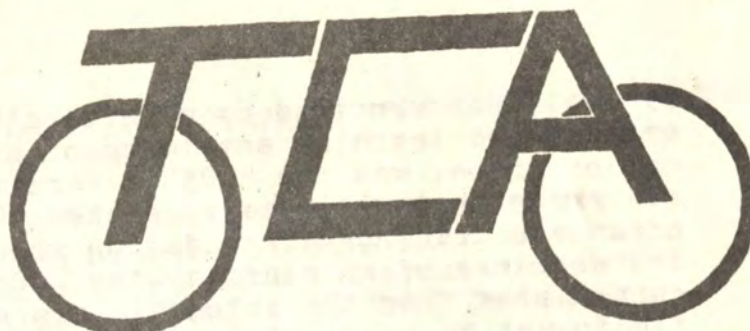


DOUBLETALK

BULLETIN OF THE

Vol. 2, No. 3

Jan.-Feb., 1978



TANDEM CLUB OF AMERICA

SEVEN TO SAKONNET

by Ted & Mary Ann Ellis, Providence, RI

If seven is a lucky number, then the first Tandem Twosome Tour portends great things for the future of tandeming in New England. Originally scheduled for October 9, a fast moving storm forced a cancellation to the following day. The southeast corner of Rhode Island was the staging area for an Atala, a Follis, three Paramounts and a Jack Taylor; a Schwinn Twinn joined us enroute. The forty mile tour started in Newport at 10:15, travelling through the inland farm country and coastal areas of Aquidneck Island. Clouds scudded in as we reached the northern end of the island. Passing through the residential areas, the shouts of children followed us, amazed at the sight of so many "two-bikes." The eastward leg began with a quick run along the shoreline in Island Park. Assaulted by the '38 hurricane, this town has never regained its once prominent position as a resort area, and appears to have been forgotten by time. The remaining abutments of the original Stone Bridge were passed on our right as its replacement, the Sakonnet Bridge, interrupted the horizon ahead. Our passage over the bridge was in sharp contrast to the rest of the trip as this brief excursion onto part of an expressway jarred us into a defensive position of watching for traffic, glass, curbing and bridge grates, all at one time. After taking twelve breaths in a collective sigh of relief, a brief stop was made for cocoa, tea or coffee at a shop overlooking the eastern abutment of the Stone Bridge. The harbor, now quiet from the summer, also helped calm our nerves. Returning to the road, Route 77, we were treated to glimpses of the sea and sky. The inland marshes soon gave way to farm country as we turned once again onto the main road. The vegetable stands with their colorful fall wares provided an honor guard as we rolled to the vineyard entrance to be greeted by a sign of a rooster atop a cluster of grapes. After negotiating a pathway up the gravel road, we were greeted by our hosts for the afternoon, Jim and Lolly Mitchell, owners of the Sakonnet Vineyards.

The sweetness in the air intensified as we approached the thirty-five acres given to the twelve varieties of grapes. Bent by the heavy rains the day before, the field grass around the long rows

of trellises provided us a soft path as we trekked along, examining and learning something of each variety. One, the Chancellor grape, was the 7,053rd version of a hybrid developed in a red group that ultimately reached 14,000 types. The shrill whine of an electric horn intruded on the stillness as we were shown the workings of an alarm system. Occasionally, the sound of a cannon shot from the automatic scarecrow rolled in from the open fields yet to be planted. Comparisons were made as we tasted both cultivated and wild grapes coexisting in this same small vineyard. Returning to the winery, the air grew humid from the spillovers of juice as it left the crusher. A strange sensation was felt as we ran our hands through the skins and seeds left from the crusher. The light, dry mixture still held a faint sweetness and would soon be returned to the ground to help in future growing. It promised what we would see inside.

Three 2200 gallon stainless steel fermenting tanks in a white room introduced us to the complexities of wine making. A desk, littered with samplers, graduates and reference materials echoed the Mitchells' concern that their product remain natural, with only fine adjustments being made. Smaller tanks were in back, experiments, special variations if you will, in rounding out the line of this three year old operation. On our way to the living room -- the building also being the Mitchells' home -- we passed through the bottling area, now still, awaiting the finished product soon to come. A plain wooden table provided the setting as the first of three bottles was uncorked. A small round of cheese, some crackers and wheat biscuits complemented the wine as the sampling began with Aurora, a dry, crackling white wine. The second round presented us with a white table variety that, although not sweet, seemed wetter on the tongue. Some wheat biscuits cleared the palate for the third, a dry rose in its first bottling. The Mitchells were careful to explain that they follow the European tradition of dryness, rather than "calling it dry, but bottling it sweet." The tasting finished, our group performed a fast game of musical chairs when a freelance photographer accompanying us asked who was with whom.

Bidding farewell, we returned to the main road for a fast northward trip. A lunch stop was made in Tiverton Four Corners, Pop. 12, where we warmed up on chowder and stuffed quahogs, a Rhode Island clam. The loop made and the Sakonnet Bridge again crossed, our trip down Aquidneck Island began. The traffic was heavier now, with people returning from their Columbus Day holiday. Courtesy still existed as the only horn sounded during the day was that of the alarm in the vineyard. Crossing to the west side of the island and into the Melville area of the Newport Naval Base, the last five miles were travelled on the Burma Road, of World War II vintage. A solitary place, we encountered two cars and three joggers, while the wind at our backs urged us on. The sight of the destroyer dock signalled us that our journey was almost over. A touch of sadness was in our coffee as we reminisced about the trip. but we were heartened by plans to repeat it another year.

THE TRIALS AND TRIBULATIONS OF A LONG DISTANCE TANDEM TOUR
by Grant Cotter

Our tandem tour originated in Vancouver, British Columbia on Wednesday, August 10, 1977 and culminated 35 days and 3306 miles later in Houston, Texas. My wife Lorraine and I organized and led a group of 37 people on an 80 mile/day tour from Vancouver, up the Trans Canada Highway to Kanloops, up Yellowhead Pass to Jasper, then south through the Columbia ice fields, Lake Louise, Banff and finishing in Calgary, Alberta on August 24th. Then, just my wife and I continued on another 20 days and 2400 miles to Houston.

The secret of any good bicycle tour is preparation and prepare I did. Map routing and route selection along with overnight stops and choice of motels were laid out over a year in advance. We were expecting quite a few of our fellow Los Angeles Wheelmen to join us and we were not disappointed. We are not a sleep-out group, so reservations had to be made far in advance as the Canadian portion of the journey is in an area of high tourist density.

Good physical conditioning and the soundness of the bike were considered next. The first was no problem at all and never did present a problem on the entire tour. My wife and I ride the tandem practically every Sunday of the year with many 2, 3 and 4 day tours thrown in. Our average yearly mileage is over 7000 miles. Just this past June, as part of our club's grand tour, we had ridden 247 miles in 19 hours. Because of this I had scheduled many days well in excess of 120 miles. As this narrative continues you will see it was not the number of miles but the type of miles along with weather conditions that were our greatest enemy.

As to the bicycle itself, we ride a bright orange Jack Taylor, double mens, with fenders, panniers, 12 volt light system and full brazed on touring equipment. In the three years we have ridden our bike, we have changed just about everything at least once until we have arrived at what is, at least for us, the optimum machine. We have Phil bottom brackets, hubs and disc brakes. Mathauser rim brakes with the Phils give us exceptional stopping power. Safe stopping was very important to us -- we were weighed on a truck scale in Jasper, Alberta at 480 pounds. With this weight normal tandem wheels would present a problem, but the 48 spoke wheels, front and rear, laced five cross, have been a godsend. With this tour behind us, we have over 14,000 miles on these wheels with never so much as a loose spoke, much less a broken one. In addition we moved the front derailleur to the front seat tube over a year ago and shifting is a dream, with our 15 speeds never clattering and chainwear at a minimum. We also are out-of-phase cranks people and wouldn't have it any other way.

To prepare the bike for this trip, we replaced all cables, both derailleurs, both chains, cluster, brake blocks, tires and lubed

the headset and pedals. I also bought six new tires, 2 for the bike and 4 spares. These along with a spare cluster, extra Phil discs, spokes, cables, brake blocks and a small tool kit kept us rolling. We had 4 flats and broken cords in the tire bodies required me to change tires more than should have been necessary.

The Canadian days flew by with extremely hot weather -- 112 degrees plus, the norm for the first four days. After a day off in Kamloops, the next four days up the Yellowhead Pass Highway to Jasper were perfect. Leaving Jasper we headed south and encountered cold drizzling rain and low overcast the next four days to Banff, then east to Calgary. So far the tour had been a piece of cake with nice roads, not too many hills and quite nice scenery from Kamloops on.

By the time we had reached Calgary we had ridden 935 miles in 12 riding days. We were primed and ready to go further. We cruised southeast into Alberta and towards Montana. Our only problems for the next few days were a touch of food poisoning, which weakened us for a day, and one flat tire.

The wind started just south of Calgary and when we reached the U. S. border at Sunburst, Montana, the interminable hills began and didn't really let up until about 20 miles from our destination. I couldn't believe that Montana, Wyoming, Colorado, Oklahoma and Texas could be one series of hills. They were like the waves in the ocean or the sand dunes on the desert, going on and on and on with the top of the next hill becoming visible as we were chugging up the hill we were on. With me the eternal optimist, I kept thinking that the land would level off and the wind would change direction. They didn't and we fought for every mile we rode.

There were 1½ days of tailwind in Montana, but they were dampened by many hills and much rain and cold weather. We started south and east out of Colorado with some down hill until Limon then leveled off through Lamar and east into Dodge City, Kansas. It is illegal to ride on the shoulder of Interstate roads in Kansas and shoulders were nonexistent on the other roads. At this point the good old rearview on the sun glasses proved invaluable. It became necessary on more than one occasion to pull off onto what laughingly passed as shoulder, as the fates seemed to decree that trucks going in opposite directions always pass each other when they passed us. It would make the road shake and the constant passage of the heavy vehicles over the years made the edge of the asphalt roads very bumpy and rutted.

When we headed south into Oklahoma conditions improved. South of Chickasha, Oklahoma we had our best day of riding with an altitude loss of over 400 feet, beautiful country, smooth wide roads and no headwinds until late in the day. From Waurika, Oklahoma we climbed until almost into Houston. It was through this section that we reached back for a little extra and ripped off days of

150, 137, 149 and 135 miles. Because of the hills and terrific headwinds we were spending between 12 and 15 hours a day in the saddle and were finishing all these rides long after dark. It was a comfort having the 12 volt light system on these occasions, but it was still a dismal task to come in day after day at 8 or 9 at night. From here we pretty much had it made with our last four days of riding measuring 70, 92, 130 and an easy 63 miles from Huntsville into Houston.

Our last 20 days were ridden consecutively with our daily average over this period being 117 miles a day. A good example of a typical day would be Sunday, Sept. 11th, my 47th birthday. We rode 92 miles and except for 20 miles of flat around Waxahachie, Texas the entire day was spent going up into the Texas hill country and into the familiar headwinds out of the Gulf of Mexico. This day was very hot and humid and required constant eating as well as drinking. My intake of liquids and food were as follows: 72 ounces of soda pop, 48 ounces of milk, 150 ounces of water; for breakfast: a bacon and cheese omlet, sausage, hash browns, toast; snacks during the day: a ham and cheese sandwich, potato chips, a bag of salted peanuts, a bag of popcorn, $\frac{1}{2}$ a grapefruit, a barbecued beef sandwich; for dinner $\frac{1}{2}$ of a large pizza, 2 plates of salad, garlic bread, a dish of spaghetti and meatballs, topped off with ice cream for dessert. If I sound like a pig, let me tell you that I lost 13 pounds eating like that.

A few thoughts on tandem touring in general: In strange terrain and especially in hot and humid weather, it is not how many miles ridden as what type of miles. I would have scheduled some of these days shorter if facilities had been available, but this was not the case. It was a very good thing that we were in excellent condition and capable of the long mileages that were required of us. Lack of bicycle problems makes things much easier, so be prepared. If wind and sunburned nose and lips are a problem, my solution is a paper mask covering these areas. Purchased in any hardware or drug store, they'll save the life of a tender face. If you disdain the use of such things, I recommend the use of the lip balm called "Sun Stick." On our rear carrier we carry an aluminum box, inside of which is a half gallon thermos jug filled with ice. It is a life saver and was filled as many as 3 times a day in extreme heat. The use of ice wrapped in a cloth around your neck at the base of your skull will certainly keep your whole body temperature lower and let you function at a normal level. We did this on many occasions when the temperature rose to 95 degrees and hotter.

My final line is this: This is a tough tour and I wouldn't advise it for anyone in his right mind. If you do ride it all you will get out of it would be boredom, frustration and exhaustion -- and of course, at the end, extreme satisfaction!!

TIPS ON CHOOSING A BIKE, OR: WHAT MAKES A GOOD BIKE "GOOD"
by "Tullio Maseratti"

This is not an article about quality of manufacture, "status" or getting a frame that fits; it is about finding that indefinably mystical final bike, be it single or tandem, at which point you stop looking.

By the time you begin looking for this bike you should be well past the status traps, should be able to judge for yourself quality of construction and proper fit, and should have ridden about ten thousand miles.

Most of the following discussion applies to tandems, but can also be used for singles.

First, I pump the tires to proper pressure, then bounce the bike lightly both front and back. If nothing rattles, I take the bike over my test course. Around the block and on for one half mile. The brakes work and the frame runs straight...OK! Then, two and a half miles into the city, some on the sidewalk, some on the road. Do the joints in the sidewalk jar too much? Will the bike ride straight on the curb edge? Can I pace someone walking with me? If so, then on down the street looking for good brakes, the ability to go through narrow aisles and good stall control at stop lights.

All of the above features are related to what I call frame stiffness. I don't think this has really been clearly defined so I will give you my description. Stiffness is created 90% at the head tube and in the front fork. Many frame makers are capable of making a rear triangle stiff enough so the rear wheel will stay straight in a sprint, but few are able to consistently make a good head tube joint or front fork.

I have always noticed a great variation in ride quality regardless of bike selling price. Whenever the chance came to examine a better riding bike, I have done so in minute detail. In about 75% of the examinations, something "extra" had been done to the frame, either by accident or by intent. Sleeves in the tubes are visible, but extra solder in the joints is not; however, it seems that extra metal in the joints makes a bike handle better at all speeds.

I will try to show why my kind of frame stiffness is so important. When we ride a bike faster than walking, the bike remains upright because we can steer the wheels under the point of imbalance. All bikes do this fairly well, but at very slow speeds we cannot steer the wheels toward the direction of fall fast enough to balance the bike. Another action takes place. The trail of the front fork allows us to force the bike into balance under us on down to stalling speed in a track stand -- IF THE FRONT END OF THE

BIKE IS STIFF ENOUGH. If it is not, we cannot balance because the frame bends excessively. This is the kind of stiffness I look for. Obviously, this is an over simplistic explanation; if it were not, the KLEIN bike would have made all others obsolete.

I usually stop at a shop belonging to friends of mine and let them all ride. All comments are valuable. At this time anything that doesn't please me is fixed or adjusted. Then Mrs. Stoker and I take a short trip. I can tell by her body english and power if she has a good first impression.

A few of Mrs. Stoker's comments here: "I have very short legs and like to get onto a bike, fully loaded or not, without hitting my legs on the back carrier or goosing myself on the seat. Since this isn't a racing bike, I like to be able to touch one foot to the ground while standing in case we want to tip the bike over." (This requires a low bottom bracket and long handle bar extension.) "I also like enough room so that Mr. Pilot isn't sitting on my hands. I feel secure if there are no strange wobbles or shakes and if the bumps aren't magnified on a fast ride. When I find myself leaving my feet in the toe clips at traffic lights and feel secure enough to adjust my gloves while riding, that to me is a good bike."

The longest test is our Sunday morning ride. Early, to miss the Sunday drivers but late enough so that we don't need lights. Now all the problems show up -- numb hands, knees hitting hardware, poorly placed brake handles, etc. There should be enough adjustment built into the bike to enable correction of all this. Brakes should be more than sufficient at speeds to 55 mph and the frame should give a feeling of extreme stability. I look for comfort in traffic, good stalling characteristics and high speed stability.

The conscious testing over, we ride on for pleasure. When we arrive home the memories are only pleasant. We have done the last part of the trip and cannot remember tough climbs or hairpin curves. We remember the good smells and the green fields. This is the final test -- the chance to go under our own power and not be aware of our machine at all.

LETTERS TO THE EDITOR

THEY DON'T ALLOW TANDEMS AT THE ZOO ANYMORE

Jim & Carol Weisbecker of Wayne, PA write: "A couple on a tandem recently visited the zoo in our town, and stopped in front of the cage of a 375 pound gorilla by the name of STUD. Now it's a well-known, scientific fact that females who ride tandems are quite a bit sexier than those who don't. (I think it must be those cycling shorts.) Our heroine was no exception. As a matter of fact, she

was a 9.4 out of a possible ten. It didn't take STUD very long to become familiar with this characteristic of female tandemists, and just as quick as a wink he pulled our gal through the bars and began tearing off all her clothes.

Needless to say, she became a little upset at these recent developments. She screamed to her partner, "What should I do?...What should I do!" "Try telling him you've got a headache!" was the reply."

From Dale Brown, Greensboro, NC: "I would suggest at perhaps yearly intervals, TCA could publish a register of tandem bicycle and frame sources, with approximate prices and, in the case of custom builders, how much experience the builder has in his craft. There seem to be an awful lot of part-time and experimental builders whose production is uneven and often based upon inadequate know-how. Perhaps endorsements from TCA members would be a valid criterion to be included in the listing.

"Here in North Carolina we have a professional frame builder who has produced two tandems to date. Normally I would think this is still a bit soon to proclaim him adept at tandems, but "Silk Hope, Ltd." (McLean Fouvielle) has produced approximately 300 solo frames at the rate of one every two weeks -- I repeat, he is full-time at this occupation and an absolute fiend for detail and craft. The first tandem frame took over three weeks and was almost like jewelry on close inspection. I own two solo frames by Silk Hope, but my Paramount tandem will have to do for a while yet! Nevertheless, I'm confident East Coast tandem enthusiasts would be safe in pursuing this particular builder. Except for Bill Boston I personally know of no one else on the East Coast who has actually built tandems, although there must be someone(?). For the record: SILK HOPE, LTD., c/o Toga Bike Shop, 1835 Spring Garden St., Greensboro, NC 27403 (919-272-0664).

"Re: the Weinmann A 129 concave rim -- This design impressed me as being a logical and strong extrusion. Upon building and riding the wheels, I discovered the seams on the rims caused severe grabbing/thumping while braking. Apparently when the rims are welded at the seam, they are then ground smooth and this grinding is extremely sloppy. Most samples I've inspected are flawed in this way -- certainly unacceptable for the most expensive wired-on rim on the market!

"Re: the Mathauser brake shoe pads that fit existing shoes. Dry weather stopping may have been improved (in Mafac cantilevers), but the difference is so slight as to be difficult to discern. Wet was worse than "Sure Stop" pads.

"Question: In addition to my Paramount tandem I have acquired an older single speed Schwinn tandem. This one is, however, a far cry from the recent heavy weights: full tubular bronze-welded

frame with fork very similar to Paramount's, curved rear seat tube (M/F), eccentric front bottom bracket with BSA threaded cottered cranks (cross drive!). The bike is original with front and rear hub brakes and 26 x 1 3/4" wheels. The chain stays are short (16") and bottom bracket shells appear to be 74 mm wide! It's quite a handsome machine, although not much use in its present guise. I am interested in identifying the years this model was produced. I would also like to hear if anyone has converted a similar cycle to a reasonably lightweight multi-speed. (I have visions of 650 B wheels, etc!!)"

CLUB BUSINESS

We recently recorded what appears to be an incorrect address for Leland and Margaret Dong of Kansas City, MO. Their copy of Double Talk was returned to us. Does anyone know their correct address?

We welcome Gary Stewart of Columbus as our new Ohio area representative, replacing Ashley Molk who resigned due to lack of time.

Both TCA jerseys and TCA T-shirts are now available. T-shirts are light blue with dark blue silk screening; a small tandem is on the front, and the TCA logo on the back. T-shirts in sizes XS, S, M, L, XL are available for \$5.50 each from Judy Allison, Treasurer. Club jerseys should be ordered directly from Jones Cycle Wear by completing the order form found elsewhere in this issue. Jerseys are red body with white side panels and white around the sleeves, and the sleeves are blue. The TCA logo is silk screened on the back, above the standard road jersey pockets. Options include a choice of cotton-polyester, acrylic or the new non-shrinkable 100% wool fabrics, short or long sleeves, and personal names embroidered on the front.

Notice: As outlined in the TCA Bylaws (Double Talk, Jan.-Feb., 1977, vol. 1, no. 2), nominations for the offices of President, Vice-President, Secretary, Treasurer and Editor are open during the month of January. Each candidate will submit a nominating statement supporting their candidacy to the Editor for the March issue of Double Talk. If the changes outlined below are approved, the Secretary's term will run from January, 1979 to December, 1979.

Following are the proposed changes to the Constitution and Bylaws decided upon by the officers at a meeting in September and discussed in the Nov.-Dec. issue of Double Talk. For the benefit of new members and for the easy reference of all, the TCA Constitution and Bylaws are reprinted after the outline of the proposed changes. The March, 1978 ballot will give all members the opportunity to vote on these changes; your comments are welcome prior to the voting.

Proposed changes to the TCA Constitution:

- 1) Article III, paragraph 2: To read, "Membership is open to an individual..." (Deletes Honorary memberships.)
- 2) Article III, paragraph 3: Change "20" to "30".
- 3) Article IV: Delete third sentence: "No officer shall be eligible for more than two consecutive terms in any one office."
- 4) Article V, paragraphs 1 and 2: Change "20" to "30".

Proposed changes to the TCA Bylaws:

- 5) Article I: "Individual or tandem team dues shall be \$5.00 per annum, prorated once to \$3.00 after March 1 of the year. Members with addresses outside of North America will be charged \$7.50 per annum, surface mail. Dues become payable as of September 30 of each year. Every dues-paying party shall receive all bulletins printed after their dues are received."
- 6) Article II, paragraph 1: Add: "...shall assume their duties upon notification, "with the exception of the Secretary, whose term will run for the following calendar year."
- 7) Article II, paragraph 3: Change "20" to "30".
- 8) Article III, paragraph 3: Change "over \$10.00" to "beyond usual expenditures".
- 9) Article III: Add: "An executive committee composed of all officers shall meet physically or via a telephone conference call at least once a year."

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.

Member ship 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 by-laws. 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 30 of each year. Every dues-paying individual or tandem team shall receive the bi-monthly 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.

TANDEM WANTED: 22" x 22" double mens lightweight tandem. Robert Wilson, 3733 Lickrider Lane S. #3, Indianapolis, IN 46227.

TANDEM RIDE CALENDAR

Following are rides of special interest to tandemists. Please send a self-addressed, stamped envelope to the contact address for registration and further information.

FEBRUARY

- 14 ST. VALENTINES DAY TANDEM TOUR OF NAPA VALLEY
Emphasis will be on socializing and a leisurely pace with many stops (wineries). Loops of 25 km. and 50 km. Law patch. No sag. For details contact: Sierra Wanderers, c/o Ted Vadera, 2208 McGee #4, Berkeley, CA 94703; phone: 415-843-7612.

MARCH

- 11-12 CALIFORNIA TANDEM MISSION RUN
Spend two days enjoying tandeming in the beautiful Santa Inez Valley around Solvang, CA. Make advance reservations at the Svendsgaard Danish Lodge, 1711 Mission Dr., Solvang, CA 93463. Sagged 20-50 mile rides. Chris Quint, 16192 Appleblossom Ct., La Puente, CA 91744; phone: 213-330-0961.

APRIL

- 9 TECATE BEER RUN, Tecate, Mexico
72 mile highly social ride from Tecate to Ensenada through beautiful, low-traffic Baja California. TCA team will be entered. Sag wagon, fun prizes. Darryl Levesque, 2511 Jonquil Ct., Upland, CA 91786.

MAY

- 26-29 GREAT EASTERN RALLY, Millersville, PA
"A four day festival for bicyclists," GEAR 78 will be set in the beautiful Lancaster County Pennsylvania countryside. Accommodations available at Millersville State College, headquarters for the rally. There will be tandem work-shops and a special tandem ride. GEAR 78, P.O. Box 6215, Hellam Branch, PA 17406.

JUNE

- 24-July 8 YOSEMITE YAHOO
A two week tour starting June 24, 8:00 AM, from the Rose Bowl, the tour covers 900 miles. The cost is \$28.50 per person which includes 3 nights in a tent-cabin in Yosemite. Other motels are \$28-\$30 per night, camping is also available. The tour will pass through Owens Valley, the Sierras, Fresno and Ventura and will have sag wagon service. Tony Leap, 1900 Kenneth Rd., Burbank, CA 91504; phone: 213-848-6317.

JUNE

- 25 AMERICANA TANDEM TOUR, North Baltimore, Ohio
9:30 AM, 70 miles, \$5.00 per tandem. Ride winding, well-paved country roads through some of the finest farm land in northwest Ohio. Small towns and country stores, flat to very gently rolling. Tandem Club of America, Jeff Gilmore, 112 Duane St., Maumee, Ohio 43537; phone: 419-893-1447.

AUGUST

- 13-16 TANDEM COLORADO
A two week tour, with a one week option, Tandem Colorado starts on Sunday Aug. 13 from Colorado Springs and travels through Royal Gorge, Estes Park and Aspen at a rate of 45-65 miles/day. If you can't make the whole trip, come to Estes Park for a weekend of riding. There will be a banquet in Estes Park on Sat. Aug. 19. Camp or hotel. Elton Hammond, 610 N. Cascade, Apt. 20, Colorado Springs, CO 80903; phone: 303-635-5366.
- 25-28 TANDEM 78, Hunt Valley, MD
Rolling terrain in the beautiful horse country. Baltimore Bicycle Club. The Granzows, 633 Overbrook Rd., Baltimore, MD 21212; phone: 301-377-6217.

SEPTEMBER

- 2-4 MID-WEST TANDEM 78, Louisville, Ky.
Experience Southern hospitality and beautiful bluegrass scenery. See Churchill Downs, home of the Kentucky Derby, cruise the Ohio on a sternwheel steamboat, visit "My Old Kentucky Home." Mark your calendars now! More details later. Louisville Wheelmen, c/o Stewart and Deborah Prather, 2873 Regan Ave., Louisville, KY 40206.

OCTOBER

- 15 BRANDYWINE TANDEM RAMBLE, Chadds Ford, PA
Cosponsored by the Wheelmen and the Brandywine B.C., the Brandywine Tandem Ramble will include 25, 40 and 62 mile rides with lunch. Concours D'Elegance. Ride with antique tandems. There will be a Saturday tour if there is sufficient interest. Home/hostel lodging will be available. Sunday's ride begins at 9:30 AM at the Wyeth Museum, Chadds Ford, PA (at the intersection of Routes 1 & 100). Bob McNair, 32 Dartmouth Circle, Swarthmore, PA.

The BIKE STAND

117 North Washington
Olympia, Washington 98501
Telephone (206) 943-1997

*-Gitane and Jack
Taylor tandem
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Dues: \$3.50 for individual or tandem team membership from date of receipt to August, 1978, prorated once a year (\$2.00 after March, 1978).
 Double Talk is published bimonthly and a subscription is included with membership in the TCA. All memberships expire as of August, 1978.

TCA patches, 4" x 4½", \$2.25 each; TCA tee shirts, XS,S,M,L,XL, \$5.50; both available tax- and post- paid from the Treasurer.
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