

The President shall supervise and direct the activities of the club on a national basis, appoint committees and sign all orders drawn on club money.

The Vice-President shall perform the duties of the President in his/her absence. The Vice-President shall act as coordinator of Tandem Club of America-sponsored rides and rallies and act as liason with other national and local clubs.

The Treasurer shall receive all money of the club and shall pay out amounts over \$10.00 only upon written order of the President. The Treasurer shall be responsible for savings and checking accounts which shall honor the signatures of any two of the following officers: President, Vice-President, Treasurer. The Treasurer will submit the club's books to an accounting committee two weeks prior to the expiration of his/her term.

The Secretary shall give notice of Tandem Club of America meetings, attend to the correspondence of the club and be responsible for the printing and mailing of the Bulletin and ballots.

The Editor shall be responsible for collecting, editing and organizing into the Tandem Club of America bimonthly Bulletin announcements and articles pertinent to the club's interests.

THE EDITOR'S MAILBOX

The Editor's Mailbox has been busy this month! As of Jan. 4, we have 151 members in 22 states, Canada and Great Britain, with lots of new members coming in every day. Perhaps when things quiet down a bit and our membership doesn't double every issue, we will print a directory of members. My mailbox has had other news in it too; letters to the editor start this month.

Forrest Rose of Cincinnati, Ohio writes: "Regarding transporting tandems on cars: I built the "Chick Mead" carrier explained in

"The New (and old) Complete Book of Bicycling" by Sloane and also in "Two Wheel Travel" by Tobey. We have used this carrier for almost two years and I really like it. The tandem rides upside down supported on the front handlebars and front saddle. There is not much sway with this arrangement and the tandem is easy for two average height people to load & unload. We carry tire, pump, water bottle and handlebar bag inside the car as a precaution against loss. The carrier was not very expensive and it gets a great deal of use. We took the tandem to Carlisle, Kokomo and Findley this year, in addition to shorter trips."

I use a variation of this roof rack that lifts the handlebars up somewhat to avoid crushing the brake cables, an idea I stole from Bill Boston's VW two years ago. These "horns" are attached to a Sears standard roof rack and prove helpful in locating the "great horned beast" in a parking lot.

Paul & Joan Blumstein of Torrence, Ca. offer the following observations: "We are relatively new to tandeming (about 2000 miles on a Gitane Super Sport), so we do not feel expert enough on any topic to write an article. Instead, we are writing this letter to the editor to cover our brief observations on some of the various suggested topics in the November TCA Bulletin.

1) Tires: We are currently using Michelin High Speed Tires inflated to 85 lbs. with no problems. Tubes are Rampar Presta valve tubes made by IRC.

2) Wheels: We started out with the original steel Gitane wheels (made by DEA). We kept getting blips on the rear wheel from bumps, railroad tracks, etc. We then switched to Super Champion rims (36 hole) and have had no problems. The front hub is the stock Normandy Competition with plain gauge 3X spokes. The rear hub is the stock Atom drum brake with .105 gauge 4X spokes. This ingenious wheel was built by Doug at Ted Ernst's Bike Shop in Manhattan Beach, Ca. We have not broken any spokes in the 2000 miles we have been riding.

3) Women's Saddles: On her single Joan has a Wright W3 (same as the Brooks B5N) saddle which she likes a lot. She has a Brooks B72 saddle on the tandem. She doesn't care for this saddle at all. According to theory, this is backwards, as the former saddle is narrow and the latter is wide. We are currently trying out The Seat, but it is too early to make an evaluation. Around December, the Jacobs Corporation (makers of The Seat) are scheduled to release the first saddle designed just for women. We wait with baited seatpost.

4) Roof Racks: Tom Williams and Ted Ernst got together and invented a new roof rack. It is simply a Bike-Porter with its two channels screwed together to make one long channel. The seattube holder on one side performs its normal function, the one on the other becomes a spare, unless you want to purchase additional channels to hold up additional tandems or singles. In addition,

for paranoia's sake, I bungy each wheel to the channel, and I bungy the toptube to the upright Bike-Porter frame. This type of rack requires strong rain gutters on the top of your car. Normally, both of us are required to put the tandem up on top (as we have not yet taught our car to kneel), but Paul has been known to do it alone after a bowl of Wheaties."

Finally come these short comments from Maryland members Barry and Cinta Porter of Baltimore and Charles Halasz of Cambridge. The Porters ask, "Why limit membership to the U.S. or this continent as the title TCA would imply? Why not make it Tandem Club of the World or something similar?"

The TCA is not the first tandem club. A British club affiliated with the Cycle Touring Club and simply called the Tandem Club has been in existence for some time. Although I have been interested in tandems for several years, I had never heard of them until a few months ago. I could suspect that the same might be true of the "Tandem Club of the World" if it were based in the U.S. One country is quite big enough. But we do not restrict our membership to the U.S. in any way. Our first foreign member is Peter Hallowell, 25 Hendred Way, Abingdon, Oxon OX14 2AN, England, Great Britain. I welcome him and any other Britons who may want to know more about tandeming in the U.S. I include his address as he is membership secretary for the (British) Tandem Club. Membership to overseas tandemists is available for L2.00/year and L8.00/5years for full membership, or joint membership with stoker for 0.60p/year or L2.40/5 years extra, and "you fight over the magazine." It is recommended reading.

Charles Halasz writes: "As far as I am concerned, it would be better to have Tandem '77 in a place more centrally located around your membership than in Connecticut. The number of members in the Virginia, Maryland and Pennsylvania area, in my opinion, would rather see a rally closer to home."

The rally of which Charles Halasz writes has been in existence much longer than the TCA. Its history dates back to 1972, when 6 tandems wheeled around Easton, Maryland together. The following year, 11 tandems and their riders gathered in Cape May, N.J. for several days of riding. Eighteen tandem teams rallied in Williamsburg, Virginia for Tandem '74. Tandem '75 was held in Newark, Del., with 36 pairs of cyclists participating. The location of Tandem '76 was chosen by the attendees of Tandem '75. Like wise at a meeting of those participating in Tandem '76, plans were discussed for Tandem '77. Three sites were discussed -- Baltimore, New Jersey near the Delaware Water Gap and Connecticut. It was decided that the Connecticut location was the best choice in terms of accommodations and club support.

Traditionally, these Tandem rallies have been directed by several couples from the area in which they are held. The TCA offers its support and help for the rallies, but we have no desire to take over leadership from the individuals who have handled the job so

admirably in the past.

TANDEM LEXICON

by Rudy & Kay Van Renterghem

com-mu-ni-cate: to send a message or exchange messages or information.

Without proper communication tandemers would be in dire straits.

We are long-time bicycle enthusiasts, but relative newcomers on the tandem scene. We have been riding a Follis tandem for two years and in that time have covered 3600 miles riding double. We still use our single bikes often, but have derived great satisfaction from our tandem. We are now awaiting delivery of a new Assenmacher tandem.

As a 20th wedding anniversary gift, the shiny new Follis proved we had a few things left to learn. The first ride on our new machine indicated via the stoker's screams and yells that we suffered a definite communication gap -- something we had never experienced before. As the stoker's vision is limited to left and right sideviews or a peek over the captain's shoulder, it is the latter's responsibility to keep his partner informed of what's happening up ahead. Mental telepathy could be tried; however, in our case, voice commands work best.

Starting from the beginning, we learned that the captain mounts up first, preventing the stoker from getting a karate kick in the solar plexus region as the driver swings his leg over the seat and top tubes. After the stoker gets into position, the right pedal is put at the 6 o'clock position (our cranks are in synch) and each rider inserts the right foot into the toeclip. After an "okay" from the stoker, the pedal is spun to the 10 o'clock position and at the command "ready" from the captain, we push off. This is followed by "pedal up," at which time the left pedal is in the high noon position and the left feet are inserted in the toeclips. After the word "in" is voiced by the stoker, pedaling resumes.

Dismounting a tandem is done in reverse. After the order "stopping" is given and the tandem comes to a halt, the stoker dismounts first and says "off," indicating that it is now safe for her partner to follow suit.

It seems the most-used word in our tandem lexicon is "bump," and the voice level indicates how severe the bump is expected to be. When a real rough and unavoidable bump is about to be traversed, the captain yells "lift!" telling the stoker to lift off the seat to minimize the jolt.

When maneuvering to avoid road hazards, the words "going around" indicate that some quick steering maneuvers are in the offing.

When shifting the rear derailleur (13-28 cog), the words "shifting up" or "shifting down" may be used, although most of the time "shifting" suffices, as the stoker can usually tell by the pedal pressure if the shifting will be up or down. When using the front derailleur (40-52 chain rings), "dropping the front" or "raising the front" is used.

Other words in our tandem dictionary:

- Pedal up: also used when negotiating a corner; however, if the curve to be negotiated is not too severe, the order "pedal through" is given.
- Gravel: means gravel on the road.
- Braking: means cease pedaling and brakes being applied.
- Slowing: when pedal cadence is slowed down (especially when riding in traffic and trying to time the traffic lights).
- Coasting: when pedaling ceases.
- Pedal: when pedaling resumes. (We once used the word "pump," but it was too easily misunderstood as "bump.")
- Left/right turn and stopping: the meanings are obvious, but cue the stoker to make the appropriate hand signal to inform traffic around us of our intention.
- Wave 'em by!: signals the stoker to give a go-ahead-and-pass wave to the car that's been drafting us and is hesitant to pass.
- Ease up: used when the stoker is applying too much pedal pressure -- yes, there are such stokers!

When talking with other cyclists while riding two abreast (that's legal in Michigan, but not always advisable), it's easy to forget to communicate with your riding partner. When this occurs, it usually spells trouble for the unsuspecting stoker. For instance, if the driver decides to cease pedaling without giving the proper warning, the stoker's foot in the upstroke position can become dislodged from the toeclip and the derriere may become airborne, resulting in a loud exclamation from the offended party, which returns the captain to his senses in a hurry!

When traveling in the company of other cyclists (you know how they love to draft a tandem!), most maneuvering commands are given in a much louder voice, so the other riders are aware of what the tandem is up to. Of course, the standard "on your left" is used, occasionally "on your right." "Comming in" or "coming

out" is used at the appropriate times when moving in or out of a group of cyclists. In some instances, we use "car back" or "car front," but these are not used under normal traffic conditions.

Depending on wind velocity or traffic noise, the voice level may have to be raised a few decibels so the riding partner hears more than just a mumble.

Of course, new commands can be added to your tandem lexicon as required. It may seem with all this formalized coordination that there would be little time for the tandem partners to just plain converse with each other. But the opposite is true. Proper tandem communication enhances the ride not only for the tandemers, but for other cyclists as well.

Communicate and you'll enjoy tandeming more!

SOUTHWEST TANDEM 77

Southwest Tandem 77, sponsored by the TCA is being held in Ocean-side, California, on March 18-20. There will be beautiful, although not flat, riding in northern San Diego County. The rally will be followed by a six day tour of San Diego County and Baja California. Rally and tour registration forms have been sent to all members west of the Mississippi. If other members want registration information, please write to: M. Boyd, 179 S. Sierra Madre Blvd., Pasadena, Ca. 91107.

TANDEM 77

Tandem 77 will be held at Lake Waramaug, Connecticut, on September 16-19. There will be a choice of gentle and hilly rides that are both rural and scenic. A two or three day package is available at \$110 or \$130 per couple in a country inn (meals included). For further information write to: Duane Thompson, 45 Maple St., Norwalk, Ct. 06850 (203-853-0176)

HELP!!

In accordance with the bylaws, the TCA opens nominations for the offices of President, Vice-President, Treasurer, Secretary and Editor. You can nominate yourself (we suggest you do) and no

seconding is necessary (although your partner may applaud at appropriate moments). A nominating statement covering your qualifications and objectives must be sent to the editor no later than Feb. 1. These will be incorporated into the March bulletin along with election ballots. I cannot express the satisfaction the job of editor has given me in the few months that have elapsed since I started the club. Nor can I express the anxiety I feel when I dream about being Pres., V.-P., Treasurer and Editor, if no one volunteers! Let's all get together and make this club really active!

FOR SALE

Two pair Campagnolo road pedals, with Christophe clips and riveted Binda straps, from a Poliaghi tandem -- \$45. Contact: Frank Pabian, 2241 Cartwright Place, Reston, Va. 22091.

For those who have been receiving this newsletter and have not yet joined the TCA, this is your last chance. If your membership application is not received by Feb. 15, you will be dropped from our mailing list.

TCA Membership Application

NAME(S) _____

ADDRESS _____

CITY & STATE _____ ZIP _____

MAKE OF TANDEM _____ MILES RIDDEN IN '76 _____

TYPE OF USE (Touring, racing, etc.) _____

CLUB AFFILIATIONS _____

The annual TCA membership fee is \$3.50 per tandem team. Checks may be made payable to TCA and should be sent to:

Malcolm Boyd
 Editor, TCA Bulletin
 179 S. Sierra Madre Blvd.
 Pasadena, Ca. 91107

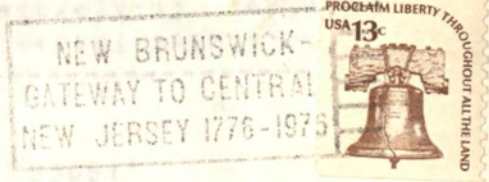
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