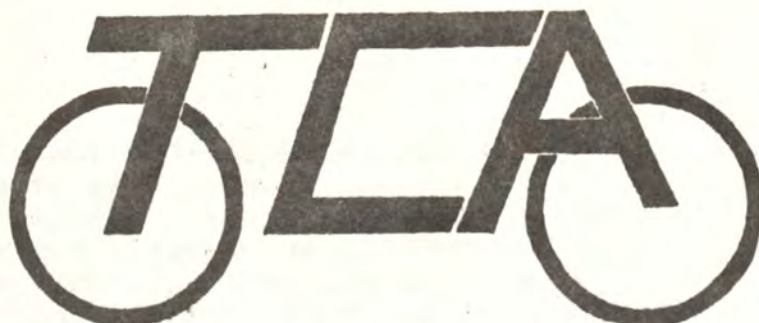


DOUBLETALK

BULLETIN OF THE

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TANDEM CLUB OF AMERICA

"BLIND" MAIL TWICER

by Harry Jelfs, circa 1920-33

(Note: The following article is reprinted from the (British) Tandem Club Journal, May/June, 1974, No. 14.)

That celebrated tea-house, The Cosy Nook, was recognised as the country H.Q. of a number of cycling clubs using the Hastings Road for racing or training. It was open every night of the year so was always full of "racer-blokes" both seasoned warriors and novice and in consequence there was great rivalry amongst them that showed itself in the traditional "blinds home" to St. Lawrence's Church at Catford, the acknowledged finish by custom or unwritten law. These unofficial tear-ups (Gold, Silver, Bronzes) were famous, listen to any group of old codgers who took part in 'em, incidents like this:- "Yers, it was the night 'Arry Grant won the blind 'ome, finished the sprint to the Church on the ruddy pavement (actual fact) there wasn't room in the road, blimey what a battle! (all Cambridge men, you see)."

All these were solo blinds from the Nook tho' several clubs that used Bassams and Johnsons on Polhill itself saved themselves knowing that when they were spotted coming up Farnboro' Hill, the famous cry would go ringing thro' the Nook...."Sling out your dead" and fresh fuel would come pouring out of that "Estaminet" and the tear-up would be on! Bassams was kept by an old Imperial Wheeler, of glorious memory, it stood where the garage is now at the top of Polhill by the roundabout, and it was often the scene of extra special blinds. It was Tandems Only! usually on a Thursday evening, especially if word had got around that two mateys had bought a twicer and would be out to see if they nicked O.K. or some would be out training for a near event, and now I will record what happened on one such night.....

Bassams was already half full when we arrived, a few singles were in evidence but tandems dominated the scene, their owners adopting a too casual observance of the equipment of each newcomer, assessing and weighing up the opposition for the battle to come, for these were not casual affairs, not with the Imps interested, you bet! Nobody took the remarks being bandied about seriously, like

"Are you on tandem tonight? s'funny so are we, first time we have been out for ages, have to take it easy going home, spokes kept breaking coming out." This was the usual blarney that went on. During the evening there was a constant stream of mateys slipping outside to view the machines and equipment. Most were shod with Endrick rims and Dunlop Red Racing Tyres similar to the Sprite of today, the "Elite" used Constrictor No. 3s wired on, gears were 78-88, fixed of course, no delirious-g geared radiograms in those days remember.

The first to make a move were Jack Reeks and his partner, Roy Beard of the Imps, an acknowledged fast pair on Southern Roads, followed by Harry Grant.....later to startle the Continental Bike World by winning the motor-paced hundred mile classic "The Grand Centi Mille" in 2 hrs. 11 mins. 52 secs.....but that is another story. On this occasion he was paired with his great friend, Ted Davies, also there was Snowball Lupton, slightly built, and had a collapsed lung, or so twas said. He rode with Ginger Johnson, these two mateys sold their singles to buy their double-barrer, dead keen these two, eh? Tim Cornish of the Imps and wee Georgie Quaife of the Wrens was another coupling, these two were super-stylists, no climbing all over the machine "a la moderne," they sat still, turning their pedals neatly and deftly, an art so derided today. We moved out on to Polhill...all waited for the call..."Everybody UP," and the blind was on...probably a dozen or more all eager for the fray.

From the start it was easy down Polhill to Green St. Green thro' the village to the foot of that sharp rise of Farnboro' Hill. Here Jack Reeks and Roy Beard, who were in the lead (they always were), started to put the pressure on and they succeeded in dropping one or two pairs, leaving a dozen or so on their tail. Through Farnvoro' village itself and they swept up past the laundry, and so to the top of the hill by the hospital...down they swooped and over the crossroads and down the Plough.... It was here that on a previous tear-up that superb example of bike handling averted a serious pile-up at the bottom of the Plough, where the garage is now, was a large slimy, evil-smelling pond, and a bunch of mateys were going like the clappers, led by the Allwright brothers on their tandem, when their front tyre burst causing them to lurch from side to side amongst the singles, and everybody, including the two brothers, had to stamp back to avoid a crash. There wasn't a brake amongst the lot, tandem as well! and the twicer lurched towards that awful pond when the old Olympic rider and superb bike-handler, Geo. Cavanagh, known the world over as "Cav," swept alongside, hooked his arm thro' elder brother Frank's arm, stood on 'em and with younger brother Arthur doing a real trackman's leap off the back, brought it to a stand-still right on the brink of the pond. Phew! it was close tho' and it was too late to get a reviver in the Plough Inn, they were shut.....but I digress....

Down the Plough, Reeksie made his 88 and Roy work, dropping all but Captains Grantie and Snowball, and, yes, Tim and Georgie, much to the surprise of those who had done a "recce" on their tandem and knew they were only on a 78 gear. Over Bromley Common the pace was a real all-out humdinger; the blind was now in two parts, the four mentioned were pulling away from the rest and along the route were bonked pairs fallen by the wayside. All the way to the top of Masons Hill the speed was kept to a maximum to prevent the "Peloton" getting on again. The first four knew Reeksie would make his next move up past the station and so closed up on his back wheel on the fast descent of Masons Hill. And it was so, calling on Roy to bend his back a bit more, they hurled their machine up the High Street - at this time of night in 1925 deserted, so different to nowadays - but to no avail...

Captains Grant, Lupton and Cornish were still close up at the top of Bromley Hill, down which the four tandems swept at terrific speed. Now came an easing a little on the flat, past the pond and the bus garage, and with the end in sight the four began jockeying for position at Canadian Avenue.....Jack Reeks and Roy Beard made the first move, remember they had been in the lead since the start, and it was too much. Jack dropped his head, bonked to the wide, and Grantie and Ted Davies went into a space-devouring sprint to win at the line at the Church....but wait, gentle reader, Snowy and Ginger, who had been lying second at the Avenue and were quite confident of that spot, were surprised when almost from under their bars a little 21 inch Hellens tandem snatched that place! Yes, it was Tim and George, those superb stylists, perfect ankle action that helped them do well in those celebrated tear-ups of their youth, and to retain in their store-house of memories.

Hope you've not been bored.

MAUI ON WHEELS
by Donna Goodloe, San Diego, CA

Four AM found us loading our bicycles in the cars and heading for Hawaii. It was a trip long planned for and an ideal second honeymoon -- complete with in-laws.

The trip itself was designed as the All American Vacation -- 1½ weeks on Maui, the remainder of the Big Island of Hawaii. The first part was riding and camping, complete with sagwagon. For the second part, we traded the car for hot showers and soft beds. The last part, bikes went in storage and we traveled only by car.

Since John and I had toured the islands before, we acted as guides. The distance traveled and driving duties were geared to

the group's ability, which included three relatively unseasoned riders -- Mon, Brian and Steve.

Arriving in Kahului, Maui, we were delighted to find our four bicycles still intact (one tandem, three singles). It took five trips to transfer all the duffle bags and bikes to our Mazda station wagon -- but the little car performed admirably. It was big enough to carry all our gear (especially with the back seat down) and bicycles on the roof rack we had shipped. (It's helpful to add the rack away from the car rental place.) If we REALLY wanted to, we could fit all five of us, as well as the gear, in the car and even close the doors!

We stayed in a hotel the first night to make the reorganization process easier. Bikes were assembled, their boxes put in storage at the local bike shop, groceries purchased and gear repacked for the camping ahead.

We took two days to travel the 52 miles to Hana -- our layover night was spent about half way at Kamahina State Park (tent camping -- \$1.00/day for permit). While this may not sound like much distance, the road, wind and weather conditions, as well as side trips, make the days complete.

Getting out of Kahului is a feat in itself. The trade winds funnel through the valley, reaching speeds up to 35 or 40 MPH! As cross winds, these can be treacherous -- especially when riding by a newly harvested cane field.

As the wind subsides, the road worsens. As the song goes, there are "52 Bridges to Hana" -- all the one-lane variety. The road must have been smooth pavement at some point in time, say around 1910, but all evidence of it has been covered by cold patches. It's a two lane road only from the standpoint that a line was painted down the middle (no shoulders). When two cars meet, they must "hit the dirt" in order to pass. Never have I seen a road so bad and the scenery so beautiful. It's mile after mile of pineapple fields, gorges, fragrances of ginger, guava and mango, breathless cliffs, crashing surf, bamboo forests, waterfalls around every corner and ponds for cooling off. The warm rain is often enjoyable. The sweet smell it brings and growth it creates excite the soul.

The ride from Kamahina to Hana includes a six mile grade, starting at the Keanae Peninsula and ending at Puaa Kaa State Park (a good lunch and swim stop). The grade was difficult mostly because we couldn't remember where the top was. Consequently, we encouraged Mom that we were almost there only to find two or three more miles of hill climbing. At the bottom of the third and last valley, Mon threw a mild fit, mumbled something about what we could do with the @#% bikes and refused to go any further.

We had a chat, looked at the steep hill ahead and talked about what the folks back home would say if they could see us now. (She insisted that no one would believe it so she took a picture, trying to make the narrow road look as steep as possible.) After about five minutes, she mumbled, "Well, let's get this damn thing over with," and we were on our way again.

In Hana, it was the Wianapanapa State Park (camp grounds and cabins). Each cabin sleeps six, has hot showers, kitchenette and costs \$15.00 per night for five. There were more "critters" there than we last remembered -- poi cats, mongoose, geckos (lizards) helping to keep down the bug population, mosquitos (which came in sets of 100) and various other tropical insects. After a while, we were all cohabitating nicely -- the mosquitos having their fill, the ants continually wiping off the counter, and the poi cats getting a sneak morsel every now and then.

The ten mile (one hour DRIVE) out to the Seven Pools is a must -- but not on a bicycle. The road gets even worse--one lane the whole way and well traveled for it's condition. If broken spokes don't plague you, crazy tourists in rental cars will!

For the more adventurous, the hike from Seven Pools to Wiamoku Falls is great. The five mile round trip hike takes you up through pasture land, across a stream, up a cliff, through a bamboo forest, and across more streams to the falls. A word of warning -- this side of the island is very wet and rain is guaranteed -- so is slippery mud. After walking through ankle deep mud in our new white canvas Adidas, slipping and falling, we approached the breathtaking falls only to hear Mom cry out, "You mean we hiked ALL THAT WAY for THIS?!" (Later, with mud removed and medicine on the bites, she admitted it was pretty and maybe even worth it.)

Leaving Hana, Brian and Mom got their first taste of tandem riding. The first few miles (and stops) were a disaster. No coordination, no cadence, no fun. Slowly, though, things fell into place and riding became a pleasure.

The 50+ mile ride from Kamahina to Lahina, with rental car return, was handled like this: Mom and Steve packed the car, drove to Lahina and dropped off the gear, returned to Kahului with only bikes in the back and turned in the car. In the meantime, Brian, John and I rode into Kahului. Once reunited, we rode together to Lahina.

If you ever go to Lahina, try to stay at the Pioneer Inn (ask for rooms in the original wing -- bath is optional). The Inn was built in 1901, with not many improvements since. It's the hub of Lahina -- Front Street to the east, the world's largest Banyon Tree to the south and the harbor entrance to the west. Everyone

who comes to this area passes the Pioneer Inn, and many hours may be spent on it's veranda just watching the people go by.

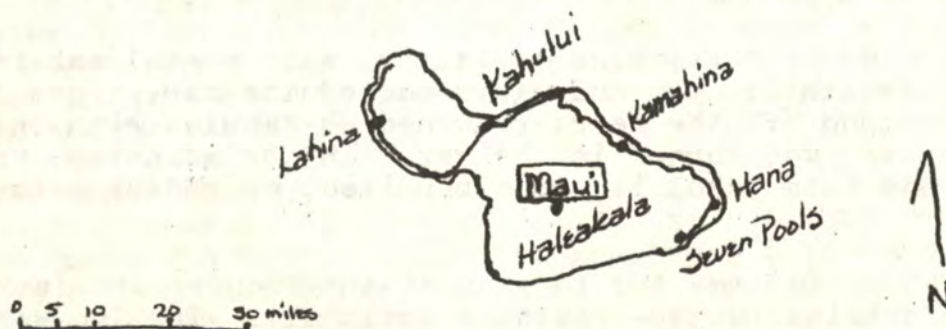
On the ride back to Kahului, we met the wind again when we rounded the point and entered the valley. Traveling against the almost head wind was done at a crawl, but the stop in Kahului at Tasaka's for guri guri sherbert made it worthwhile. Later, we packed the bikes for storage and headed up the slopes of Haleakala.

The road to the top of Haleakala is the steepest highway in the U.S., going from sea level to 10,000' in 40 miles. The local racers can cycle to the top in less than four hours. (For the next year or two, the last twelve miles of road will be under reconstruction, making the bike ride impossible. The road closes every weekday from noon to 9 PM and it's all dirt.)

To get a head start for the sunrise on the Haleakala crater, we stayed overnight at the Kula Lodge (3200'). Our two story mountain chalet had a beautiful view of the valley and the cost was very reasonable. If you should go by, stop in for a Mighty Motorscooter Sharp Shooter's Delight.

Now, crawling out of bed at 4 AM is not my idea of fun (especially after two "Motorscooters" the night before), but the sunrise was fabulous. With temperatures close to freezing, the sun was a welcome sight, and it came up in style -- breaking over distant clouds, sheading light into the desolate creater and onto the other islands. Coming down the mountainside, we watched the sun creep over the valley below, planning the next segment of our trip, the flight to the Big Island.

In our opinion, Maui is a great place to ride, a great place to see. The beauty, the people and places along the way make it one of our favorite corners of the earth -- Mom's too. Maui, no ka oi (Maui, it's the best)!



KEEP YOUR STOKER HAPPY
by Grant Cotter

How many times have you heard husbands or boyfriends say, "Gee, she never wants to ride on the tandem anymore." In only a very few, isolated cases is it because of non-interest. Most of the time the fault can be laid right at the feet, or pedals if you prefer, of the guy up front. Let's face it, he's the guy making the decisions, the turns, the stops, the choice of gears, etc. He's also the expert (or more usually non-expert) who chooses the type of saddle for his stoker, the height of same, the type of handlebars (always unpadded) and the type of gear set up -- for him, never for her. If, however, all these things are considered correctly, with an eye toward comfort and practicality, you will find that your stoker can ride even the tough rides and still enjoy them.

It seems to be a status symbol that the stoker has to ride the same narrow, hard saddle that the expert on the front does. He invariably does it because he always has ridden that type of saddle on his solo bike and if it's good enough for his anatomy then it has to be good enough for his stoker's. Next in importance is gearing. Don't be ashamed to put on a wide range cluster. It will pay many dividends, especially when cycle touring with panniers. If you don't pull gears down around 30 inches, you'll have trouble climbing steep hills and your knees could pay the price.

In the case of my wife and myself, I was clever enough, or lucky would be a better adjective, to get a correct size frame, set up gears which suited us both and use, in my wife's case, a soft, sprung Troxel U-32 saddle. With this configuration, we have been able to improve together until no type, length or severity of ride deters us.

Remember, get her a good fitting, comfortable saddle that she likes, not one that's aesthetically pleasing to you. If you do all the things mentioned in this article, you will have a happy stoker for life.

CAMPING BY TANDEM
by Malcolm Boyd

The following is a revision of an article that originally appeared in the February, 1975, issue of the "Gooseneck" of the Los Angeles Wheelmen. It was written following the author's 1400 mile, 22 day tandem camping tour from Astoria, Oregon to Los Angeles during the previous August.

The prerequisite for any tour is a bicycle. Ours is a Jack Taylor tandem with fenders and sturdy pannier racks. In typical touring style, the frame is stretched out -- 18 inch chainstays, 65 inch wheel base and three inch fork rake! The result is an extremely smooth ride, but a lack of the acceleration of a "tighter" frame. The transmission consisted of a cross-driven T.A. triple chainring (30-42-53T) matched to a five speed cluster, producing gears of 34 to 110 inches. I have since changed this combination to a range of 27 to 102 inches (49-45-27 x 13-15-18-22-27) as a result of slightly damaging ourselves near the infamous Saratoga Summit between San Jose and Santa Cruz, and our inability to push the 110 inch gear except in very strong tailwinds.

For carrying gear, we ordered two sets of panniers, a large pack for the top of the rear rack, a handlebar bag and some extra material from Frostline Kits (total: \$64). We cut down one set of panniers by 4 inches to fit the smaller front rack and modified them to reduce my fears (founded on previous experience) of losing a pannier while underway. While sewing the kits together, we sealed all external seams with a waterproofing compound. We were rewarded with dry clothes after four hours of cycling in the rain one day. In addition, we custom made a midframe bag for tent poles and a cylindrical sack for ensolite sleeping pads which was attached to the front panniers. The panniers endured tremendous amounts of wear from vibration. I would recommend to anyone making their own to reinforce them where wear is anticipated. Also, significant amounts of paint were missing from the pannier racks by the time we returned to L.A.

While I encountered no difficulty in handling the loaded bike, the windage caused by the front panniers, et al., made me wish for a lower gear range. On a tandem front panniers are essential due to the doubled quantity of gear, and in order to keep the center of gravity of the machine as low as possible. This results in a secure feeling while descending winding mountain roads at high speeds. A tandem loaded with camping gear acts very differently from an unloaded machine. Gone is the quick "snap" of acceleration; the bike simply does not respond to anything but smooth steady application of power. As a result, we typically return from a tour in excellent shape but totally lacking sprinting ability.

The amount of gear carried was limited primarily by space, but also by weight. This is always true for bicycle touring, but especially so for tandem touring. Two people's belongings must be carried on just one frame and one pair of wheels, so the emphasis is on small first, and light as a close second. The heaviest objects were loaded in the bottom of the panniers, and balanced from side to side. Also, the heaviest gear was loaded in the front panniers to reduce weight over the rear wheel. A Svea 123 gas stove and Sigg pot kit, tools and spare parts went into the

front panniers. The stove, as well as a knife, matches, eye-dropper for priming the stove and a set of miniature salt and pepper shakers nested inside a windscreen and the pots. Unleaded gas, now available at any gas station, was used as fuel for the stove. I later had a series of difficulties with the Svea caused by use of motor gas, so I don't recommend the practice. We carried too much fuel, using our quart container's worth in 20 days of cooking dinners. Either a plastic or aluminum screw-capped container should be used, in my opinion, not a frame mounted water bottle as some tourists use, due to the potential fire during a crash. I like gasoline, even though it is somewhat like cooking with a blowtorch, because the alternatives are either slow (propane) or difficult and dirty (wood). If you do cook over wood (and don't get me wrong, it can be fun, just as long as you don't have to) be sure to cover the outsides of the pots with bar soap -- the soot is lots easier to clean off that way. Additional cooking gear included a folding knife, a dishtowel and Brillo in a poly bag, and a collapsible plastic water carrier; the latter went unused. Clothes and a North Face Tuolumne tent filled the two rear panniers. Two Camp Seven Arete down mummy sleeping bags went into the bag above the rear panniers. Since I come from the school of thought that insists on placing everything inside a pannier, rather than tying or strapping it on the outside, down sleeping bags were a must since they stuff more compactly than those with synthetic fiber insulation. To keep the down dry, the sleeping bags were first stuffed into a stuff sack custom made to fit the Frostline "Freeloader" bag they were carried in. This facilitated loading the "Freeloader" and insured that the bags would be dry after a day in the rain. The two layer tent kept them dry at night. Valuables and odds and ends needed while riding such as sun glasses and windbreakers were in the handlebar bag. Total weight of the gear, not including food, was about 42 pounds.

The biggest problems for us were mechanical. I would not recommend cycle camping on a tandem to anyone not already familiar with the beast. Tandem's weakest point, hillclimbing, is impaired by the load. Lower than normal gears are necessary to keep the crank-rate at an acceptable level. Handling is somewhat different in that the bike tracked exceptionally well when loaded, and took corners better than when unloaded due to the lowered center of gravity. Our drum brake was appreciated on steep descents, but faded when locked on; we had to cool it with the contents of a water bottle on one descent. This brake was also welcome in the rain. But the rear brake hub proved to be the source of that nemesis of tandems: spoke breakage. We broke 17 spokes on the trip, an average of almost one a day. We broke three in 25 miles while trying to make the ferry in Sausalito from Point Reyes Station. (I fixed all three separately, and still made it!) To circumvent the spoke problem, I decided to put the best hub I knew of on the rear wheel and remove the added spoke stress of hub braking from the rear wheel. (Rim braking does not particularly stress

spokes, but since the frictional force in a hub brake acts at the hub, the forces are transmitted through the spokes to the tire where it contacts the road.) Thus, I have gone to the much better, but much more expensive, 48 spoke Phil Wood hubs with a Phil Wood disc brake on the front wheel. This produces excellent braking and no spoke breakage. Make sure your front fork is capable of carrying the braking load if you consider this option. The smoothness of action of the Phil disc is an asset here, as there is no tendency for the wheel to lock up and skid during heavy braking.

Another problem was the Schwinn Letour tires I used. Although I still regard these as the best general purpose tandem tire, we ruined three on the trip, mostly by herniation of the cords. Rear tires would last about 500 miles and the front 900. I finally switched to Schwinn's much heavier general touring clincher for the rear wheel, at a sacrifice in performance. I now also carry a spare tire when touring.

Clothing presented a problem to us. We carried two complete riding outfits of socks, riding shorts and jerseys. Additionally, we had a warm up suit and a windbreaker. We quickly learned that we could not afford to wear the warm ups while cycling, because the sweat in them would chill us while preparing dinner that night. So we used the windbreakers exclusively for added warmth while riding. Next time I'll pack some arm and leg warmers. As for rain, in my experience if you are well enough protected from the outside rain, it will rain sweat inside your raingear. If you are not well protected, the results are obvious. We got wet. When contemplating riding in the rain, fenders will insure that you won't continually have to wipe road grit off your teeth whenever it rains.

For shoes, we purchased a standard type cycling shoe and had Grant Cotter put on a thin sole and heel. This combination gripped a pedal adequately, sealed the perforated sole, was very comfortable to pedal in and also acted as a good light walking shoe. We didn't take any other shoes, nor did we need them.

We carried little food, preferring to stop during the day for a breakfast of yoghurt and fruit, and a sandwich-type lunch. Since in most cases we were forced to buy more than we needed for that day, we typically ended up carrying a half loaf of bread, some butter, lettuce and in Gerry tubes (a fill it yourself tooth-paste-style tube), mayonaise, mustard and salad dressing. Many small grocery stores were available along the route, and we usually stopped at one just before a campground and selected the night's meal, which was then stored in a fanny sack if the panniers were full. We did carry one dinner of freeze-dried food just in case, but we always found an adequate store, since other campers need to eat, too. Dinners for us included oyster chowder, fried red snapper, hamburger helper, chili, beef stroganoff and crab Louis.

Upon arriving in camp for the night, we did not unpack or take the panniers off the bike. I did learn to park the tandem so that we could get into all the panniers, usually by using a pedal for a kickstand. At night we locked the bike up with a Kryptonite lock and covered it with a poncho to keep rain and dew off of it. The poncho failed to keep everything out; at Big Sur a raccoon cased the bike, crawled under the poncho (we found his pawprints on the top tubes) and after carefully unzipping a rear pannier, ate a loaf of bread and stole my spare tire!

SECOND ANNUAL SKYLINE DRIVE TANDEM TOUR
July 29-31

The Baltimore Bicycling Club is again sponsoring this three-day tandeming event over some of the most spectacular scenery in the eastern United States. This weekend provides an opportunity for strong, well-conditioned tandem teams to participate in a challenging, but still sociable weekend.

Participants are advised to lodge in Front Royal, Virginia, on Friday night -- get acquainted dinner for early arrivals. Saturday morning the group will breakfast early and cycle a moderate century (104 miles) in the Shenandoah Valley to Waynesboro, VA. Saturday evening we'll gather together for delicious and bountiful Smorgasbord dinner. Sunday we'll have a group breakfast after completing a 5 mile climb to the drive; followed by cycling 50 challenging miles on the Skyline Drive (5-10 mile stretches of 7% grade hills) to Big Meadows Lodge for a group dinner, presentation of the Crescent Wrench Award, and welcome sleep in rustic cabins overlooking beautiful Shenandoah Valley. Monday morning we'll enjoy a group breakfast at the Lodge and cycle the remaining 55 miles on the drive back to Front Royal. We plan a picnic lunch stop at the top of Hogback Mountain.

A sag wagon will be provided. A custom designed patch is also included with the registration fee. Registration is limited. For complete information contact Ruth and Al Schaffer, 3212 Midfield Road, Baltimore, MD 21208, tel. 301-484-0306.

TANDEM '78 RALLY

PLACE: Hunt Valley Inn, Hunt Valley, Maryland (20 minutes from downtown Baltimore by car)

DATE: Friday, August 25, 1978 through Sunday, August 27; Monday, August 28, activities will be continued for those able to remain the extra day.

The setting against which Tandem '78 will be held is the softly sloping hills and white board fences of Maryland's traditional hunt country. Headquarters will be the unique, spacious and elegant facility of the Hunt Valley Inn and Golf Club, which provides an atmosphere reflecting the honored tradition of the Maryland countryside. The Inn and its facilities -- luxurious guest rooms, championship golf course, skeet shooting, horseback riding, tennis, indoor/outdoor pool -- alone could make your weekend stay in Maryland a memorable one.

However, the best part of our rally plans will be the tandeming! Hunt Valley, Baltimore County, Maryland provides some of the most enjoyable cycling on the East Coast. The rolling hills that meander throughout this rural area have long been a favorite riding area for the Baltimore Bicycling Club's very active Tandem Division (23 tandems). Our ride Chairpersons, Bruce and Gretta Hittle and John Granzow, have a variety of routes to satisfy both the serious and casual tandem teams.

Arrangements are presently being completed for a meal package with a local caterer who specializes in informal Maryland style dining. The weekend meal plan will include country style breakfasts Saturday and Sunday, outdoor picnic lunches Saturday (cold) and Sunday (hot), and Maryland seafood and bull roast buffet Saturday evening. Vegetarian dishes will be available at all meals. Most meals will be held at a rustic lodge one mile from the Inn.

Special Tandem Rally rates at Hunt Valley Inn are \$25 plus tax per night per couple (normal rate is \$50). We have 60 first floor rooms reserved for earliest registrants; more could be available. Our five meal plan will be approximately \$25-\$27 per person; we will try to arrange a discount for children. The emphasis will be on good and plenty! The registration fee is \$12 per tandem. For further information and to be put on the mailing list (those who attended Tandem '76 and/or '77 will automatically receive this information) contact: Sandra Granzow, Secretarial Chairperson, 633 Overbrook Road, Baltimore, Maryland 21212, tel. 301-377-6217.

The Tandem '78 Rally Committee, chaired by Ruth and Al Schaffer and actively supported by the Baltimore Bicycling Club's Tandem Division, are anxious to make your Maryland tandeming experience an enjoyable one.

TANDEM WANTED

Ten or 15 speed tandem. Please forward a description of bike and components to the following address. Please include your address and phone number. Dick Swensen, 33520 Sebastian, Sterling Hgts., MI 48077.

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.

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. Accomodations available at Millersville State College, headquarters for the rally. There will be tandem workshops 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, tel. 213-848-6317.

- 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, tel. 419-893-1447.

JULY

- 29-31 SECOND ANNUAL TANDEM SKYLINE DRIVE TOUR
See article on page 11 for complete details. Ruth and Al Schaffer, 3212 Midfield Road, Baltimore, MD 21208, tel. 301-484-0306.

AUGUST

13-26

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 Saturday, Aug. 19. Camp or motel. Elton Hammond, 610 N. Cascade, Apt. 20, Colorado Springs, CO 80903, tel. 303-635-5366.

25-28

TANDEM 78, Hunt Valley, MD

The "original" tandem rally. See pages 11-12 for details. The Granzows, 633 Overbrook Rd., Baltimore, MD 21212, tel. 301-377-6217.

SEPTEMBER

2-4

MIDWEST TANDEM 78, Louisville, KY

Experience Southern hospitality and beautiful bluegrass scenery. See Churchill Downs, home of the Kentucky Derby, cruise the Ohio on a sternweel 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.

FOR SALE

Tandem frame, 22½ x 22½, Reynolds 531 19/22 guage throughout with all braze ons. Double diamond mems/mens frame, Dupont Imron metallic black. Never used. Write or call: Pete Barner, 49 Delaware Ave., W. Long Branch, NJ 07764, 201-222-2246.

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TANDEM INDEX 75¢

(covering all issues of Double Talk,
Bicycling, and Bike World thru 8/77)

Double Talk back issues, photocopies
for sale: Volume 1, No. 1 \$.50;
No. 2 \$1.20; No. 3 \$1.20; No. 4 \$1.50;
No. 5 \$1.25; No. 6 \$1.50; all 6 \$6.00.
Volume 2, No. 1, \$1.50 (postpaid)

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TANDEM CLUB OF AMERICA CLUB JERSEY ORDER FORM

Order from: Jones Cycle Wear
24 Brown Ave.
Lunenburg, MA 01462
617-342-7439

Ship to: _____

Tel. _____

Measurements:
Shoulder: _____
Chest: _____
Waist: _____
Hips: _____
Length: _____
Sleeve: _____
Height: _____

Fabric:
Cotton-Polyester _____
Acrylic _____
Washable 100% Wool _____

Short Sleeves _____
Long Sleeves _____

	<u>Cotton-Poly or Acrylic</u>	<u>Washable 100% Wool</u>
Short Sleeves	\$21.50	\$28.50
Long Sleeves	\$24.00	\$31.50

Postage & handling: \$1.50 (No charge on orders of 6 or more jerseys.)

Embroidered name: _____ @ 30¢/letter: \$ _____

Total amount enclosed: \$ _____

Enclose check or money order payable to Jones Cycle Wear.

NOMINATIONS FOR OFFICERS

Fred Koch, Vice-President: As Vice-President of the Tandem Club of America, I would work to better organize the activities of the club. I would make more effective use of the area representatives to encourage wider participation of all club members.

Malcolm Boyd, Editor: Once again the call goes out to the Tandem Club for officers. At the time of this writing, the office of President is vacant. In view of this situation, I don't feel it is time to desert the Editor's desk. I'm not surprised at this turn of events; getting pencil to paper to write a nominating statement is a long process if you aren't used to it or if you are busy elsewhere. But, the club has reached a point where leadership is needed for its activities, and none has come forward. Perhaps we should wish us better luck next year.

Kyle Greenlee, Secretary: As a tandem enthusiast, I'd like to try my hand as the TCA Secretary. I'd like to contribute by assisting in layout of Double Talk and perhaps expanding it during the non-cycline winter months. As the bulletin is the one aspect which keeps the TCA's diverse membership together, I'd like to help it grow as an integral part of the club.

Glenn Zeichner, Treasurer: I would like to serve the Tandem Club of America as its Treasurer.

AMENDMENTS

Following are the proposed changes to the TCA Constitution:

- 1) Delete Honorary memberships in the TCA.
- 2) Allow 30 days after mailing of the ballots for completed ballots to be returned.
- 3) Allow an officer more than two consecutive terms in any office.
- 4) Allow 30 days after mailing of the ballots for completed ballots to be returned in a constitutional election.

Follownig are the proposed changes to the TCA Bylaws:

- 5) Raise the annual dues for an individual or tandem team to \$5.00. Members living outside of North America shall pay \$7.50 annual dues to help defray the extra cost of postage.
- 6) Change the term of the Secretary to coincide with that of the postal permit (Jan.-Dec.).

- 7) Allow 30 days after mailing for the return of ballots.
- 8) Allow the Treasurer to reimburse members/officers for "usual expenditures" (e.g. postage and copying of the bulletin) without undo paper work.
- 9) There shall be an annual meeting of the officers.

TCA BALLOT

For each office, put a check next to the nominee or write in the name of the candidate of your choice.

President: _____

Vice-President: Fred Koch _____

Treasurer: Glenn Zeichner _____

Editor: Malcolm Boyd _____

Secretary: Kyle Greenlee _____

AMENDMENTS: Each voter check YES or NO.

- 1) YES ___ NO ___
- 2) YES ___ NO ___
- 3) YES ___ NO ___
- 4) YES ___ NO ___
- 5) YES ___ NO ___
- 6) YES ___ NO ___
- 7) YES ___ NO ___
- 8) YES ___ NO ___
- 9) YES ___ NO ___

Number of eligible voters: ___ (2/tandem team; 1/individual member)

Return completed ballots to: Beth Zeichner
1615 Sheldon Dr.
Newark, DE 19711

President: Glenn Zeichner, 1615 Sheldon Dr., Newark, DE 19711.
Secretary: Beth Zeichner, same 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, same address.

Area Representatives:

Massachusetts: Bill & Clairbourne Dawes, 55 Hosmer Rd.,
Concord, MA 01742.
Pennsylvania: Elliot Weinstein, 6273 Large St., Phila,
PA 19147.
Kentucky: Deborah & Stewart Prather, 2873 Regan Ave.,
Louisville, KY 40206.
Ohio: Gary Stewart, 1954 Indianola Ave., Columbus, OH 43201.
Illinois: John & Marie Kamnikar, 9 S. William Dr., Hinsdale
IL 60521.
Idaho: Bill & Jenny Stallings, 3719 16th St., Lewiston, ID
83501.
Washington: Bob Freeman & "B" Garland, 8405 Duncan Ave. S.
Seattle, WA 98118.
NorCal: Ted Vadera, 2208 McGee Ave., #4, Berkeley, CA 94703.
Los Angeles: Cliff Coffey, 2404 E. Nutwood, #G27, Fullerton.
CA 92631.
San Diego: John & Donna Goodloe, 8084 Donzee Ct., San Diego,
CA 92123.

Current Membership: 339 tandems.

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 T-shirts, XS,S,M,L,XL,
\$5.50; both available tax and post paid from the treasurer.

Deadline for the next bulletin: April 1.

TCA MEMBERSHIP APPLICATION

NAME(S) _____

ADDRESS _____

CITY & STATE _____ ZIP _____

Checks may be made payable to TCA and should be sent to the treasurer.