

FROM THE EDITOR'S DESK

The following letters are from the "Gooseneck" of the Los Angeles Wheelmen. The first letter is addressed to Richard Ferris, President of United Airlines.

Dear Mr. Ferris:

Recently my wife and I had an opportunity to fly United Airlines carrying a bicycle, and I want to comment on the experience. The trip was made from Ontario International Airport in California to Philadelphia with a plane change in Chicago. The bicycle was not standard. It was a tandem valued at \$1100. Our plan was to ride the bike to OIA, box the bike, fly to PHL, assemble the bike, and ride to our Philadelphia City destination. Since the bike was not standard, I went to some trouble arranging things with Ken Workman at your desk at OIA.

Ken was very reassuring and helpful. He allowed the special bike box, which I made, to be stored for a day at the desk, verified dimensional clearances for the cargo bays, and assured me that there would be no problem with the bike. In Chicago while waiting to board the plane to PHL, we had full view of baggage loading operations. I watched with anxiety as my bike was pulled in a trailer to the loading ramp. Anxiety quickly turned to anger as I saw your men lift my box on its side and throw it onto the loading ramp. I saw no more. Passengers were boarding, and although I talked to the passenger agent, nothing could be done until landing at Philadelphia. The stewardess and the crew aboard were very helpful. They allowed me to deplane first with the baggage agent to supervise the unloading of the bike. Damage to the bike was limited to paint scratches and a bent rear derailleur hanger, which I was able to fix at the terminal prior to riding away. The box had been destroyed.

I want to summarize with a few points:

1. The only thing unusual about this incident was the size of the bicycle. The box was about 93" long and about 6" higher than the standard bike box. UAL knew this in advance.
2. The box was carefully made from two standard bike cartons and as such was well marked "BICYCLE", "FRAGILE", and "THIS SIDE UP"; it even had hand holes. The bike and box weighed no more than 60 lbs.
3. UAL personnel at OIA and at PHL were very cooperative, reassuring and understanding. Baggage handling personnel at Chicago were incompetent, careless and irresponsible.

Until UAL can correct what I feel to be an intolerable situation regarding handling of bicycles, I am advising all my cycling friends away from your airline. It is not difficult to handle a boxed bike on an airplane, and I offer my time to teach, to any one you would care to send, what can be done to prevent damage and what absolutely cannot be done.

UAL has a policy of charging \$10 to handle a bike as excess baggage whether it is excess or not. I do not object to paying the \$10, but it ought to mean special handling for a bike. From my experience, UAL special handling means very rough treatment.

Sincerely,
Peter Boor

Two months later the following letters appeared; the first from Dr. Clifford Graves, founder of the International Bicycle Touring Society (IBTS).

I would like to comment on Peter Boor's letter to United Airlines regarding the rough treatment of his carefully boxed tandem on a trip from Ontario, California to Philadelphia.

After many experiences in shipping a bike as accompanied baggage, I have learned that a boxed article is highly vulnerable. The reason is, I think, that the handlers do not always realize they are dealing with a bicycle. Or, if they do realize it, they handle the box as they do any box. A box is an invitation to mayhem.

At one time, I thought I had the problem solved with a folding bike and a canvas case. Although I labeled the case FRAGILE and printed the word BICYCLE in big letters on the case, I found out that the handlers would invariably throw the thing around. The result: Unnecessary and often annoying damage.

After approximately a hundred flights with my bike to various parts of the world, I have come to the conclusion that the best wrapping for a bicycle (or a tandem) is a plastic bag, such as supplied by American Airlines for a few dollars. The plastic bag encases the entire bicycle and makes it visible to all the handlers. Although handlers are understandable in a rush, they do not deliberately mistreat a bicycle if they know it is a bicycle.

There is an added advantage to the plastic bag: it is reusable. On arrival, I simply fold the bag and carry it with me. If the tour is going to be longer than just a few days, I mail the bag to the town where my tour ends. The

weight is three pounds, and the shipping charges are minor.

One further note: I never tinker with the bike when I put it in the plastic bag. Swiveling the handlebars and removing the pedals are unnecessary. I have never had any difficulty explaining this to the checker.

Clifford L. Graves

Peter Boor also sent his reply from United:

Dear Mr. Boor:

Mr. Ferris has forwarded your letter to me, as I am responsible for United's baggage related policies and procedures. We can most certainly appreciate your feelings concerning the rough handling which your bicycle received while it was being loaded on the O'Hare station. The mishandling of any of our passengers' property is inexcusable, and we will bring this matter to the attention of the appropriate management personnel at O'Hare.

Our bicycle boxes were specifically designed to transport and protect the standard sized one-seat variety of bicycles. Our boxes do not provide the same protection for a much larger sized bicycle. A bicycle, which is as valuable as your tandem, should travel in a much stronger and protective case.

The standard \$10 excess baggage charge was established for the carriage of the one-seat touring type of bicycle. This charge is necessary, as the bicycle and box occupy a large amount of space within the cargo compartment which would normally be used for the carriage of U.S. Mail and Air Freight.

A bicycle the size of a tandem exceeds our tariff limitations and, as such, it should not have been accepted as checked baggage. If it is packed in a sturdy case, it can be transported by Air Freight, at the applicable Air Freight rate.

Mr. Boor, we would like to thank you for bringing this matter to our attention. We at United enjoy a reputation of providing excellent service to the thousands of bicycling enthusiasts who fly with us each year. Comments such as yours enable us to evaluate the services we provide. We hope your future with United will be without difficulty.

Sincerely,
Michael P. Baxter
Manager of Baggage Services

I disagree with Dr. Graves. I suppose I simply lack the faith or guts to hand a baggage clerk my bike wrapped in plastic. Perhaps it really works, and if you travel much by air, I suppose the hassle of boxing the bike each time is not worth it. But I can't believe that you retain as much of your paint job that way. Also, you leave yourself at the mercy of an honest mistake, which happens often enough. Think of how many times you've chipped paint or damaged your bike yourself! Another problem tandemists should consider is that single bikes totalled by a shipping accident can in most cases be replaced in a matter of weeks, while a tandem replacement may require months of waiting.

I partially disassemble my tandem when I fly, removing the pedals, front stem, front seat post, and cantilever brakes. The handlebar/stem assemblies are padded & tied to the top tubes, and the other parts are wrapped in newspaper and sequestered from the frame. The rest of the box is filled tightly with balled-up newspaper -- about two Sundays' worth. The boxes I have allow the wheels to remain on the bike, which is helpful in keeping the dropouts aligned at critical moments (like when the box is dropped). The tires should be inflated to about 50 psi. This gives a little extra shock absorption. Boxes of this type are available from any Schwinn dealer who carries tandems if you give him some advance notice. An even better box is made by Taylor, consisting of fore and aft ends of 2" x 6" wood and sides of heavy corrugated cardboard. The boxes pose more problems than a plastic bag, but I think they are worth the trouble.

I find Baxter's letter outrageous! Suggesting Air Freight for tandems, while singles go for a mere surcharge is discriminatory and ridiculous. In this and most cases, both tandemists were flying as passengers. If they had each been taking a single bike, the charge would have been \$20, which I feel is the fair fee for a tandem. Regardless of the baggage size and tariff limits, two singles would take up much more room than a tandem. Short of sawing the frame in half to please United's red tape, I can't see there is much more we can do!

I encourage you to write to Mr. Baxter in care of your local United office, and complain about his typical bureaucratic reply. If you don't, you may find yourself touring the local neighborhood this summer, instead of flying the "Friendly Skies" to a more exciting bicycling spot.

TUBE TIP

Many tandemists have a common complaint about Superchampion rims -- the channel in the center of the inside of the rim is so narrow that Schraeder valves in particular, and sometimes Presta valves, do not stick down into it. The result is that at high tandem pressures (95-115 psi) the tube punctures on the inside, right next to the valve, where no patch known to man will fix it.

Two solutions are offered: (1) Fill in the channel with epoxy or plastic wood right up to the valve hole for 1/2" on either side, tapering off as you go away from it; (2) Out of an old tube, cut an oval piece of rubber about 2" x 1", and cut a hole for the valve in the center. If you have a metal valve (Presta or Michelin Airstop Schraeder), undo the lock nut, take off the metal washer beneath, and place the oval on tightly. If you want to be fancy, you can glue the oval to the tube, but I don't bother. It really works! This latter solution comes from Don Drageset of John's Schwinn in Pasadena.

By the way, metal valves are a good idea for tandems. With their high weight and speed, there is a tendency for the tube to rotate, cutting off rubber valve stems at the rim. I use Michelin Airstop Schraeder tubes because they are the only tubes, except for the Presta stem, with a metal valve. While touring, the tires can be filled at a gas station, which is much easier than trying to pump them yourself with a frame pump. (OK, I admit I'm lazy!) Also, if your rim is drilled for the Presta sized valve, and while on a tour you experience a blowout or puncture you can't fix, chances of finding a Presta-valved tube are slim, and the Schraeder valves will be too large in diameter to fit through the rim.

PHIL WOOD DISC UPDATE

The new disc brakes article in the last issue dispensed some misinformation regarding the construction of the Phil Wood disc that stemmed from writing about it from the manufacturer's description and pictures. The article stated that "four stations approximately 90° apart around the whole disc, with two small brake pads" at each station constituted the actual braking surface. Actually, there are no steel pads. Instead, the anodized ring that I thought to be the back up material is the actual brake surface on both sides of the disc. I was surprised to see anodized aluminum used as a brake surface, but evidently Phil feels it is durable.

Some further road testing has filtered back, and the reports have not been promising. Joe and Alice Jorgens and Boyd/Allison have both stripped the splines off the asbestos disc where it engages the aluminum driver that is screwed on the hub. In both cases Phil has made good on the parts, but it raises some questions about the design. In my opinion, the problem stems from poor quality control of fit between the male and female sections of the splines. The asbestos teeth of my first disc fit very sloppily onto the driver, and soon deformed slightly. The replacement disc is a much better fit, with little play in the system. A good fitting disc may be very durable; Grant and Lorraine Cotter have had no problem with their system of dual discs, with over 1000 miles logged. And so it goes...

Paul Hill of Omaha, Nebraska sends the following letter: "I enjoyed my first issue of Double Talk. I can see that it is going to be valuable in allowing tandemists to exchange tips on the care of their bikes. It seems that every kind of problem one can experience with a single bike is greater for tandems. Following are two modifications I have found very useful. I own a Gitane tandem with steel rims and cottered cranks.

I have carried the tandem on my car roof, front bumper, and cross-ways on the trunk lid. I found the last position to be the best, but that space is now preempted by a four-unit Bike Porter carrier. I discovered a way to carry the tandem on the Bike Porter without modification. Saw two notches, corresponding to the Bike Porter's trough, in a short 2x2 wooden block. Place the block on the trough to support the front bottom bracket. The rear wheel goes in the trough as usual, and the bike is held upright by the Bike Porter's seat tube clamp. Clamp the bottom bracket down with rubber bands. The front wheel, turned 90 degrees, sticks out past the rear bumper about 2½ feet, which is well within the four foot limit for projecting loads in most state vehicle codes. The advantages are that one person can easily load the tandem-when your stoker is four years old, that helps-and the carrier is instantly usable for a conventional bike. Of course, the remaining three positions are available for single bikes along with the tandem. Roof mounting would present even fewer problems, since I had to turn one of the carrier's upright supports around to get a seat tube/clamp match for the trunk lid mounting.

I have installed an Andrew Hague "junior pedaling attachment" (England, about \$35) to accommodate my four year old daughter. This device clamps to the rear seat tube and gears via a short chain to the left side of the bottom bracket. The advantages are: Four inch cranks rather than adult sized equipment; the device freewheels, so my daughter can rest when she wants to and then help dad on the hills; and correct distance between fore and aft saddle position and bottom bracket. Modified sting-ray type bars give her a normal bar position. She uses a well broken in Brooks B-72, with backrest, side rails, and safety belt added for safety. The disadvantages are: the unit requires a rear cottered crank. However, all you need is a cottered axle and a steel five pin crank. Saw off the crank arm, and bolt your TA five pin alloy chainwheels to the steel crank. You may need to shim for proper position. Turn the front unit around so the drive is on the right side. With careful fitting, you can retain 10 speeds. I have found that five speeds is sufficient 98% of the time even in my hilly area. After all, your purpose is to take your family with you, not set records.

I will be glad to explain these modifications in detail to anyone sending a self-addressed stamped envelope."

Andrew Hague's address is: 1 Kipling Grove, Anstey Lane, Leicester, LE4 0PF, England. The unit price, complete with cranks, chainring, freewheel, boss and allen keys is 17 pounds sterling.

In an interview with Andrew Hague in The Tandem Club Journal, the bulletin of the Tandem Club (of England), Andrew explains why he included the freewheeling ability of his pedaling attachment: "When I first assembled the device I used a fixed sprocket instead of a freewheel so my five year old son, Nicky, had to pedal when I pedaled. One day the going seemed extra tough so I stopped for a rest. Nicky said, 'I nearly stopped you pedaling Daddy, you must be strong', which is why I supply the attachment with a freewheel."

Robert McNair, Tandem Chairman of The Wheelmen, a cycling club "dedicated to the enjoyment and preservation of our bicycling heritage" writes: "My congratulations on the formation of TCA. Tandems are a splendid facet of bicycling and deserve a special organization to themselves."

I put my first tandem on the road in 1942. It was an 1898 Humber America double mens, weight 44 lbs. I rode it a couple of thousand miles, then retired it to the antique collection when new tandems became available. I honeymooned on an experimental Schwinn, then toured Europe for ten weeks on a Sun Wasp.

Recent years have found me pushing The Wheelmen and high wheelers. But with the Bicentennial behind us I am going back to my first love and opening the tandem front. It is time our members started restoring and showing their antique tandems, of which they must have over two hundred. The lady-front tandem is the symbol of the gay nineties. The double mens tandems of that decade were marvels of lightness and fine design and machining. The multi tandems were a race track spectacle that has not been witnessed since.

The fascination of the old tandems is highlighted by an episode this evening when a young friend brought over pieces of a tandem he had bought at a wheelmen auction. The other bidders must have mistaken it for a 1920 era clunker from the heavy seats, rubber pedals, roller chains, and bars turned up. But a closer scrutiny showed a beautiful lug brazed frame and sophisticated cotterless cranks- a quality that had to be late nineties. The wheel drove from both sides, the rear rider driving on the left and the front rider having an independent chain system driving on the right. It was geared 92 inches. Evidently a track racing machine. The make is still unknown but the restoration is underway- going back to the racing saddles, rat traps and toe clips and so forth.

No stable is complete without both a "10 speed" and a gay nineties tandem.

I do hope we can have some joint events between The Wheelmen and TCA and I would appreciate addresses of your ringleaders in this end of the country."

If you are interested in more antique tandem information, check your directory for Bob's address. He is from Swarthmore, Pennsylvania.

D. G. Hall offers these thoughts on the in/out of phase question: "Our tandem was delivered to us set up with out of phase cranks as the establishment we bought it from is a strong advocate of this system. Knowing nothing about tandems we relied heavily on the advice of these experts. As we learned more about tandems we came to appreciate the wisdom of their advice. However I have changed to in phase cranks.

I generally ride the tandem solo to pick up my stoker, co-owner and sister, who lives two miles away. This presented no problem. However, after the ride when I dropped her off and started the two mile solo trip home, I found I was only in marginal control for the first several hundreds of yards. I concluded I was still compensating for torque caused by the out of phase cranks.

We also found that after a thirty mile ride on the tandem we felt as tired as we would had we gone about eighty miles on our singles. We put this down to inexperience. However after two months this still had not improved. I was taking an active dislike to the tandem, and our club had an overnight trip planned that I was viewing with apprehension. Prior to the trip I changed the cranks to in phase. The immediate result was that I was in complete control even after dropping off my stoker. The trip proved to be the first real pleasure I had on the tandem.

The theory as explained to me regarding the out of phase cranks was, that with alternating power strokes there is a smoother transfer of power and less strain on the equipment. Perhaps at excessively high spinning cadence this is true, but at the speeds of which my sister and I are capable this theory does not hold true.

On any power stroke there has to be enough energy produced to maintain the forward speed of the weight of the tandem and the two riders. With out of phase cranks this power is produced by only one crank. This is bound to cause greater strain on the individual bottom bracket than if the load was shared by both. This is also what was causing the torque on the steering. Therefore the frame must have been subjected to unnecessary strain. I also believe that this is why we were so tired. Each individual was taking the full load in turn instead of sharing it. This same load must be taken by the drive chain and free-wheel. Whether it is applied by a single crank or two makes no difference. The only way to reduce the load on these components is by reducing the power, hence less speed.

At the recent T.C.A. rally at Oceanside, California, I observed that the proponents of in phase and out of phase cranks were fairly evenly divided. Perhaps those as strongly favoring the out of phase system, as I am opposed to it, will claim our cycling style is at fault. So be it. One must do the best one can with the power available. This is our style and in phase cranks give us better results."

Dick Skelton and Sue Somers of Boulder, Colorado rode their tandem across the country on the Bikecentennial route. Here are some of Dick's ideas on in/out of phase cranks.

"We started our tour last summer with out of phase (90°) cranks and really enjoyed the smooth rhythm it produced. On really steep hills though, I felt that Sue was working so hard, that I was over the top of my pedal cycle too fast and it was then my turn to push her up the hill for a quarter cycle.

To make it easier on myself, I suggested that we put the pedals in phase when we got to the steep little hills of Missouri. The first few hours were a jerky ride since we were both used to having the other help get us over the top of the cycle but pretty soon we learned to ride again. Besides Sue helping me up the hills, she thought that I was helping her.

Once we got out of the Ozarks, we switched back to the (90°) out of phase. I've tried 30° and 45° out but don't feel that gives us the best of either in or out.

Also, the Schwinn Sports Touring was the best tire we used, by far."

Helen Jarvis of Webster, N.Y. sends the following ideas: "The back of the tandem is a boring place to ride? Why not make it more interesting for the stoker by providing her/him with something to do back there? My husband changed the shift levers from the front handlebars to the stoker's handlebars. The driver, then, has to steer and control only. Communication is not a problem: it only takes a word from the driver to start the shifting process in motion. Our Motobecane had three brakes all actuated at the front. Since having two brake cables on one brake handle made the brakes difficult to actuate, we moved one of these cables to the stoker's position. Since we are both small, lightweight people, we felt that two cables from the front were sufficient under most circumstances. The stoker's brake can be used in an emergency or if it appears that the driver is going to by-pass the ice-cream stand."

Jim Billington and his wife of Point Townsend, Washington have a Follis tandem and need help on two problems. First, "the 'Simplex' rear derailleur (it is bolted to the frame) is extremely difficult to use, but I can't find a source for a better quality rear derailleur." Secondly, "the Follis distributor (now out of business) sent the tandem without a chainwheel/crank assembly. We have made a poor quality substitution and again we need a source for good quality components." Follis owners, can you help? Send suggestions to the Editor, so that others with similar problems can benefit.

A suggestion on the broken spoke problem comes from George and Beth Wiggins of Ithaca, New York. "My 36 spoke hub brake rear wheel was averaging about 2 broken spokes per trip, a little too much for me but I was getting by until the day one of my spliced spokes broke in the middle, caught the derailleur and wrapped everything up on the freewheel. I decided to try for a more permanent solution, so borrowing an idea from Hi-E, a friend designed a 54 spoke pattern with normal spoking on the drum brake side, new holes between the existing holes on the freewheel side of the hub and 36 new holes in the rim so that all spokes are equally spaced around the rim and 18 unused old rim holes remained. The new holes were drilled to fit the spokes snugly and washers were used on the heads of all spokes in the old sloppy holes. The brake side spokes were tied. This pattern responded to the greater stress on the freewheel side from hard pedaling and permitted me to use all my present components."

TANDEM TIDBITS

My thanks to all the people who wrote thanking us for the work that went into the Oceanside rally, and the bulletin. It was especially gratifying to hear in person the favorable comments on "DoubleTalk" at the rally because of the effort we have put into it....Some valid criticism comes from Ashley & Jo Ann Molk, owners of a "dirty old Gitane", to the effect that the "articles sounding awfully high class- everyone doesn't own an Assenmacher or such- but keep up the good work". Well, that's true, but I try (but don't always succeed) to write about things I'm familiar with. In this case it's custom tandems. I'm really not very familiar with the problems and solutions of the production tandems. The rag sounds "high class" because that's the sort of bike that the people who write the articles own. We don't turn away articles on production bikes; we just haven't gotten much... Speaking of Assenmachers, congratulations to proud "parents" Kay & Rudy Van Renterghem who sent us the only "tandem arrival" announcement we've ever gotten... weight 34 (!) pounds, size 60 $\frac{1}{4}$ in. (wheelbase) - hope we get a description and road test now that Michigan has thawed... Paul Blumstein provided us with Mel Pinto's address: PO Box 2363, Falls Church, Va. 22042... Thanks. Good news! After a six month exchange of letters with the IRS, and passage of the Constitution amendments, we have received non-profit status with the Feds. This qualifies us for non-profit bulk mail rates, about 5¢ a piece, for up to 2 $\frac{1}{2}$ ounces. This is quite a reduction, but unfortunately will increase the secretary's work, since the mail must be presorted... Speaking of the secretary, half of this issue has been typed by the editor and treasurer since Beth Zeichner is in Chicago for a month, away from the computer which usually prints "DoubleTalk". That's why this looks so ratty...Please enjoy the directory enclosed; I hope it is useful since it took about 10 hours to update and get it from the computer's alphabetical format to alphabetical by state.

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.

- May 7-8 6:30 am! Tour of Scioto River Valley (TOSRV), Columbus, Ohio; two day, 210 mile ride from Columbus to Portsmouth 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 had set up a 7:00 am special start time in the last bulletin, only to be informed by a member that the TOSRV newsletter gives a 6:30 start time for tandems. We think all tandems should start together, so please consider the TCA start time to be 6:30 also. Tandem riders will meet in front of the Neil House (across High Street, opposite the Statehouse) at 6:30 am. TOSRV, Box 2311, Columbus, Ohio 43223.
- May 13-15 Spring Tandem '77, Johnsbury, NJ., sponsored by the TCA. Johnsbury 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 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 and Beth Zeichner will be giving an introductory talk on tandem cycling. Bill Boston will hold a workshop on more advanced tandem topics. Hdq. Madison College. GEAR '77, Box 25772, Richmond, VA 23261.
- May 27-30 Great Western Bike Rally, Santa Maria, CA. Tandem rides (depart from parking lot in front of main entrance to fairgrounds, Santa Barbara County Fair Grounds) and events planned: Saturday-8am, Guadalupe ride, 50 miles; 9-11 am- Tandem Class Bike Rodeo; 10-12 noon- Tandem Class Drag Races; Noon-Tandem ride to Picnic, 6 miles; Picnic; 7pm- Moonlight Ride, 17 miles; and 9pm- No-host social hour and TCA meeting. Sunday: 7 am-Santa Maria Century; 8:30 am-Vandenburg AFB, 37 miles; and 7 pm- Banquet. Monday- 9am, Tandem Breakfast (no host) with tandem fun ride following. Darryl LeVesque and Bill McCready, Bud's Bike Shop, 217 First St., Claremont, CA. 91711 (Tandem Events). Ralph Boethling, Registrar, Box 7000-61, Redondo Beach, CA 90277.
- June 11 San Diego Tandem Venture- first in a series of monthly rides alternating between S. D. & LA areas. A ride of about 50 miles beginning at the home of John & Donna Goodloe, 8084 Donzee St. in SD, for all interested tandemists. Starting time: 9:30 AM. Potluck dinner (bring something to BBQ & salad or dessert to share) with slide show to follow. BYOB & slides or we see the Goodloe's wedding pics. Out of towners can use the Goodloe's floor for the night. Write for trip sheet including SASE. Zip is 92123.

- June 30-July 4 League of American Wheelmen National Convention, Denver, Colorado. Denver Bicycle Touring Club, Box 8973, Denver, Co. 80201.
- August 20-22 Skyline Drive Tandem Tour- sponsored by the Baltimore BC for tandems only- separate from the BBC Skyline tour for the masses (solos). Valley route from Front Royal to Waynesboro, 100 mi. Saturday; 55 mi. Sunday to Big Meadows on the Drive; 55 mi. Monday inc. 5 mile downhill into Front Royal. Motels & hopefully sagged. Write Ruth & Al Schaffer, 3212 Midfield Rd. Baltimore, Md. 21208 with SASE for more information.
- September 16-19 Tandem '77, Lake Waramaug, Connecticut. Three days of quiet and scenic riding with gentle or challenging routes; accomodations at a country inn on the lake for \$110 or \$130 (meals & registration inc.) Send SASE to Duane Thompson, 58 Ferris, Norwalk, CT 06850.

Notes from the Treasurer:

All TCA membership renewals are due at the same time, prior to the September, 1977 issue. Prorating occurs once a year on March 31 when fees change from \$3.50 to \$2.00. These two facts have not been made obvious enough to recent members and anyone who paid \$3.50 after March 31, 1977 is entitled to \$1.50 and can get it by writing to the treasurer prior to August 31, 1977. It can be left in the club treasury as a donation. Because of the increased bookkeeping it would entail, the money will not be credited to your September, 1977 bill.

There have been requests for back issues. Some of these have been filled with leftover copies, but now back issues (except March) are out of print. To continue sending back issues would entail getting single Xerox copies made at a cost of 5¢ per page plus postage and at a cost of more time than the officers can reasonably donate to the club. Subscriptions begin when dues are sent in and end the following August 31, unless we have leftover copies from the mass printing (presently 350-400) we have done. If there is a member who would like to volunteer to make and send copies at cost to interested members, please let us know.

Philip Kolupaev, 915 Main Street, Woburn, Mass. 01801 has just joined the club, and he and his wife are looking for a used production tandem. Any machines out there?

The following are the results of the TCA elections: President: Glenn Zeichner, 129; Steve Dybalski, 1; Darryl LeVesque, 1. Vice-President: Darryl LeVesque, 126; Glenn Zeichner, 1. Treasurer: Judith Allison, 131. Secretary: Beth Zeichner, 131. Editor: Malcolm Boyd, 131.

The amendments to the constitution passed unanimously with the exception of amendment 1, which passed 130 to 1. The patch design contest was won by Dick Foltz of Indianapolis with patch design 3, which received 89 votes. Design 1 netted 10, 2 17, and 4 13. As winner, Dick receives a free patch. Congratulations!

Patches will be available in the not too distant future at a price of \$2.25 per patch. At least one member is interested in a larger patch for the back of a jersey/jacket. The patch presently available is approximately the size it was in the March bulletin. We could look into TCA jerseys or custom silk-screened T-shirts. Are you interested? Send your patch money and your ideas for what else you would like to see available to the Treasurer.

President: Glenn Zeichner, C-5 West Drive, Princeton, N. J. 08540
Secretary: Beth Zeichner, above address.
Vice-President: Darryl LeVesque, 2511 Jonquil Ct., Upland, Ca. 91786
Treasurer: Judy Allison, 179 S. Sierra Madre Blvd., Pasadena, Ca. 91107
Editor: Malcolm Boyd, above address.
Area representative: San Diego, John & Donna Goodloe, 8084 Donzee St., San Diego, Ca. 92123

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 fee is \$2.00 for individual or tandem team membership thru Aug. '77. Checks may be made payable to TCA and should be sent to:

Judy Allison
Treasurer, TCA
179 S. Sierra Madre Blvd.
Pasadena, Ca. 91107

NOV 1961

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