

## STOKER'S END

by Mungo

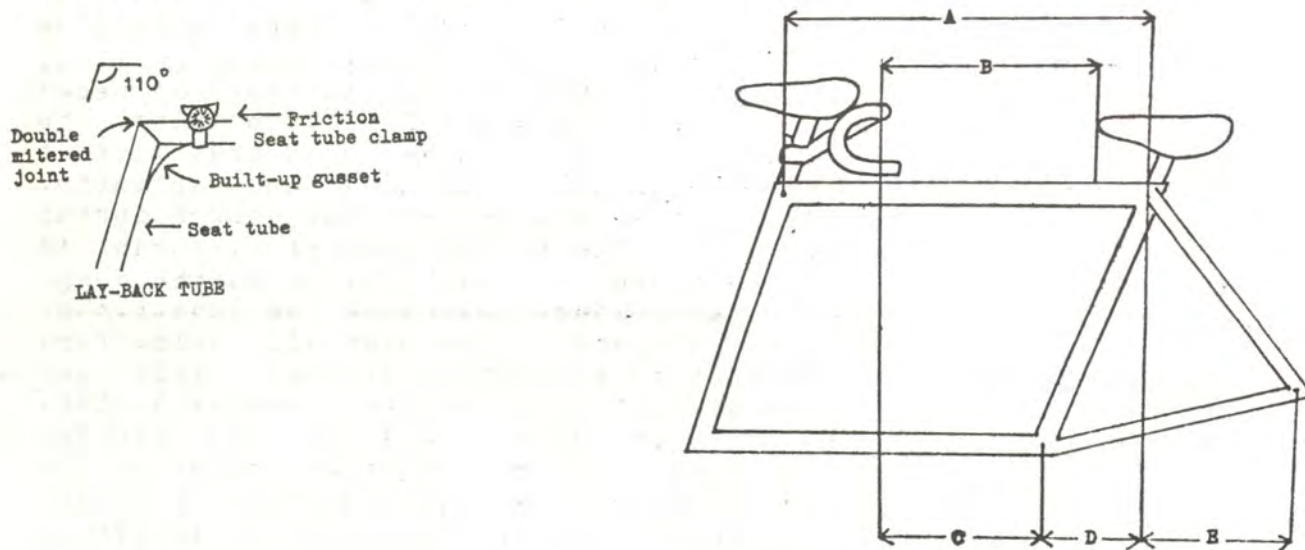
In two years as an extremely willing stoker on several rather differently built tandems, I have come to value comfort. I believe the stoker cannot be put on the back of just any tandem and be expected to provide maximum horsepower and minimum cries of agony. Since the tandem is easier to change than the stoker's mind, different areas where captains need pay heed are: 1) length of rear top tube (a measurement to be considered in relation to the bottom bracket position); 2) seat position over rear wheel; 3) rear wheel and 4) the saddle.

The rear top tube is a problem in that it is almost always shorter than needed by the "forearm rule." A stoker often rides a single bike of proper size and may find the decrease in room affects the ability to pedal well. I have stoked on an old-style, straight seat tube Paramount tandem of the correct frame size on which I could bite out chunks of captain "nape of neck" from the sitting position. (Well, actually, I had no place to put my head without cramping my neck.) I have found that without adequate top tube length I have trouble standing and sprinting without the driver doing likewise, and we feel the stoker sprint is a necessary anti-single tool. The bottom bracket placement is important here, in that the stoker's sprint pivots on the crank axle. If the bottom bracket is placed forward of the norm (as on a short-coupled, curved-tube tandem), the stoker will swing forward the corresponding distance to maintain position. This can force the stoker's knees up against the handlebars making sprinting painful. Conversely, there is more space in the sitting position with the curved tube. Another negative aspect of the short top tube is that the stoker spends what should be pleasant tandeming hours smelling sweaty wool. Sometimes it is also a problem that the rear handlebars cannot be properly adjusted with respect to height, without further decreasing stoker space. The driver's saddle gets in the way unless the stem throws the bars both up and back. Lastly, the "short rear syndrome" forces the stoker to sit more upright than usual. With the arms closer to perpendicular to the ground, it is difficult for the stoker to brace his/her weight against continuing forward during braking. It also forces more weight to be carried on the saddle, compounding the stoker's saddle problems.

A partial solution to the cramped top tube problem on an already built tandem is the use of a lay-back tube. This is a modification of a steel seat post that adds a horizontal tube aft of the seat post (see diagram on next page). By brazing this tube on with a double mitered joint and a gusset underneath for added strength, and using a standard friction saddle frame clamp horizontally instead of vertically, the seat may be stepped aft artificially by a couple of inches. This increases the effective top tube length.



I've ridden essentially equal mileage on two Taylor tandems (about 6000 miles each), one having a straight seat tube and 18" chain stays, the other with a curved seat tube and 15" chain stays. With the same rear wheel and saddle, I am more comfortable on the longer "touring" frame. In the case of the short-coupled, curved tube Taylor tandem, the stoker sits well back over the rear wheel, and therefore takes the shocks and bumps more directly than on a frame of more conventional angles and distances. A lay-back seat post tube creates a similar effect. The newer Schwinn curved tube tandems seem to provide additional stoker breathing room without the disadvantage of forcing the saddle too far back over the rear axle. The frame diagram and table below detail dimensions of the most directly comparable frames of various makes. For a comfortable ride I would maximize distances B and E within the confines of practicality, plus maximizing C and minimizing D for ease in stand-up sprinting.



Make of tandem <sup>+</sup>	1	2	3	4	5	6	7
Frame size-rear	22½	22½	22	23	23	22	23½
Distances: A <sup>++</sup>	23½	24	22	23½	23½	23½	23½
B <sup>+++</sup>	13½	15½	14½	15½	15½	15	17½
C	11½	11½	11½	12	12½	12	11½
D	8½	8	6	9½	8½	7½	9
E	9½	7½	11	8½	9½	10½	5½

<sup>+</sup>1 Taylor, straight tube marathon with Taylor stem  
<sup>+</sup>2 Taylor, short-coupled, curved tube with Taylor stem  
<sup>+</sup>3 Paramount, straight tube with Pivo stem  
<sup>+</sup>4 Paramount, curved tube  
<sup>+</sup>5 Follis, straight tube with Pivo stem  
<sup>+</sup>6 Jeffrey Richmond, straight tube marathon with Pivo stem  
<sup>+</sup>7 Parsons, curved tube track, converted for road

<sup>++</sup>Distance assumes saddle as far back as possible.  
<sup>+++</sup>Distance assumes level top tube.



In lengthening the tandem the stoker and driver may come to odds. Our short-coupled tandem is more responsive (and faster, says the driver!) but I believe that the question to ask is whether or not the stoker is more responsive to the captain at the end of the ride. My driver knows from experience that the "inherently faster" short bike is much slower if I hurt too much to pedal after several hours on rough roads.

The more forgiving rear wheel can also be a blessing. The same "soft" wheel patterns utilizing longer spokes and Phil's standard flange hubs are much softer than our OE high flange drum brake hub. Here even the driver agrees, as the ride seems smoother, even on the front and acceleration is better due to the lighter wheel.

Finally, I arrive at the seemingly unsolvable stoker saddle problem. I began tandem life on a Brooks B-72 saddle, which I must admit I enjoyed riding for medium length rides (40-60 miles). When the centuries started, the saddle left, since it obliged me with blisters to go along with the muscles. Next I tried a new Brooks Pro; that was totally unbearable as the back of a tandem is the wrong place to try to break in a saddle. At this point my driver took mercy on me and made the ultimate sacrifice -- he donated his well broken in Pro from his single bike. This particular saddle has a reputation locally for being the softest Pro alive, due to a prolonged exposure to neatsfoot oil. Believe it or not, I actually like that saddle. But not to leave a solved problem solved, we bought a second tandem. "Can't keep moving your saddle from tandem to tandem," said the captain. So the search for a lightweight saddle began (this tandem was to be our super-light, super-fast club racer). On a new Jacobs Corp. "The Seat", I set out on a 120 mile ride. (You've got to give it a good work out right away, don't you?) After about 40 miles my tailbone was crushed and I couldn't pedal anymore. Due to this saddle's short set of saddle stays, I was sitting on the hard ridge at the rear of the saddle instead of the cushioned sections. It was only short by about 3/4", but that proved to be far too much. My driver was exhausted after 60 miles and we were ignominiously passed by riders who under more normal circumstances would not be found nearby. The end of my backbone quit hurting after 3 weeks, a long time after I had begun worrying if a 120 mile ride could do permanent damage. A lesson had been learned, albeit the hard way: trimming weight by using a light saddle can make the bike go even slower.

I traded in "The Seat" for a padded Cinelli #3. The crown of this saddle was too pronounced and seemed intent on splitting me in two. Obviously, this too, quickly departed, and I returned to the old Pro.

The saddles I tried were recommended by other female cyclists and I have finally concluded that saddles are an extremely individual matter. As a first approximation, take the opinion of a person your size, weight and build. The saddle they recommend may not



be for you either, but it's a starting point. I am 5'7", 135 lbs., and of medium build, so you can know whether or not to try the Pro. I've not found one saddle that will help all female stokers, but the more they are discussed, the better our chance of finding one that is generally liked. One useful conclusion I've come to is that a smooth saddle aids in the ability of a stoker to change pressure points. On the tandem I feel restrained in the amount that I can move around. I don't want to disturb the bike's rhythm or ask to stop pedaling, so I use a smooth surfaced saddle (my Pro is well Proofided). It allows me to slide about without exerting much lateral effort. Thus I am able to easily vary my position on the saddle.

Finally, a saddle that is not ridden regularly will always bite back when riding is resumed. I think this is one of the most often ignored aspects of the problem: you literally must break yourself into the saddle as well as break the saddle in initially. When I've been off the tandem for too long, I don't even feel comfortable on my "cushy" Pro. Its welcome back is a grim reminder of those weeks spent without a turn of the crank!

Summing up my experiences, I recommend the following: Get adequate space in the rear of the tandem. This means the space between saddle nose and handlebars should be no less than from elbow to first knuckle, and preferably longer. Be wary of curved tube designs as a cure for cramped stokers. Long chain stays can be nice, and consider the use of softer wheels for comfort. Pray that you find the right saddle before your money runs out. Any saddle that feels good should be used without respect to appearance or weight. Last but not least, stoke the tandem lots, and enjoy it!

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#### NEW DISC BRAKES by the Editor

There are two new disc brakes that have come on the market recently. These are the Phil Wood disc, introduced around the beginning of the year, and the Shimano E-type model which will be available by mid-1977.

Phil Wood's entry into the market marks the first time to my knowledge that a component has been introduced exclusively for tandems, with the exception of the Phil hubs, which are a prerequisite for the disc. With a retail price of \$135 to \$150 for each disc, certainly not many of the BMX crowd are likely to be buying. Unfortunately, not too many tandemists will either. I understand that Schwinn was standing first in line until they heard the price -- a shame, considering the Paramount is not overly supplied with braking power as things are now. (Perhaps this will change soon?) Phil foresees some price reduction in the future if tooling costs can be reduced.



Basically, a disc brake works on one of two principles: 1) two asbestos brake pads on either side of the disc are drawn together, clamping the spinning steel disc between them, or 2) a single brake pad moves on one side of the disc, which "floats" laterally, and pushes the whole disc sideways until it runs up against a stationary pad on the other side. The Wood disc is basically the latter type. What makes it different is the use of four stations approximately 90 degrees apart around the whole disc, with two small brake pads in each, instead of the usual two total. Also unusual is the use of asbestos in a ceramic matrix as the disc material itself, rather than asbestos pads. The pads, alternately, are steel. I suspect this ploy was designed to save weight. This and other features have kept the total weight of the whole unit, less hub, to 15 1/2 ounces.

Aligning and mounting the unit should be easy. The asbestos/ceramic disc is fitted on a thin splined alloy driver which threads on the left hand side of either the front or rear hub. A small rubber o-ring fitted into a groove in the hub axle just beside the dropout holds the brake body in position relative to both frame and splined driver. A reaction mount, which transfers the braking force to the fork or frame (the body holding the brake pads would spin as the brake was applied without this) slips on as a "U" shaped collar around three sides of the frame tubing and can be mounted in one of two available positions depending on whether the brake is on the front or rear wheel. This quick disconnection feature allows the entire brake, disc and wheel assembly to be removed from the bike by loosening the quick release skewer or allen bolts and removing another quick release cable assembly. Removal of the o-ring at this point separates the disc and brake pad assembly from the splined driver and hub.

The unit is actuated by standard cable operation and a complex series of cams and internal shafts within the brake body. Because the disc is free floating between the pads, Phil warns that there is some audible noise while operating the bike. This is caused by the disc lightly rubbing against the brake pads. The whole unit is very nicely finished in a combination of polished aluminum and black anodization.

TCA members Grant & Lorraine Cotter, testing the first set of Phil Wood discs, comment that while 260 miles was really too short a distance for a fair evaluation, the discs seemed to operate very smoothly, with no chatter when braking hard and no noise when the brake was off. Lorraine especially appreciated the "effortless" stops. Grant noted that there was trouble in adjusting the units so all four pad assemblies came on together. The handles tended to have excessive play, in his opinion, and the feel of the brake was "soft" by comparison to his old Shimano discs. He has had three flats since installing the new discs and finds the unit goes on and off easily during repairs without falling out of adjustment.



The Shimano E-type disc is designed for efficiency, not good looks. Weighing about 25 ounces and costing about \$30 retail, it offers an inexpensive and powerful auxiliary brake. Designed exclusively for the rear wheel, this new brake has a smaller (5 3/4" x 2.0 mm) stainless steel disc. Two brake pads, about 1" in diameter both move toward the disc, a type (1) brake as described above. This in itself is a significant improvement over Shimano's earlier model, which was born of both types. Possessing only one fully moving brake pad (the other being much more limited in its travel) and a fixed (vs. floating) disc, the old Shimano unit tended to try to warp the disc every time it was used. The new design does just the opposite; the disc runs between the two pads as braking force is applied evenly on both sides. The most significant improvement is the use of a ball bearing rolling on an inclined plane behind each pad. As the brake is applied, the force of the spinning disc tends to jam the pads on even harder by forcing the ball to roll up the plane. This self-energizing feature inceases by several fold the force of the pad on the disc, leading to the reduction of disc size and weight over the old model.

The reader who is interested in a more detailed report of these developments is advised to read "Tandem Topics" in the April or May issue of Bicycling!

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#### TANDEM RIDE CALENDAR

Following are TCA sponsored rides and other events of special interest to tandemists. For registration forms and information, please send a self-addressed stamped envelope to the address listed.

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| March 13    | St. Patrick's Day Tandem Tour, 50 & 100 km., Sacramento, CA, Ray McAfee, Sierra Wanderers, 8324 Myrtus Ct., Orangevale, CA 95662.  |
| March 19-20 | Southwest Tandem '77, Oceanside, CA, Two day tandem rally. Malcolm Boyd, TCA, 179 S. Sierra Madre Blvd., Pasadena, CA 91107.   |
| March 19    | Lake Sherwood Time Trials, Westlake Villiage, CA. Tourist and USCF tandem catagories, 25 miles. Bob Leach, Arco-North Hollywood Wheelmen, 14101 Dickens #9, Sherman Oaks, CA 91403, Tel. 213-784-7020          |
| April 23-24 | Calloway Gardens Tour. Join the Southern Bicycle League on their annual tour from Atlanta to Calloway Gardens, Georgia and return. 100/65 miles each way. Bruce Eure, 4602 Newcastle Cir., Lithonia, GA 30058. |



- April 24 Fast-R: First Annual Spring Tandem Rally, Lansing, Mich. 50 miles. No fee. Rain date May 1. Roger Premoe, Tri-County Bicycle Assoc., Box 13001, Lansing, MI 48901, Tel. 517-882-1637.
- April 30 International Human Powered Speed Championships, Ontario Motor Speedway, Ontario, CA. 6:30 AM. Chester Kyle, Dept. of Mechanical Eng., Cal. State Long Beach, Long Beach, CA. Admission fee.
- May 7-8 Tour of Scioto River Vally (TOSRV), Columbus, Ohio. Two day, 210 mile ride from Columbus to Portsmith and back. Meals, baggage transportation and overnight sleeping bag space provided for a small registration fee. AYH sponsored. Hope you already ordered a registration form! The TCA has set up a special tandem starting time. Tandem riders will meet in front of the Neil House (across High Street, opposite the Statehouse) at 7:00 am. TOSRV, Box 2311, Columbus, OH 43223.
- May 13-15 Spring Tandem '77, Johnsburg, NJ., sponsored by the TCA. Johnsburg is located in the scenic rolling northwestern part of New Jersey about 20 miles east of the Delaware Water Gap. Accommodations may be obtained in one of three lodges or camp sites are also available. Meals will be served family style in a separate dining hall. Kyle Greenlee, 22 Anna Ave., Maple Shade, NJ 08052 Tel. 609-662-3040.
- May 27-30 Great Eastern Bike Rally, Harrisonburg, Virginia. "Largest bicycling weekend in the East." Family oriented, over 30 rides, workshops, cycling fellowship. Glenn & Beth Zeichner will be giving a talk on tandem cycling. Hdq. Madison College. GEAR '77, Box 25772, Richmond, VA 23261
- May 27-30 Great Western Bike Rally, Santa Maria, CA. Tandem rides and events, picnic. TCA meeting. Ralph Boethling, Registrar, Box 7000-61, Redondo Beach, CA 90277.
- June 4-7 Tour of the Chattahoochee River Valley. A beautiful 335 mile tour from Atlanta, Georgia to Panama City, Florida. Bruce Eure, 4602 Newcastle Cir., Lithonia, GA 30058.
- June 30-July 4 League of American Wheelmen National Convention, Denver, Colorado. Write to LAW National Convention, 10306 West Grand Place, Littleton, CO 80123.



Sept. 16-19 Tandem '77, Lake Waramaug, Connecticut. 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). Duane Thompson, 58 Ferris Ave., Norwalk, CT 06850.

The TCA needs volunteers for the LAW Convention to set up an exhibit in the registration area, and to plan in conjunction with the rally organizers some rides, workshops, etc. for participating tandemists. Please contact the editor!!

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THE EDITOR'S MAILBOX

TCA member Phil Vardara of Sacramento, CA sends a note of warning and/or caution to other tandemists: "I was stoking on a tour on a custom tandem with close to 50 lbs. of gear along, 40 lbs. of which were over the back wheel. (I weigh 140 lbs.) We were both standing as we ascended a short, steep hill, when suddenly the bike slowed, stopped and proceeded to fall over. We caught it, got off and inspected it to discover the problem. It didn't take long. We don't know the order that the following carnage took place, but we suspect the Campy quick release skewer broke first. The rest of the massacre included: the Campy (horizontal) derailleur dropout broke in half at the adjusting screw, the derailleur arm got caught in the spokes and bent forty-seven ways (it will look impressive on the mantel piece), and the wheel needs about 3 or 4 new spokes. The consensus seems to be that this might have been avoided if hubs such as Phil Wood's tandem hubs with allen bolts had been used. (Note: if you already have Phil Wood hubs with a regular axle, he can put in a new axle to take the allen bolts if the hubs are mailed to him.)"

Clairbourne and Bill Dawes of Concord, Mass. and Dwight and Phillis Kitchens of Newport News, Virginia are having trouble locating smooth finish 650B rims, and 650B-42 tires, respectively. These items seem to be very hard to find. An appeal to Fred DeLong revealed that he bought his favorite Hutchinsons and Wolber super randonneur 650B's directly from Andre Bertan, St. Laurent, Blange, Pasdicallais, France ... Good Luck! For those who prefer to shop in the U.S., S. F. White Touring Components at 130 Clark St., Clarks Green, PA 18411, offers Wolbers; Mel Pinto, whose address I was unable to locate, carries them, as does Spence Wolf, Cupertino Bike Shop, 2098 Sunset Dr., Asilomar, Pacific Grove, CA 93950. One last foreign source that is sure to have them is Ron Kitching, Cycling Centre, Hookstone Park, Harrogate, England. Fred DeLong points out that 650B-35's can be mounted on the same rim in lieu of 650B-42's. This narrower profile tire provides a quicker response at the expense of some degree of rolling smoothness.



Fred DeLong adds "a few notes of interest from reading the latest bulletin:

1. Saddles: Haven't yet tried the new feminine "The Seat." However, for years Pauline has sworn by the Ideale TB-14 as the most comfortable for her. (Photo of this can be seen in the pages on saddles in my Guide to Bicycles and Bicycling.) Don't know why importers refuse to handle it. It costs only about \$16 retail, with the Ideale SC micro-adjusting seat clip. I've gotten them from France by the dozens for female single and tandem riders, and almost 100% of the users swear by them. Dr. Clifford Graves originally told me about it many years ago. One specialty tandem builder, Bill Boston, has just ordered another dozen due to demand. (Ed. note: Bill Boston Cycles, P.O.Box 114, Swedesboro, NJ 08085)
2. Rims: The new Weinman A-129 rim has superior stiffness radially and longitudinally, and a terrific braking surface. Inner radii are generous to avoid the tube failures otherwise so common. It comes in both 27 x 1 1/4" and 700C diameters. For single bikes and the 1" or 1 1/8" tire, an A-124 model which is narrower for use with smaller section high pressure tires is available.
3. Hubs: We've had good luck with our Maxicar precision bearing rear 115mm hub brake, and cross two spoking. If I were to build another rear wheel, I would probably use Phil Wood hubs and Phil's new disc brake, but the Maxicar has given excellent service in the mountainous country.
4. Freewheels: Cyclopans freewheels have never let us down, although I'd like to try Sun Tour's tandem freewheel. Shimano also makes a very good one (Dura Ace), although its range is limited.
5. French tandemists are appalled at our common use of small section tires. The 650B-35 and 650B-42 have demonstrated their advantages for years and we have these on four of our five tandems. Schwinn LeTours have been fairly satisfactory on the fifth and also for many of our friends. Of course, we like the freedom from failure and the ability to go anywhere our fancy dictates."

Phil Mayer of Rochester, New York comments on the November wheel article:

"Just after buying our tandem from Jack Taylor, we moved to Newfoundland, Canada, where almost all of the roads are unpaved and abound with stones and potholes. The tandem was equipped with 650B Weinmann endrnick rims and 36 spokes 3X. I decided on this wheel after reading about 650B's in Cycletouring magazine. The article noted the low incidence of spoke breakage and the fact that "be it loose gravel or sharp limestone, my 650B's keep rolling along."



Indeed, believe it or not, on some of the world's most rugged roads, I have never broken a spoke. I did cut several tires of the Wolber Standard (whitewall) type, but at J. Taylor's advice switched to Michelin large diameter red rubber tires and had no more trouble.

My main problem has been one of bending rear axles. I was originally using an Atom rear hub brake and virtually every time we rode we would bend the axle on the freewheel side as it emerged from the hub. I have now abandoned the hub brake and gone to a Maxicar rear tandem hub, using only two Mafac cantilever brakes, and have had no further problems. Furthermore, since returning to civilization, I have switched to Wolber gumwall tires and now enjoy much lower rolling resistance.

Perhaps the use of 650B wheels should receive more serious consideration by more touring tandem riders."

The editor notes: In view of all the recent defense of 650B's, I feel obligated to point out the virtues of the 27 x 1 1/4" tires and wheels. Perhaps their main asset is the availability. Most tandem tourists remain in North America, where the 27" size tire and rim is standard. This is most readily brought home by an extended tour in rural areas where "pro" and specialty bike shops are few. I can vividly recall the Schwinn establishment in North Bend, Oregon which was fascinated by another tourist's bike: it was the first Paramount they had seen except in a catalogue. Try asking those fellows for a 650B! Secondly, for those tandems whose lexicon includes speed as a virtue, 650B's are just "dog slow" by comparison to their rangy cousins. Being ourselves periodically obsessed with speed, we have been known to use tubulars on a tandem, which is a good method for using up "excess money", due to the high wear rates (about 7 cents a mile in tires). The 27" narrow profile clinchers provide a sensible meeting ground for speed, availability and cost. Besides, our roads are much better than those French cobblestones!

Peter and Judy Hutchison of Esperance, NY ask if there are any TCA members who have tried out of phase cranks, found them unsatisfactory and returned to in phase cranks. If so, please send your comments to the editor, as both Peter and I suspect that other readers will be interested.

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#### USED TANDEM SERVICE

November's issue of "Double Talk" included a listing of tandems for sale and tandems wanted that had been compiled by Bill Boston. Bill has asked that the TCA handle the used tandem service. If you are looking to buy or sell a tandem, please send the relevant info to the editor and we will print an ad in "Double Talk." We will also keep a file of these ads and try to match buyers and sellers of tandems.



## TANDEM WANTED

21" to 23" front / 19" rear used tandem or frame. David Pain,  
1951 Cable St., Ocean Beach, San Diego, CA 92107

## TANDEMS FOR SALE

1930's Saxon Junior Back tandem, 20" front/16" rear. Bought in  
England 2 years ago; rebuilt and painted by Wolvale of Liverpool.  
Williams crankset, rechromed and ground; Campy derailleurs; front  
and rear racks, 26 x 1 1/4" HP wheels with extra front wheel with  
Dynohub and complete set of lights. Photos on request. Price:  
\$275 or best offer, FOB Boston. Contact: Harold B. Lewis,  
P.O.Box 63, West Newton, MA 02165.

Jeffery Richman 23"-23" tandem with Phil Wood solid axle hubs,  
b.b. & pedals, Mighty Tour 15 sp. crank sets, Campy shifters &  
cantilever brakes, more. Write: H. Greenberg, 2820 Villiageside,  
Santa Rosa, CA 95405.

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AMENDMENTS

In order to gain tax-exempt status, the IRS requires that the TCA  
adopt the following three amendments to our Constitution. You  
will find a space on the ballot to vote for these amendments.

1. Upon winding up and dissolution of the Tandem Club of Amer-  
ica, after paying or adequately providing for the debts and  
obligations of the club, the remaining assets shall be dis-  
tributed to the League of American Wheelmen, which has estab-  
lished its tax-exempt status under Section 501(c)(7) of the  
Internal Revenue Code.
2. No part of the net earnings of this club shall ever enure to  
or for the benefit of, or be distributable to its members,  
trustees, officers, or other private persons, except that  
the club shall be empowered to pay reasonable compensation  
for services rendered and to make payments and distributions  
in furtherance of the exempt purposes for which it was  
formed.
3. Notwithstanding any other provisions of this constitution,  
the club shall not carry on any other activities not permit-  
ted to be carried on by an association exempt from Federal  
income tax under Section 501(c)(7) of the Internal Revenue  
Code of 1954.



## NOMINATIONS

We received only one nomination for each office. Following are those nominations. For the sake of fairness, we have included a write-in space on the ballot. If the nominated candidate is not to your liking, write in your own choice.

Name: Glenn Zeichner

Office: President

Qualifications: Experienced tandem rider  
(and, therefore, tandem mechanic)

Objectives:

- To promote interest in and enjoyment of tandem riding
- To provide a common source of information about tandems and a forum for the discussion of the technical aspects of tandem riding
- To organize and advertise rides and rallies for tandems

The following statement comes from TCA member Peter Boor:

Name: Darryl LeVesque

Office: Vice President

Qualifications:

- Three Pacific coastal trips involving his tandem and his family (wife & 2 daughters) of various durations
- New Orleans to Chicago on the triple: 1500 miles with family to raise \$1 million in a giant bikethon for Danny Thomas's St. Jude's Children's Research Hospital.
- His objectives are to further the cause, enjoyment and other aspects of tandeming as a family activity.
- Other notations involving his qualifications that are minor, but maybe relevant include some "best tandem couple" awards at GWBR, and Darryl's involvement with IHPVA that netted multiple rider speed records at last year's event (four out of five places in the multiple rider category -- first place of 48.95 mph).

Name: Malcolm Boyd (Acting Editor)

Office: Editor

Nominating Statement: Last year at the Great Western Bike Rally in Solvang, California, I talked to Gary Lowe, another tandemist from the Los Angeles area. We lamented the fact that there was no local organization for the many tandem owners in Southern California. Later that year, 3000 miles away at the LAW National Convention in Carlisle, Pennsylvania, more tandemists conveyed similar thoughts to me. Sensing an idea whose time had come, my wife Judy and I, and Glenn and Beth Zeichner got together and drew up a rough outline of a national organization that could provide tandemists with a focal point for fellowship, technical exchange and "better tandeming



experiences." Since that time I have organized the club, edited "Double Talk," and promoted Southwest Tandem 77. I ask for your support not only during the election, but more importantly, during the coming year. The collective efforts of the membership will insure that the club prospers.

Name: Judy Allison  
Office: Treasurer  
Experience: Balancer of home budget = None  
Qualifications:

- can add, subtract, multiply and divide (also decent at differential calculus)
- own an HP-25 which can also A, S, M and D (but not so good at differential calc)
- have a good friend who is a MBA candidate to call on if necessary
- love tandeming, x-country skiing, chemistry (chemistry?), plants, fresh air, and a good number of other things
- have time to devote to club work as long as my research advisor doesn't push me too much to work
- like out of phase cranks, Phil Wood and sprinting against singles.

Name: Beth Zeichner (Acting Secretary)  
Office: Secretary  
Experience: Four issues of "Double Talk"  
Qualifications:

- can type (well, sort of)
- have access to computer label making and text formatting programs
- four enjoyable years of tandeming
- three years of marriage to my tandem pilot -- we must be doing something right!
- no one else seems to want the job

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#### CLUB PATCHES

We received many good designs for the TCA patch. In fact, it was too difficult for us to choose any one patch as the best one. Therefore, we have decided to let the members decide. On the following page are the finalists in the patch design contest.



