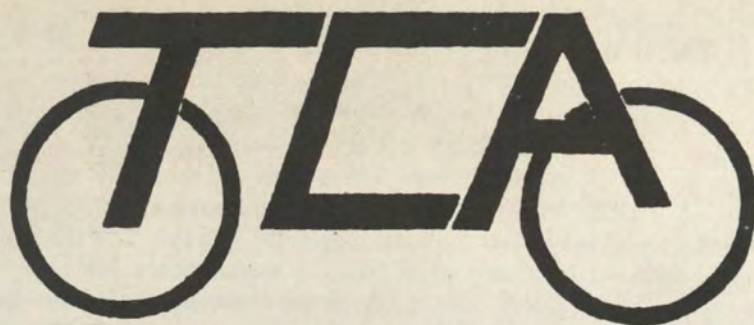


DOUBLETALK



April, 1981
Volume V, No. 2

BULLETIN OF THE **TANDEM CLUB OF AMERICA**

SEEING DOUBLE: AN EDITORIAL PAGE

- With the addition of Ralph Galen's tour de France submitted for this issue, and A. Rodriguez comments on the Huret Duo-Par derailleur, your editor has been encouraged that there is interest among the membership in keeping the club's newsletter alive and well. We are also pleased to enclose a flyer prepared for distribution in DOUBLETALK by the Narragansett Bay Wheelmen in promotion of TANDEM '81. It is helpful when sponsors of events send camera-ready material, and even more helpful when they help keep down TCA expenses by printing their own material and sending it to us for collation.
- Several dozen free copies of DOUBLETALK were mailed at members' requests to prospective TCA members. The offer stands: send 36¢ postage per addressee directly to me (Ron Romeis, 506 Midland Circle, St. Davids, PA 19087) and we will mail an introductory copy.
- What constitutes a legitimate review of a product, and when does that review become "free advertising"? Recent issues of DOUBLETALK have carried laudatory comments on several production and/or custom tandems, which has brought a request for guidelines from other framebuilders.

There being no editorial committee, I will suggest that DOUBLETALK is an open forum which will consider reviews of machines (as well as parts) for tandemists. Such reviews should be limited to one single-spaced, typewritten page, should carry the name and address of the author and disclose the author's relationship to the framebuilder or manufacturer, if any. Articles will be judged for suitability (general interest), the degree to which the material informs the reader of options or developments in our sport, and the ability of the author to present a balanced appraisal of his favorite equipment. I will try to include at least one such article each month.

It is my position that most of us have not seen as many good tandems as we would like to see, and don't have as many sources for quality components as we would like to have; reviews, then, are of service to the membership. Your comments, pro or con, are welcome!

- Articles, requests for partners, genteel complaints, reflections, etc. are welcome and should be addressed to the Editor. Do it NOW!!!

TECHNICAL REVIEW . . .

THE HURET DUOPAR

In the last year I have personally used a Duo-Par for rides totalling 10,000 miles. I have one on my tandem, which I rode across the USA in the summer of '80, and one on my single. I also have sold another dozen to personal friends who have ridden them for many more miles, and who have shared their experience. It is from these collected thoughts that I am writing.

The Huret Duo-Par is a wide range rear derailleur made with titanium and other alloys. It weights 264 grams (9.5 oz). It has a very wide capacity which can be expressed as follows:

13 x 36 at the freewheel and a 17 tooth difference at the chainrings
13 x 28 at the freewheel and a 27 tooth difference at the chainrings

What this means is that you could have a 53/26 in the front and a 14/28 in the rear; you could shift from the 53 to the 26 while on the 14 tooth cog and the Duo-Par would pick up the chain. A range this wide has not been possible before. It will give many tourists and tandemists a very functional 15 or 18 speed gearing system.

It is an expensive rear derailleur and can be hard to justify unless the gears you need cannot be handled by less expensive derailleurs. It does not, despite its high price, mean that the Duo-Par is better than everything else all of the time. If you think it is going to feel like a Campagnolo shifting over a 13 x 17 freewheel, forget it. It also will do no better than a VGT-Luxe if all you want to shift is a 14/28 with a 52/42 in front. The Duo-Par is not magic; it is very functional in systems that require take-up of a lot of chain, as well as light, elegant, and expensive.

The upper and lower brackets are forged from titanium, giving them high strength while conserving weight. The inner and outer chain plates are also of titanium. They are formed with a radius around the edge which gives them strength while remaining rigid and avoid twisting.

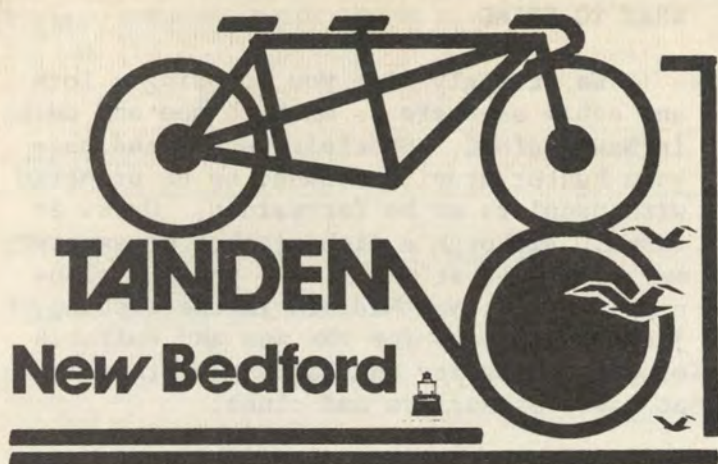
But the real innovation is the second parallelogram. This second chain support enables the derailleur to follow the freewheel's conical shape while keeping the chain close to the cogs. The first parallelogram always pushes against just one unengaged chain link, reducing chain flex and resulting in smooth, precise shifting over a large difference. This also allows the Duo-Par to shift while still under power -- not a desirable circumstance, but sometimes necessary on a hill.

Changes are rapid in the cycling industry. The Duo-Par does have some design limitations. For example, if a Sedis Sport chain is to be used, the upper jockey wheel should be replaced with a toothed wheel. Because it was basically designed for use with a five speed freewheel, some filing may be necessary if space requires in order to accommodate six cogs. PEDALING BACKWARDS is out!

The Duo-Par can be modified to accept BullsEye pulleys, which improve the performance of any rear derailleur. Be sure to use a wide-range front derailleur if you have small chainrings as well as large. Periodically check all pivots for excessive play, and note that the bolt through the upper pulley works loose occasionally -- especially if you have modified the derailleur at this point.

I can supply information about modifying the Duo-Par for BullsEye pulleys if desired.

A. Rodriguez
5627 University Way NE
Seattle, Washington 98105



The Narragansett Bay Wheelmen, the City of New Bedford and Southeastern Massachusetts University bid you welcome to A Whale of A Good Time - TANDEM '81. As the oldest and largest of its kind, TANDEM '81 offers new delights, while retaining the best of past Eastern Tandem Rallies.

Beginning at 2:00 PM on Friday, August 14, the afternoon is yours to explore part of TANDEM '81 territory on self navigated rides, to settle in your dorm amidst the pines at SMU, to renew old and begin new friendships. Many area restaurants, from moderately priced to elegant, will serve you the Friday evening meal, or you may eat at SMU. Registration will be located in the Rathskellar and will be open until 12 midnight for refreshments, a meeting place for TANDEM '81 riders, and late arrivals.

ACTIVITIES

The rides at TANDEM '81 will encourage the novice team as well as challenging the more experienced riders. Encircling SMU's campus, the southeastern Massachusetts - Rhode Island countryside is flat to gently rolling and offers ever-changing views at each bend in the road. Many of the routes use part of "The Flattest Century in the East", one of the most popular L.A.W. National Centuries.

Saturday's rides wander westward into Rhode Island with its ocean views, pine forests, and broadly sweeping horse and dairy farms. Lunch will be served at the Sakonnet Vineyards, with a tour and wine tasting. Afternoon rides lead to Newport, Rhode Island and Westport, Massachusetts, two towns of similar background in "the gilded age of elegance", yet vastly

different in character.

Late afternoon and evening activities include the 2nd Annual TANDEM Flea Market and Swap Meet, a meeting to select next year's site, and the group photo. The evening banquet continues the same fine gastronomical excellence of past Eastern Tandem events. Following dinner, the sensory impact and sensitivity of our show is sure to delight you as it has other audiences wherever shown.

Sunday's voyage carries us eastward to our host city, New Bedford, whaling capital of the world. Melville's "Moby Dick" comes alive with each turn down colonial streets restored to perfection. As said before, New Bedford is not just another historical site, but a city alive with activity as one of the world's largest fishing ports. The rides offer you New Bedford's past and present, characterized with a spirit of growth and youthful exuberance that has captured all of us in planning TANDEM '81. An intown catered lunch, Seafair '81 and a visit to the zoo are part of the activities that precede the afternoon rides to Fairhaven, New Bedford's neighbor across the harbor and further on, the quiet hardwood forests and lakes north of town. Or explore the shops, the museums, the fishing and nautical exhibits in this compact treasure of a city.



ACCOMODATIONS

SMU's award winning campus is a place of stark contrasts. Quiet solitude of bustling activity, the choice is yours. The dorms are but a thousand yards from the central campus, yet seem miles away in a cloistered pine grove - a welcome break after a fast-paced day. The rooms are doubles - two single beds clustered in groups of five, sharing a common living area and bath. Coin laundry and snack food machines are conveniently located in each dorm. Pillows, bed linens and towels (no facecloths) are supplied. One child, under twelve, is permitted sleeping bag space on the floor (no key or linens). Any additional children are required to sleep in a bed and pay a housing fee. Checkout time is late Sunday or

Sunday night lodging is available to those who wish to stay over 'til Monday. Sunday evening activities are a bit less formal but every bit as entertaining at the SMU Theatre-Cabaret or an "on the town evening in New Bedford.

The meal plan includes Saturday breakfast through Sunday lunch. A vegetarian option is offered as well as two choices for the Saturday banquet. Please indicate your selections in the appropriate spaces on the application. Children 3 to 11 pay a reduced fee. Under three years may share Mom and Dad's meal. Friday night or Sunday evening's meal is not included, but may be purchased on a cash basis in the cafeteria from 5 to 6 PM. Please check off the block on the application if you plan to do so.



WHAT TO BRING

We strongly urge you to bring a lock and cable as there is much to see and do in New Bedford. Specialty shops and bargain hunter utopias abound, so be prepared with panniers or be forewarned. Dress is casual, although a light jacket or sweater may be needed at night. If you are planning to visit New Bedford in the evening, jackets and ties for the men and suitable evening dress for the ladies are requested at most restaurants and clubs.

CHILD CARE

Child care will be available at a modest cost with an informal program, similar to TANDEM '80. We suggest you bring several of your youngster's favorite toys, marked clearly with his/her name. Bag lunches will be provided. Several short, self navigated rides are planned, should you wish to show your small stoker some of the sights.

AREA MOTELS

The Skipper Motor Inn
110 Middle Road Fairhaven, MA 02719
617-997-1281
On US route 6 at the east side of the
New Bedford - Fairhaven bridge.

* *

Holiday Inn
500 Hathaway Road New Bedford, MA 02740
617-997-1231
Junction of I-195 exit 19 north and
Mass. route 140 exit 3

Both are AAA and Mobil rated

CAMPGROUND - THE ONLY ONE - 5 miles from SMU

Blue Acres Campgrounds
264 Horseneck Rd. South Westport, MA
617-636-2091 - Reservations are a must!!
Camping is not permitted at SMU

SMU is located west of New Bedford, exit 12A of interstate 195, about 35 miles east of Providence and 50 miles south of Boston, MA.

We hope to see you in New Bedford at
A Whale of A Good Time - TANDEM '81.

Graphics & photos - New Bedford Office of
Tourism

TANDEM '81 REGISTRATION FORM

Please complete both sides

Please print all items

T-shirt
(male) size

T-shirt
(male) size

NAME _____ NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____ TELEPHONE _____ - _____

In emergency, contact: NAME _____ TELEPHONE _____ - _____

Children, if attending		T-shirt		
NAME	AGE	size	INTERESTED IN CHILD CARE?	TIMES?

*** PLEASE NOTE THE FOLLOWING ***

1. Registration CLOSES July 26, as SMU must be paid in full, in advance.
2. Cancellations before July 26 forfeit only the \$15.00 registration fee. After July 26 refunds of meal and room fees can be made only if replacements are found.
3. Late registration is unlikely except as replacements for last minute cancellations.
4. EARLY REGISTRANTS have priority for nicest first floor rooms.

PLEASE READ THE RELEASE BELOW AND SIGN (BOTH ENTRANTS)

In signing this release for myself or for the named entrant(s), if the named entrant(s) is under the age of eighteen, I acknowledge that I understand the intent hereof, and hereby agree to and absolve and hold harmless the Narragansett Bay Wheelmen, Inc., the Tandem Club of America, Inc. and Southeastern Massachusetts University and their officers, members, students and employees respectively, and any others connected with this event in any way whatsoever, singly and collectively, from and against blame or liability for any injury, misadventure, harm, loss, inconvenience, or damage suffered or sustained as a result of participation in TANDEM '81 (8th Eastern Tandem Rally) or in any activities associated herewith. I understand that the Narragansett Bay Wheelmen, Inc., the Tandem Club of America, Inc. and Southeastern Massachusetts University are not responsible for, and are not insurers of, my personal safety during this event. I thus release them, and I agree to save them harmless, from any and all liability arising from my having sustained any property damage or personal injury by reason of their negligence in participating in or sponsoring or planning or arranging the event. I also hereby consent to and permit emergency medical treatment in the event of injury or illness. I shall abide by all traffic laws and regulations and practice courtesy and safety in cycling.

_____ SIGNATURE OF ENTRANT	_____ DATE	_____ SIGNATURE OF ENTRANT	_____ DATE
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SIGNATURE OF PARENT OR GUARDIAN IF
ENTRANT(S) IS UNDER EIGHTEEN

DATE

*** TURN OVER PLEASE ***

***** FEES *****

Inclusive fee per couple includes 2 five meal plans, room with all linens, pillows, & towels (no facecloths), name tags, patches, maps, registration, etc. \$ 110

Optional Sunday night lodging (no meals) * * * * * \$16.00 per couple

Please indicate the number in your party for: Vegetarian Meal Plan # and Saturday Banquet Choices : Sirloin of Beef # New England Schrod# (Fish)

We plan to eat at SMU: Friday night # Sunday night#

***** FEES FOR CHILDREN *****

Children 12 & over must occupy a bed - Only one child under 12 permitted to sleep on floor.

ROOM Child (12 & over) # x \$16 =

ONE child (under 12) per room sleeping on the floor - No charge

Additional children (under 12) # x \$16 =

MEALS Child (12 & over) # x \$28 =

Child (3-11 yrs) # x \$12 =

Optional Sunday night lodging (no meals) Child (12 \$ over) # x \$8 =

Additional children(under 12) # x \$8 =

Please make your check payable to Narragansett Bay Wheelmen for this TOTAL \$

MAIL THIS APPLICATION, YOUR CHECK AND A SELF ADDRESSED BUSINESS SIZE ENVELOPE TO

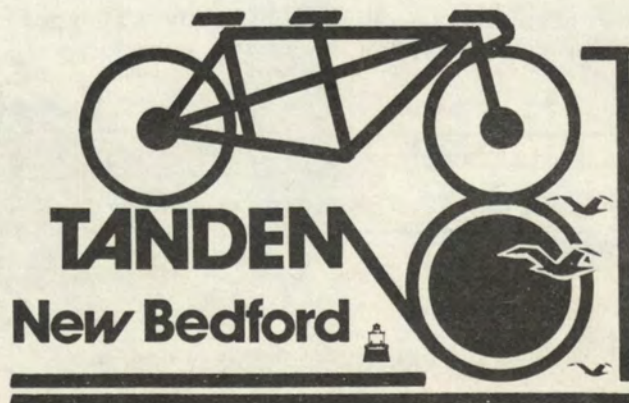
Narragansett Bay Wheelmen - TANDEM '81 - P.O. Box 1317 - Providence, RI 02901

We will confirm receipt by postcard. Travel and pre-rally information will be sent 2-3 weeks prior to TANDEM '81 in the business size envelope you've thoughtfully provided.

For additional information, please write us at the above address or call the NBW HOTLINE between 7AM and 11PM (Eastern Time) at 401 - 434 - 1059. Leave your message, name and address. We'll get an answer to you in the mail right away. Thanks & see you August 14!

ADDITION & CHECK O.K.??

DID YOU BOTH SIGN THE RELEASE ??



TANDEM TOUR

LET'S GO TO FRANCE

I said "Oui, Let's go to France" and Dorothy said "non". She said no because neither of us spoke French and she was concerned about our ability to travel in a foreign country without a knowledge of the language.

The above dialogue began during the winter month of February of last year; a time in our northern climate lives when we begin to long for open countryside and bicycle touring.

During the same psychedelic month I paused to look at the Bulletin Board in one of our local supermarkets. On a 3x5 card there was a notice that read: FRENCH: Beginners and Advanced; Call Rita with here telephone number. Yes, Rita became my tutor and the University Travel Company our agent. We were going to France and on our tandem bicycle!

By buying our tickets in March we not only were entitled to a reduced rate but we avoided the fuel adjustment charges that would have reflected substantially in the price. They were paid for but not to be used until the evening of July 18th. All that was necessary now was to learn French; work out a route; get the tandem ready; and dream.

Before going to the airport (the second time, having missed our first flight) we called to inquire about the cost of transporting our tandem bicycle on an overseas flight where our only luggage was canny-on. The New York TWA operator looked up the ruling and informed us that there would be "no charge". Armed with this information we returned to the check-in counter where we had previously been confronted with the outrageous charge of \$53 each way.

When we quoted the New York operator, we were told we had been given improper information, but the charge for taking the tandem to Paris was waived. "Be prepared to pay for the return trip, however".

Our arrival at Charles DeGaulle Airport was very successful, especially since a French tandem owner flying with us assisted in every way possible. Our only problem was a rear wheel which had been damaged in flight and required elaborate truing. My judgement told me to take the wheel off and inspect the spoke ends, but I decided to trust to luck since pulling a tandem wheel with wide range gears and a Phil dis brake can be tedious.

(It would be on a very steep hill, after cycling through some wet tar that the rear tire would let us down and, in the process of a tire change, would coat me with tar, grease, perspiration, and a small quantity of blood!)

Our tandem tour started in the city of Angouleme some five and one half hours train ride from Paris. Although we had promised ourselves that we would not cycle in Paris we decided to give it a try, especially where it was Sunday and traffic seemed light. With map in hand we found a direct route to our station and arrived without incident. Even our wait for the train was of short duration. We put the tandem in the baggage car ourselves, found our seats in the second class section, and watched the lovely French scenery pass us by as we headed south for the start of a wonderful tour.

Let's Go to France, continued . . .

French trains are short of miraculous, particularly by American standards. They arrive on time. They leave on time. They are extremely clean, and run on silent wheels. There is little need to pay for a first class ticket, especially on the "through" trains. The nicely upholstered seats are also adequate for snoozing. Our ride to Angoulême was an especially nice way to begin our tour.

Angoulême, an ancient Roman city is perched high on its rocky promontory. From which we enjoyed a panoramic view of the valley of the Charente. Road signs and mileages to various cities in the Provinces added fascination to our first visit in France, particularly the sign to Cognac, our first goal via tandem.

Lovely country roads, small towns, and endless fields of vineyards and sunflowers captured our interest. We arrived in Cognac too late for lunch but were able to snack in a cafe before touring the town and photographing the beautiful flower gardens of a local museum. Formal gardens seem to be characteristic of France, or at least the small portion of the country that we visited.

A train took us from Cognac to Limoges, the city of porcelain in time for an evening meal and the selection of a suitable hotel at moderate prices. The meal was Pre-fix! This means that the entire meal is at a set price, posted at the entry of every hotel or restaurant so that the traveler is able to select according to price as well as entrée. Hotel Faisan was our choice with garage parking at a modest additional charge. With our Citadel lock we had little concern about the safe-keeping of the bike. The price of our room, exclusive of the parking, was 56 francs, or \$14.

Hotels are reasonable and food is dear. For example, a glass of Perrier Water costs in excess of a dollar and a four ounce bottle of orange juice can cost as much as three dollars. Dinner for two with a half bottle of wine from the menu can cost in the neighborhood of \$70. There is little wonder that we ate from the Pre-fix side of the menu!

The further we left Limoges behind us, the more hilly the terrain that had been mapped for us. We knew that we were on the way to a lake resort area and ultimately the Dordogne River and its almost private vacation-land. What we didn't anticipate was the mountainous area preceding the lake.

The tour around the lake and a visit to a small but lovely chateau with spacious grounds made the climb seem worthwhile, but our descent to Eymoutiers was fantastic! For better than ten miles we did not so much as turn cranks except to relax our leg muscles with occasional turns, as is the custom on long descents. We coasted to the railroad station where we bought two tickets for ourselves, and one for the bicycle. Even at that time we did not understand that in France baggage is taken and shipped separately from the passengers except for take-on luggage. Baggage is sent to a central distribution point such as the city of Bordeaux, where it is then sent on to its proper destination. The very busy people at the train station in Eymoutiers were busy trying to find out if our train had a baggage car attached to it. Fortunately, it did; unfortunately, the bicycle was not taken off the train in Brive as we disembarked. It was as the conductor held his watch, and the train was pulling out one minute late (!), that I extracted the "trustworthy" from under some crate with Superman strength and left to the siding.

In Brive, the bill of fare was family style service, a bottle of wine on each table, and lots of locals. Soup, melon, sausage, a side of pork, delicious potatoes, bread, butter, cheese, ice cream, and fruit cost us six to seven dollars each among the working-class diners.

Our visit to the medieval city of Collonges was memorable. In its original state, untouched by progress except for the amenities for modern living, this city stands as a memory of the past. We looked for an admission gate but soon realized that Collonges was a small town where people actually lived and worked. Its attraction to tourists was obvious but the streets, the houses, and the church were in use in 1980 just as they were in the Middle Ages. This was the first but not the last of such towns that we visited on our journey.

Perigueux -- the region of pate de foies gras -- is a very beautiful and cosmopolitan city with an impressive museum of Roman art as well as anthropologic discoveries. It is built on the site of an old Roman city called Vesone after its protectress, the goddess Vesuna. The Cathedral of St. Front, believed to have been built from 1125 to 1150, is one of the most curious in France. It is constructed in the shape of a Greek cross yet is primarily Romanesque in style. Its five domes betray Byzantine influence. Unfortunately we did not have time to visit the pre-historic collections outside the city, as it was here that Cro-Magnon man was discovered. Our reason for a hurried exit became obvious after our visit to the train station.

We wanted to take ourselves and the bicycle back to Paris from Perigueux so that our remaining four days could be spent visiting the City of Lights, but we learned (as earlier explained) that in many places there are not direct baggage cars to one's destination. Fortunately an English speaking person who worked at the Perigueux Station explained that we could ship our bicycle to Paris but that it would take four to five days to get there as it had to go first to Bordeaux and then to its final destination. When we explained to him that in four or five days we would be on an airplane to the Etats Unis sans bicyclette he was sympathetic but not too helpful. As a matter of fact he was in disbelief when we explained to him that we had been successful up to that point in taking the bike with us wherever we went. We also explained that we had come to Angouleme from Paris with the bike and wondered if the reverse could be accomplished. He, of course, could not promise but did suggest that it was worth a try, especially since Angouleme was only 85 km from Perigueux -- the better part of a day's ride. With no other choice, we set out that afternoon with full expectations of staying overnight en route. But the hills levelled off, the wind was "at our backs", and we arrived in Angouleme at 5:15 that afternoon in time to put the bike on the train to Paris on the 6:10 limited. We caught the 7:30 am train the next day, allowing ourselves three and one half days to see Paris.

I will not take you on a tour of Paris but will try to remember a few of the highlights. We left our bicycle at the train station, and traversed the city by foot, by metro (subway), and by map. There was the magnificent Louvre, of course, and a stroll down the Champs Elysee; there was a Rotary lunch I hoped to attend, though balked at the \$23 tab, and settled for a \$5 sandwich with coffee.

There was the Tomb of Napoleon, a long walk to the Eiffel Tower and nearby Rodin Museum. The sculpture and gardens, and the original Thinker occupied a lot of our time, since Dorothy is an artist. The George Pompidou Center of Visual Arts is not a thing of beauty -- perhaps more resembling a half built factory than an art center -- yet is flexible to accommodate any display. The amphitheater surrounding its exterior is littered with lounging students, clowns, jugglers, and left-over beer bottles. For a time I thought I was in Harvard Square.

In the evening we visited the Moulin Rouge. We walked the hill to Montmartre and the famous cathedral, Sacre-Coeur, with its adjacent artist colony that seems never to sleep. We walked down the mountain, took the last subway train back to Palais Royal, and made plans to go to the airport the next morning.

Let's Go To France, concluded . . .

Having obtained our bicycle the previous afternoon, it was not difficult to retrace our directions to the Charles DeGaulle airport. To make up for past error we arrived about two hours before flight time. In fact, we about opened the airport.

After locating our packaging material that had been carefully stored for us, we removed the pedals and turned the bike over to the ticked agent, who took it without the slightest suggestion of surcharge. We were then off for a bit of breakfast and then on to the duty free shop.

Not only were the prices high in the duty free shop but there was little of interest to buy. Perfume is less costly at home and the selection of clothing very limited. We did buy some souvenirs, a few gifts, some perfume for Dorothy just for fun, and our limit of one quart of spirits per person. For cyclists who have so little room to carry gifts enroute the duty free shop is always something to look forward to. In this case, it was a disappointment.

Our return flight was on a wide body jet with all of the creature comforts that we did not have nor need on the bicycle. We enjoyed the in-flight movie, the delicious food and the pleasing company of a teenaged French boy who was going to visit friends of his parents and could not wait to go to MacDonalds. At Logan Airport we found the bike in one piece even though the packing was completely removed. Our bags were in good condition even though the zipper was unzipped, revealing that our films (and my watch!) had not been taken. Apparently the person will evil intent was in too great a hurry to fulfill his desires -- and again, someone was looking over my shoulder.

Ralph Galen
2210 Massachusetts Avenue
Cambridge, MA 02140

Editor's Note: Ralph Galen, Past President of the League of American Wheelmen, is also the contributor of a previously published DOUBLETALK article, A Tandem Tour of Belgium and Holland. His 1981 itinerary includes England and the Provence of Normandy. My apologies to Ralph for so drastically abbreviating his narrative.

QUESTIONS FROM DOUBLETALK READERS . . .

What is current thinking on front end geometry for tandems?
J. L. Wright of Taylor Ridge, Illinois, writes,

"Tandem topics column 1977 BICYCLING magazine advocated 1/2" to 3/4" more fork rake for a tandem than for a single with the same head angle. Is this theory still sound, or has there been proof of the opposite, as per article in Volume III, No. 5 (1979) DOUBLETALK? What is the head angle and fork rake on the well established Jack Taylor tandem, 21" seat tubes? What would be an ideal fork rake for a 73 1/2' head angle?"

Readers are invited to venture their experience by addressing the Editor, DOUBLETALK, 506 Midland Circle, St. Davids, PA 19087. Watch for an answer in the next issue.

LETTERS TO THE EDITOR . . .

Dear Ron,

I am booked on a flight to the USA leaving (England) 26th May. I intend doing The Virginia Loop Bike Trail with a tandem partner. I use a Peugeot Tandem in Ireland but unfortunately I will be unable to have it transported to Washington, D.C., my intended starting point. Could you possibly arrange for me or put me in touch with someone who would hire me a tandem for ten days? If there are any expenses I will pay it on arrival. I have cycled across the USA on two occasions, having very enjoyable trips. So, looking forward to a favorable reply, I remain, /Yours sincerely,

Cyril Henry
50 Lindsayville Road
Tullyhogue, Cookstown,
County Tyrone, Northern Ireland

Dear Cyril,

One cycling pundit has written that he would rather lend his toothbrush than his tandem. I am happy to circulate your letter to the membership, however, in the hope that someone will be willing and able to assist you. / Ron

* * * * *

Dear Ron,

We are interested in a self contained, non-camping tour of three to four weeks in the British Isles and/or continent. We wish accompaniment with someone knowledgeable of areas or to purchase tour previously used. Tandem, between 30 June and 8 August, 1981.

Also, we read an excellent article in your newsletter regarding touring England. It was written by a Nancy Balonis. Perhaps you could forward our letter to her or send us her address. Is her tour sheet available? / Thanks,

Matt and Carol Kurzrock
4201 Torrance Boulevard
Torrance, CA 90503
Home (213)541-1456
Office (213)540-8800

Dear Matt and Carol,

Nancy's name no longer appears on our mailing list. Perhaps one of our readers will be able to help you locate her, or supply helpful information. / Ron

CARAVAN TO MIDWEST TANDEM RALLY

TANDEM CARAVAN DEPARTING DAVENPORT, IOWA SEPTEMBER 3. ARRIVAL M.T.R. FOR OPENING SEPTEMBER 5TH. RETURNING TO DAVENPORT EVENING OF SEPTEMBER 9TH. AMANA COLONIES ON ROUTE. CAMPING/MOTEL, BAGGAGE CARRIED, 165 MILES, 2 - 2½ DAYS. CONTACT BRUCE PERRY, IOWA REPRESENTATIVE, TCA. 2652 W 34TH, DAVENPORT, IOWA 52806. (319) 386-2919.

Dear Sir,
I am pleased to hear that you are planning to visit the Virginia coast this fall with a number of people. I have had no opportunity to have it transported to Washington, D.C. as intended earlier. Could you possibly arrange for me to be in with someone who would like to have a letter for me? My address I will pay if it is not. I have a letter for you on the occasion, having very enjoyable trip. Do, looking forward to a favorable reply. Yours sincerely,

Carl Henry

1011 Pennsylvania Ave

Washington, D.C.

Dear Carl

One thing I would like to know is how you would like to be in the States. I am happy to calculate your presence in the States. I hope to see you first some time in the future and will be glad to meet you.

in the States is a real pleasure. We have a number of people who are interested in the British Isles and are looking for information. We have a number of people who are interested in the British Isles and are looking for information. We have a number of people who are interested in the British Isles and are looking for information.

Also, we have an excellent article in your newsletter regarding touring England. It was very interesting and we could forward our letter to you or send us our address. We are looking forward to your reply.

Carl and Carol

1011 Pennsylvania Ave

Washington, D.C.

Phone (202) 462-1222

Office (202) 462-8830

Dear Carl and Carol

Nancy's name no longer appears on our mailing list. I am sorry to hear that. We will be able to help you locate her or supply her with information.

Seasoned for transport and would be glad to discuss it.

CARAVAN TO MIDWEST INDIAN RALLY

TANDEN CARAVAN DEPARTING DAVENPORT, IOWA SEPTEMBER 3, ARRIVAL M.I.R.

FOR OPENING SEPTEMBER 21. RETURNING TO DAVENPORT EVENING OF SEPTEMBER

28. 8TH. ANNA COLONIES ON ROUTE. CAMPING (MOTOR) BAGGAGE ARRIVED.

For more information contact Bruce Perry, Iowa Representative, 101

2652 W 34th, Davenport, Iowa 52808 (319) 386-2319

**** Please Forward Changes of Address to the Secretary ****

DOUBLETALK

TANDEM CLUB OF AMERICA

DOUBLETALK

Secretary: Peter Hutchison, R.D. 1, Box 276, Esperance, NY 12066
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DUES: \$8.00 for individual or tandem team membership (5 issues).
DOUBLETALK is published in September, November, January, March and May and a subscription is included with membership in the Tandem Club of America.

TCA PATCHES & SHIRTS: Temporarily out of stock. When new supplies are available, DOUBLETALK will publish an announcement from the Treasurer.

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TCA MEMBERSHIP APPLICATION

NAME(S) _____

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(Checks may be made payable to TCA and should be sent to the Treasurer.)

1981 MIDWEST TANDEM RALLY WILL BE HOSTED BY LEON & AVONELLE MOSS,
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RHODE ISLAND 02901.

8TH ANNUAL EASTERN TANDEM RALLY -- TANDEM '81 -- AUGUST 14 - 16,
SASE TO NARRAGANSETT BAY WHEELMEN, P. O. BOX 1317, PROVIDENCE,

248, BIRMINGHAM, AL 35244

SOUTHERN TANDEM RALLY '81: SEND SASE TO JACK GOERTZ, Rt. 19, Box

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DOUBLETALK
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Ronald A. Romeis, Editor
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