

DOUBLETALK

Tandem Club of America

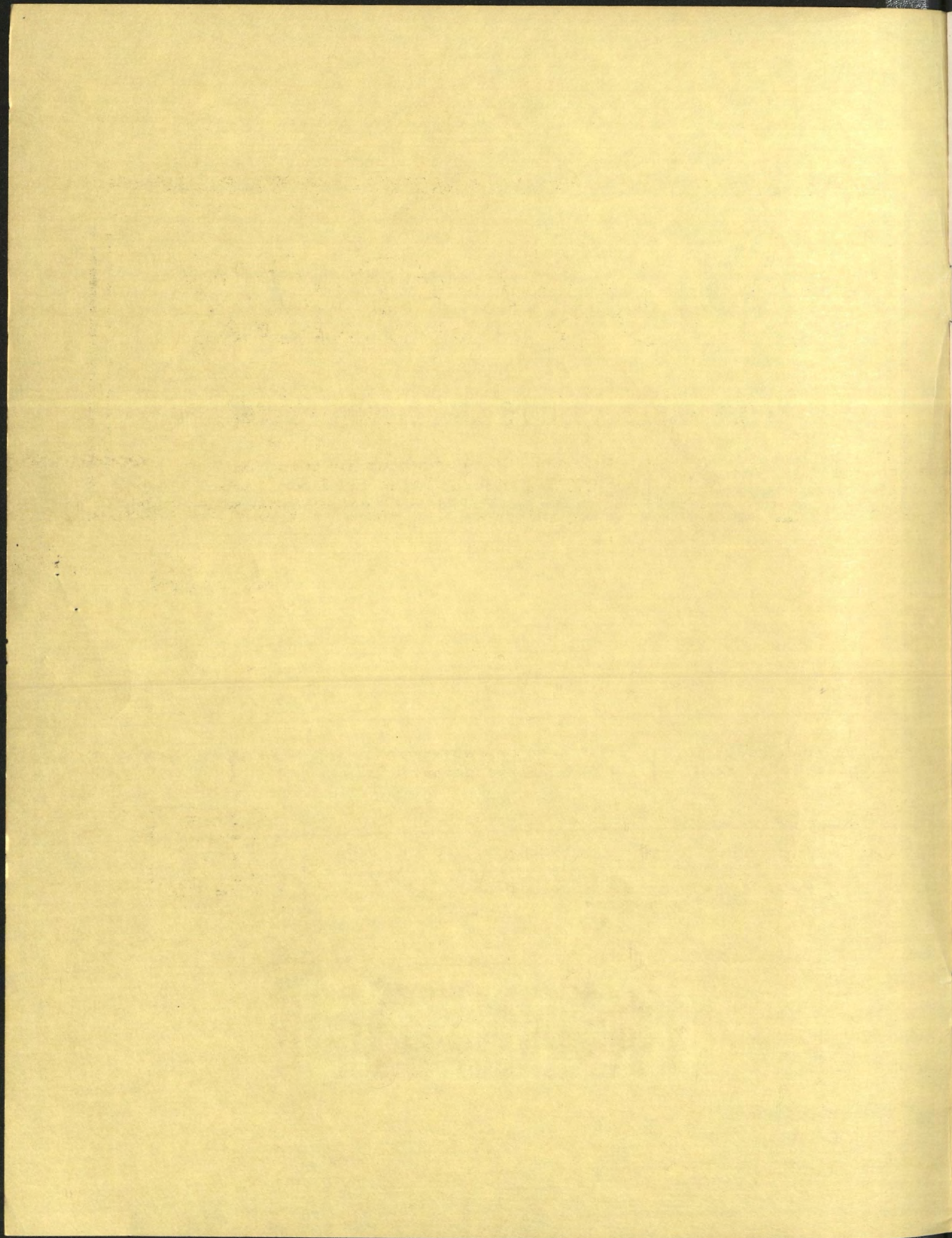
July 1984

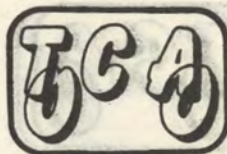
DoubleTalk
the newsletter of the
Tandem Club of America
Jack & Susan Goertz, Editors
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EDITORIAL

It is time for the passing of the guard. A new editor, or, to be correct, two new editors, Susan and Jack Goertz, have been selected to assume the title of Editor, DoubleTalk, the Newsletter of the Tandem Club of America. Our first issue is now in your hands. Please rest assured that the TCA is still a not-for-profit organization, and it will stay that way for the foreseeable future.

As is expected with any change in editorship of any newsletter, magazine, newspaper, et cetera, there will be some change in style, perhaps some change in format, maybe even a little change in content. What won't change is the major thrust of DoubleTalk, a newsletter for and about tandemists.

Who are Susan and Jack Goertz? We are tandemists of some experience. I (Jack) have been tandemming since about 1970, beginning, as most of us did in that era, on a Schwinn Twinn Sport, a five-speed tandem with everything going against it. Since then, I have discovered the joys and frustrations of designing my own custom tandem (which was built by a local frame-builder in Conyers, GA), the amazing discovery that you shouldn't fool with perfection--don't try to repeat a success "with only a small change" in the design, and the absolute joy of finding a quality production design that is repeatable.

In 1980, while working in a local bicycle shop (Birmingham, AL), I met Susan, an avid single biker who had just moved to town from the windy city of Chicago. I invited her to spend a Sunday afternoon stoking for me, and sometime during the ride I knew that I had found the perfect stoker for me. I sold two of my three tandems

(as a bachelor, I had one for short stokers, one for tall stokers, and one for the perfect stoker), and convinced Susan to consider becoming part of relationship involving tandems. She accepted, and we have been a team ever since.

We have tandemmed in some twenty-five states and in Canada. We have been avid enthusiasts and proponents of tandemming for the last four or five years. We hope to bring that enthusiasm to our job as volunteer editors of DoubleTalk, and we hope that all them members of the TCA support us in this endeavor, and help us make our job easier. In other words, help us make this newsletter the best it can be!

DoubleTalk Style

Susan and I have settled on a singular format that we hope to follow with each issue of DoubleTalk. We hope to start each issue with a brief editorial, sort of a state of tandemming as we see it (that's one of the benefits of being the editor--we get a ready-made place to put our thoughts on tandemming), followed by any pertinent letters we may have received since the last issue. After the letters, we will print articles you send us. We will try to keep the editing of them to a minimum. We hope to have articles representing all areas of the country. After all, this club is called the Tandem Club of America, and we hope to make it possible to pick up any issue and know its a newsletter of a national club, not some local club with only regional representation. Remember how the L.A.W. Bulletin used to read in the



EDITORIAL

1960's? Well, we hope to be much more national than that.

With at least three major regional Tandems Only rallies now, (there may be more--does anyone know of a Western Tandem Rally?) we hope to include something in every issue to help promote them. Please, though, don't send us brochures to insert, as we have no way of inserting them into each issue, other than manually doing it, and we don't intend to hand stuff 600 newsletters. We will be glad to print publicity promos about the rallies, just send us the information as soon as possible. We will also be glad to print registration forms, etc. We hope to also be able to offer, to legitimate sponsors of rallies, a set of mailing labels of TCA members to help you get all the publicity to the right crowd.

To help defray the cost of DoubleTalk, we will be actively soliciting advertising from tandem-related business. We are working on a rate sheet now, so if you are in the business of making/selling tandem-related items, send us a SASE for our rate card. We hope to be able to have a classified section, also, for TCA members non-commercial use. This section will be free, of course, to current members of TCA.

What to look for in the future? We hope to print a current membership roster within the next couple of issues. We have also asked Mal & Jean Smith, TCA Treasurers, to prepare a statement of income and expenses for the last year which we hope to print in the next issue. We believe it is important that you know where your dues are going. Of course, we hope to print lots of articles that you

submit. Just keep the mail coming. We love it all.

There will be no May, 1984 issue of DoubleTalk. The logistics of changing editors was so involved that it took more than a month to get all the paperwork transferred halfway across the country. Please forgive us, and help us make DoubleTalk even better in the future.

Tandem People & Places

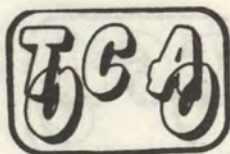
Meeting Don & Marilyn Pollard, two tandemists from Vancouver, British Columbia, is one of the best things that can happen on a tour. Susan and I had the pleasure of cycling with them this past autumn, on an L.A.W. tour of the Puget Sound-San Juan Islands region of Washington State. This article was first published originally in the Vancouver (BC) Sun, and we felt that it was worth reprinting in DoubleTalk:

It won't be a stylish marriage;
I can't afford a carriage;

But you'll look sweet
upon the seat
of a bicycle built for two.

It's hard to resist bursting into song on meeting Don and Marilyn Pollard. Not because they're such a friendly couple--they are--but because the story of their courtship so closely parallels the words of an old ditty.

It all began five years ago,



with Don's search for a cycling partner.

Blind from birth, the 36-year-old mechanical engineer needed someone to steer his home-made tandem bicycle. One bright spring day, he asked the proprietor of a local bike shop for a likely candidate. Marilyn happened to be browsing nearby and volunteered. The next morning the two were off on a cycling trip with the Bicycling Association of B.C. along Richmond's River Road. Eighteen months later, they'd logged some 5,000 kilometers together and were on their way--by bicycle--to Seattle for their honeymoon.

Marilyn, 37, has been an avid cyclist since she two-wheeled across Canada to the '76 Olympics in Montreal. Don grew up riding a bike in the tiny Kootenay community of Argenta, where he combined an aptitude for mechanics with a need to be on the move. It wasn't until he left rural Argenta for Queen's University in Ontario that city traffic put an end to his solo excursions. (With five per cent vision, he could see enough to ride on quiet country roads.) Undaunted, he converted two old three-speeds into a tandem.

The result, christened the Black Beast, took him on many trips and still is in working order. The Beast's place was taken in 1982 by a shiny green custom Rodriguez (Seattle, WA) tandem. (Ed: Marilyn told us that the Beast is only ridden these days to and from the grocery store, and to other places such as local concerts).

By all accounts, riding tandem is an excellent preparation for married life. Both love zooming down hills, especially on the open

highway--city cycling requires more caution. "With a 40 pound bike and 70 pounds of gear, and both of us weighing close to 200 pounds--we figure we're a quarter ton vehicle", Don says.

They've never had a serious accident, just one upset going over the railway tracks on the way to Granville Island, (BC).

One day, after Marilyn completes her training as an engineering technician and can help Don set up his dreamed-of engineering consulting firm, they may consider a long bike trip through Europe. Until then, there's lots of B.C. to see. As Marilyn puts it, "We don't know our own back yard yet."

Don's disability puts Marilyn up front, in the captain's seat. However, Marilyn and Don don't go by the traditional Captain-Stoker terms. Marilyn says she "is the navigator. Don is the Co-pilot." Don does the shifting and controls the drag brake. May they have many more happy miles together.

By Elizabeth Godley
Vancouver, BC, Sun

By Tandem to Prince Edward Island

Touring by tandem bicycle is a fine, sociable means of travel, especially through level terrain. But the person who said that PEI is flat ought to have headwinds and hills for the rest of his or her days!



This was our first long, self-contained trip and my husband, Daniel, and I were excited. This time we were going to tour--that's TOUR (as opposed to race) with 32 kg. (about 70 pounds) of gear on the tandem.

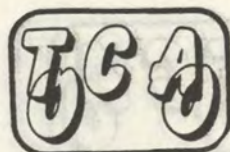
We decided to avoid the Toronto-Ashawa congestion by starting from Kingston, Ontario. After eating our fill of canoli at the local Italian cafe, we started to roll east along the old pioneer route of Hwy. 2 accompanied by bright sun, heat and raging tailwinds. Since it was June, tourist traffic of the motorized sort was not yet heavy and we chose to ride the scenic Thousand Island Parkway. The route was beautiful, but we were subjected to a rude awakening at the other end when, with no warning, we were dumped onto the 401, the busiest stretch of superhighway in Canada. Two kilometres later we found an exit, but my neck was sore from scanning for cruising Ontario Provincial Police. Later, 200 km later, we rolled into a campground and tried to register for the night. The owner refused to take our money! "It's free for you two," he said. "My son is as crazy as you are. He does this bike tripping thing, too."

Three hot, long (200 km.) Quebecois days later after traveling through the Eastern townships and up the Richelieu valley, we noticed that the romance of the open road was wearing thin. As thin as the lycra of my skin shorts. However, we continued along the south shore of the St. Lawrence River where the coming of each village is heralded by a silver church steeple in the distance. This is wonderful for the thirsty or weary cyclist. In fact, all the territory we rode through in Quebec

was well set up for cycletouring. Villages were in close proximity and the highway was often and well signed.

After leaving the river and climbing through the hills into New Brunswick we discovered two things; we had arrived at the height of black fly season and this province did not mark distances on road signs. Oh woe - both of us were bloody messes from the flies, the heat wouldn't let up, the hills kept growing and we still did 200 km. a day! From Edmunston to Hartland we rode down the basically boring Trans-Canada highway, but on the advice of a friendly man in Grand Falls, we switched to Hwy. 105 on the opposite side of the St. John River. This was a beautiful back country road and a welcome relief from the Trans-Canada. No sooner did we arrive in Fredricton than we were hailed by a woman in a car. "hey you two on the tandem - STOP!" "What now," we wondered, "an undercover cop about to arrest us for riding double?" Ada Lownds, our arrestor, was no cop. She was a friendly bicycle touring enthusiast interested in a closer look at our tandem. She was so interested that she invited us to meet her equally enthusiastic husband, Jon, and spend the night at their place. Our hosts also insisted that we visit the Fredricton farmer's market early next morning and start our ride with a scrumptious breakfast at Goofy Ruffy's Restaurant. Our journey was beginning to feel like a vacation.

One and a half days later, staying far away from the Trans-Canada, we arrived at Cape Trome-tine and boarded the ferry to Prince Edward Island. Ah, PEI! A garden of delights, except for the road surfaces. This island is



composed of red sandstone. This creates the red earth, the red dirt roads, and the crumbly road base. Like Gaul, PEI is divided into three parts: The centre rolls with continuous short, steep grades punctuated by potato fields, picturesque towns and dairy farms. In the west there is a thriving Acadian community economically based on fishing and the harvesting of Irish moss. Irish moss is a seaweed from which carageenan, a thickener used for foods such as yoghurt and ice cream, is derived. The east is populated by people of Scottish descent, and most communities are fish based. The island is the site of many energy conservation projects, and solar heating and windpower demonstrations abound.

PEI is heavily criss-crossed with roads and most tourists take them to the PEI National Park on the north shore. The beaches, Cavendish being the most famous, are beautiful. The white sand shore is bordered by dunes topped with marram grass. The Park has a series of interpretive activities starting around mid-June, but really getting under way in July. These include a display on the birth and death of dunes, instruction on how to beachcomb, bird-watch, or build sand castles and many bicycle trips to points of interest with the park.

PEI provincial and national parks have excellent amenities. All parks have hot showers, flush toilets, and facilities for the disabled. Imagine if you can, skylights over shower stalls, pine panelling in the washrooms, and clean toilets! Imagine kitchen shelters with wood stoves and free wood. While Cavendish is the the most popular, it can also fall

victim to the ubiquitous ghetto blaster. My favourite park was Lord Selkirk in the southeast. It is a small park situated on the edge of a red cliff overlooking a tidal flat. When we arrived, the tide was out and 24 great blue herons were poking around for food. We watched them and the incoming tide as the sun set.

We couldn't leave the island without trying bed and breakfast accommodations. The tourist bureau in Charlottetown phoned in our reservations gratis. The next day we arrived at the Village View B & B, a century-old farmhouse on a small pig farm. Our hosts were very friendly and answered our naive farming questions with patience.

The pace on PEI is slow. It is pervasive enough to have influenced us into riding half days and relaxing half days. For eight glorious days we vacationed in sunny, hot weather. We were treated to fresh clams by friends and treated ourselves to lobster dinners and Anne of Green Gables at the Charlottetown Festival. When it was time to leave the island the weather changed to greyness and drizzle. We rode to Moncton, New Brunswick and caught the only train to Montreal that carries a baggage car at 6 p.m. There was no problem transporting the tandem and, while boxes are recommended, they are not required.

We arrived in Montreal at 8:30 a.m. and immediately headed out to find rye bread and smoked meat sandwiches - for breakfast. Before our sandwiches we were served a bit of culture shock. The day before we were idling around PEI and now we were immersed in a downtown Montreal rush hour. Our escape



route was made easier by instructions from a friendly cyclist and tailwinds! One and a half days later we were back in Kingston -- saddle sores and spirits healed.

--Marilyn Freeman
Toronto, Ontario

Chincoteague

Revisited

On one lovely weekend last year, twelve tandemists planned and participated in a camping trip into the surrounding territories of Chincoteague, Virginia. We arrived on a Friday evening, pitched our tents, and gathered around the campfire to discuss the next days' rides. Later in the evening, we gave up to the mosquitos, some of the hardest in all of Virginia. But we knew where we were headed the next day.

Early Saturday morning, we wolfed down a hearty breakfast and prepared for our ride--the destination was north into Maryland. We took a northerly route along Route 175 by Wallops Island Air Field, then onto Route 679, rejoining Route 175 further north. Along the route towards Snow Hill, Maryland, we passed through some rich Virginia farmlands, with colorful farm houses and all the expected out buildings. This idyllic countryside disappeared into the thriving burghs of Girdlefree and Snow Hill.

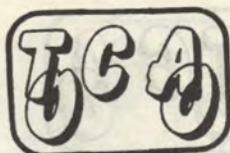
When we arrived at Snow Hill, the local citizenry was celebrating their Spring Festival, and much good food was being served for us to enjoy. After stuffing ourselves almost to the point of no return, we finally waddled back to our beasts for the trip back to the campgrounds at Chincoteague. Leaving Snow Hill, we quickly discovered the reason we had made such good time--the "gentle breeze" we enjoyed was actually a quite stiff headwind for our return. Were we ever thankful to finally see the Causeway, telling us that we had only five more miles to go.

After the cleanup routine, we greeted two more newcomers to our weekend, then stuffed ourselves again at an all you can eat Seafood Buffet! Entertainment after dinner was provided by our resident dulcimer (dulcimerist?). Music never sounds better than when played among friends surrounding a pleasant campfire. Sometime during the evening, though, the rains came, but we had already retired to our tents by then.

At breakfast Sunday, we decided the ride of the day would be a tour of Assateague Island, with its national wildlife and game reserve. We weren't disappointed as we encountered some beautiful white swans aswimming, and further down the road, a family of otters also swimming near their dens.

We were back from our tour by Lunchtime. A quick lunch and it was time to break camp and head back to our hum drum lives. Why don't you join us on our next tour?

--Dell & Mary Lou Sagaser
Hampton, VA



How We Began

Do you remember your first tandem? With us, we began 12 years ago with a tandem, if you could call it that, we purchased for the incredible price of \$20.00. A reasonable price, especially since we were looking for a bicycle for my mother-in-law and her sister to ride together.

What do you get for \$20.00? A Schwinn Twinn single speed tandem. We overhauled the tandem, cleaned it, and delivered it to mom-in-law. As you can imagine, the bicycle collected many miles, and much dust, as do most coaster brake tandems. When we visited the house, Alice and I enjoyed plodding around the neighborhood, the recipients of many envious stares. We found it very hard, though, to forget our lightweight singles for this heavyweight. We put the idea of owning a tandem back into the cobwebs.

Later, Alice and I moved to Florida's east coast where we are able to enjoy year-round cycling. As we increased our cycling distance, so did the problems of staying together on our rides and the absence of any real conversation during our outings. The thought of our heavyweight tandem's togetherness crossed our minds several times. However, the cost of a new lightweight, such as a Jack Taylor or a Bob Jackson kept us cycling on our singles.

After six or seven years of warmth and sunshine, Alice's mother and Aunt moved to Florida. Along with them came "the TANDEM". Since Mom was no longer able to ride the bike, Alice and I resurrected the Twinn once more, this time as a 5-Speed. Stripping off fenders, put-

ting on alloy wheels, we found ourselves with a veritable lightweight at only about 45 pounds. Alice and I began to enjoy cycling together! It was not long before we decided we had to have more secure and comfortable production tandem. We just couldn't afford a custom. A great deal on a new MotoBecane, plus a pair of local teens who realized that they could keep the Twinn at the head of the pack, and we had a new machine.

Now I can admit that I was concerned when Alice and I first began tandemming. One thought that kept going through my mind was that we should bicycle at least twice as far as we had been riding our singles. This is not true! Although we have ridden 70+ miles per day, Alice and I enjoy the togetherness we have on all rides, including the shorter ones. We enjoy being able to be alone together.

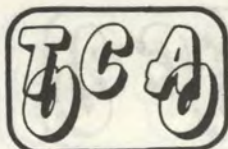
Have we stopped shopping in the Tandem Market? Probably not. Moving through the various stages of owning a tandem has been fun. We have enjoyed all our miles, and we enjoy reading the ads for the SuperTandems in the magazines--perhaps someday we will have one, or a custom, or maybe the latest from a major manufacturer. Who knows?

--Thom Thaldorf
St. Augustine, FL

The 1983 Midwest

Tandem Rally

In the summer issue of the
Toronto Tandem Co-op newsletter



there appeared a brochure announcing the Midwest Tandem Rally to be held in Minneapolis on the Labour Day Weekend. We had been to other bicycle rallies and enjoyed them, so the thought of cycling with potentially one hundred or more other tandemists spurred our interests. We broached the idea to another club couple, Marc and Mora Ouellette, who soon became as interested as we were in the idea. Consequently, on August 31, 1983 we loaded up the Ouellette's VW van with the necessities of life and headed off to Minnesota. After two interesting days on the road we crossed the mighty Mississippi and arrived at our destination--the Radisson Hotel in Minneapolis.

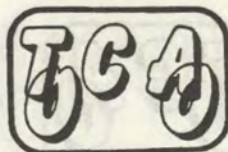
We had pre-registered for the event, so upon arrival we needed only to sign in and collect our Rally package and the keys to our room. Fortunately we were allowed to keep our bikes in the room, which is the surest way to any cyclist's heart. We spent the first evening going over the impressive package that the rally organizers had provided for all participants.

On Saturday, the beginning day of the rally, we gathered outside the Radisson around noon for our first ride. It was an overwhelming experience to set off on a ride with over a hundred and forty other tandems (ED.--I believe this makes the MTR'83 the largest tandems only rally in the world). It was an amazing and colourful sight. This first ride was about thirty miles in length and comfortable paced. It took us through the outskirts of Minneapolis, past many beautiful homes and along some quiet winding country roads. We had a mid-ride stop in a local park where we were

provided with pop and a variety of delicious homemade cookies. This stop gave us an opportunity to examine the incredible variety of machines assembled, which included a couple of triplets and even a tandem tricycle. It also gave us an opportunity to meet more of our fellow ralliers. The evening schedule back at the Radisson included workshops, displays, and seminars. Of particular interest was a very informative talk and demonstration given by Mr. Bill McCready (of Santana Cycles, Inc.) on tandems and tandem riding techniques. There was also a fine display of frames produced by local builders, of which there are four in the Minneapolis area. We were the only Canadians registered and people seemed to go out of their way to make us feel welcome.

On Sunday there was an all day ride that got off to an early start with donuts and coffee outside the Radisson. This ride toured the Twin Cities area and we were able to choose between a forty and sixty mile ride.

The Twin Cities have a very extensive and beautiful park system and that is where we spent the first half of the ride. We were provided with a deli lunch in one of the parks, and given plenty of time to eat, talk, and explore the nearby Hiawatha Falls. Whole families even pets were on the ride, with trailers for transporting the youngest family members very much in evidence. After lunch we gathered together and staged a mass ride over one of the bridges crossing the Mississippi River to St. Paul. The police had been persuaded to close the bridge to traffic for a short while and it was an exhilarating experience to be



riding eight tandems abreast on a major roadway. On the far side of the bridge the long and short rides split up. We took the long ride and spent the afternoon exploring St. Paul which is the state capital of Minnesota. We had an afternoon break at the Freewheel Bicycle Co-op which had opened it's doors, cash registers and washrooms for the rally participants. Watermelon and cookies were provided for all. As on the previous day the pace was quite comfortable and nobody seemed out to set any land speed records. After the ride we had a relaxing swim in the hotel pool.

In the evening we enjoyed a banquet and drawing for prizes followed by a slide presentation in the Hotel's theatre by a young couple who had spent an extended honeymoon riding their tandem throughout the United States. The highlight of the evening was a surprise appearance by a lady who had cycled across the U.S. with her husband on a tandem in the 1930's. She had written a book describing their journey, which had been discovered by one of the rally organizers. Through diligence and some good fortune he had managed to track her down and invite her to the rally. She brought along a pith helmet she had worn as protective head gear, and some slides made from photographs of their journey, which were fascinating. She was a tall and sprightly lady in her seventies who confessed that although she doesn't ride much any more she swims a mile a day.

The following morning, Labour Day, we gathered outside in the parking lot for our breakfast ride. We were set to ride seven or so miles to a very nice country pancake restaurant. We mounted our

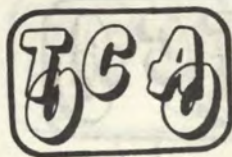
tandems in the early morning sun, with our stomachs rumbling in anticipation and the seven mile ride became a seven mile sprint! We had a wonderful breakfast and a chance to chat with new friends. The ride back to the hotel after breakfast was considerably slower! It was also a little sad because it was time to pack and head for home.

We had an wonderful time and the rally had the perfect balance of excellent organization and friendly camaraderie. We can't say enough about organizers Doug and Sarah Laird and their Twin Cities Team. Even though we had some overcast skies and drizzle it didn't dampen the enthusiasm of the ralliers. We were also very impressed by Minneapolis/St. Paul and its surroundings. There is one drawback however, the numerous ponds and lakes provide a plentiful supply of large mosquitoes. There is a reason they are known as the State Bird of Minnesota!

Anyway, we will be attending next year's Midwest Tandem Rally, where we hope to renew friendships and make new ones. The 1984 rally will be held in Dundee, IL, a small town about sixty miles west of Chicago. if the enthusiasm of the people who will be organizing it is anything to go by, it promises to be as good as the 1983 rally. We are hoping that many of you will join us there!

--Pat & Gill Maloney
Toronto, ON

ED: Look back in the back of the DoubleTalk for applications and information on all three major 1984 Tandem Rallies.



4th (I Mean 5th)

Southern Tandem Rally

"Hey Charlie, how fast we goin'?"

"...an' this ol'boy used to work for fe-uhh 24.2."

(Sounds of toenails on pavement.)

"Git back here, Roscoe, chum here boy!"

"26.2, 29.4, 31.3."

The east wind that blew in the high overcast allowed us easily to outdistance old Roscoe. But I'm getting ahead of myself.

For those of you that were not aware of the Southern Tandem events, the first was held in 1979 and hosted 13 tandems. That one was a no frills, no sag, no food, carry-your-own gear event. Since then, the essence of the STR events has been variety. We've stayed in bunkhouses, tents, and 100-year-old hotels that looked it. We've had to ride 13 miles to all our meals (that's one way) and we've dined on chicken Cordon Bleu with a passive yet interesting white wine that frolicked in its youthful exuberance. (Kis en bouteilles au Callaway Gardens). One thing that has not varied is the special friendship and comraderie that exists among the devotees of the long bikes. We've all had to pull dead strokers (all right, push dead captains) up interminable hills, suffered the scourge of broken spokes, and figured out how to carry the thing on a VW Rabbit.

1983's event was the class act of them all. Karl Rice & Leslie Stallknecht & Jack & Susan Goertz

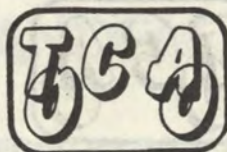
really gave us the up-town treatment. Through their efforts we stayed in the Callaway Gardens cabins, with all the amenities--showers, kitchens, and no more than two per bed, unless made on discreet arrangements to the contrary.

The event began on Friday with a short ride up Pine Mountain on 354, then a left on state 85 to Warm Springs. And as many of you know, this is not the flattest of rides, and some of the Florida riders commented on the hills. "!!@#!@#!@!\$%##, those *%&^#%\$ hills are ##@%\$%^&&* steep!"

"Yeah, but tomorrow's all flat," I said.

Don't make excuses when an outrageous lie will do. The hills are steep, particularly if the only time you use low gear is to get over I-75. Since I made the maps, I began to get concerned that some bodily harm might come to me after the ride.

The traditional STR Friday night reception was hosted at Jack and Susan Goertz's cabin. It was like old home week from STR's long past, yet there were a large number of new faces, and now, new friends. The SBL was well represented by its most avid tandem teams. I'm not going to try to list all the names, because I know I'd leave someone out. We had tandems from South Florida as well as Ohio, North Carolina, and all the other deep south states. One of the best known names in tandemming this side of Bill McCready is Bob and Ruth Husky. They have made every STR so far, even the last-minute, substitute version of '82. They are a remarkable team. Both retired, they mostly travel around the country to major cycling events. Some



people say tandems are slow on hills--just try to stay with the Huskies going up one.

Saturday's ride was a 50-mile loop that took in the little town of Hamilton. Now, I don't know about you, but I have some not-so-fond memories of Hamilton from a Panama City trip a few years back. At that time we stayed in the Hamilton House Inn, where they were not used to guests that stayed all night. But that's another story.

We started Saturday's ride into a chilling headwind, as we ground our way over Pine Mountain, and down the other side toward the community of Shiloh. I gained experienced fear for my well-being as we ground up one hill then the next.

"I thought you said this was flat!"

"Wait'll we turn the corner up here, we'll have this tailwind for 30 miles!"

Whew! Fooled them!

Well, when we turned the corner at Shiloh, we did get a tremendous tailwind that allowed us to ride unpaced at speeds approaching 30 mph on flat ground. It was glorious. Big gears, the momentum, the "float". It was if the bike was about to become airborne. A soaring sensation rushes through the bike at times like this, and you are one with the road and the bike. If I sound emotional about this, get a tandem and try it yourself. It was about this time that Charlie was punching up our speed on his on-board computer that we had the encounter with old Roscoe.

Hamilton, like a lot of sou-

thern towns, is at the top of a gut-buster hill. I guess they wanted to be able to defend themselves from the heathen Yankees. It has a courthouse, drug store, liquor store, the Vittle Barn, the Hamilton House, and the obligatory statue in the square honoring those who defended their homeland against the invading hoards from the north. The Vittle Barn has nothing in common with a barn. In fact, it's not as large as the average Dunwoody (GA) walk-in closet. With its tucked-away location and weathered board front, it looks like a place where someone would store wornout tires. The food's okay, though, if you like it fried. My burger was a welcome respite from the dreary, mechanically perfect burgers at the mall.

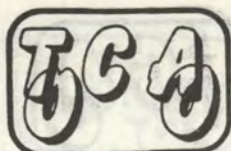
Enough of the restaurant review. The ride continued downwind on 116 through rolling farmland glowing with goldenrod in the muted fall sunlight. Actually, it was a little more rolling than I remembered.

As we were chugging up one particularly long grade, the Huskys eased up beside us, hardly seeming to notice the grade at all.

"I thought you said it was flat after lunch!"

"It is (puff) - there aren't (whoof) - any more hills (hack) after this one - (puff) flat rest way back!" I lied. That was my story and I stuck with it.

"Then what's this? - you've lost all credibility!" admonished Ruth, as she and Bob motored effortlessly on ahead of us. I was, however, vindicated by the last leg back to the cabins. Only the greenest of riders could claim that it



was anything but flat. Well, maybe there was a slight rise or two. The only problem was the leg-cramping, mind-numbing headwind that made us feel like we were competing in the human power division of a tractor-pull event at AIR.

The best part of any ride is leaning the bike up for the last time of the day, and stretching out on a deck with a tall, cool one. We did just that, with good friends and the lowering rays of a magnificent fall day playing peek-a-boo through the coloring trees. It simply doesn't get any better than that.

Tandem riders, out of necessity, have to be gadgeteers and tinkers. So naturally, we are interested in the latest gadgets, techniques, thing-a-ma-bobs, and do-hickies. There used to be a lot more individual creativity before the days of the good, off-the-shelf tandem (before all of us got Santanas). In years past there were more home-built tandems, usually two singles brazed in permanent embrace, unusual chain configurations, brakes, and what-not. The success of Santana was clearly evident at STR'83 -- as much as the six or seven Bradfords (out of 13) were at the original STR '79.

The hit of this year's event had to be Bill & Pegi Langan's striking Santana triple - that's right - a triple. The center position had a kid conversion that put the center cranks just under the upturned handlebars. The smaller child was pulled in a bugger. This made a LONG bike - actually longer than a full-sized Buick station wagon.

One of the more unusual tandems was "Double Trouble," a well-

done marriage of two singles. What made it unusual was that the stoker had a freewheel mounted on the crank. Gag me with a spoon! Now, I believe in stoker equality, in that if I'm dying, my stoker had better be about ready to meet her maker, too. This is simple equality of suffering and is what makes tandem riding so much fun. Allow stokers to freewheel? Anytime they want? This is obviously a commie plot to break up tandem teams and destroy the sport of tandeming as we know it. Don't let it happen to you! Seriously, this was a well-done bit of individual initiative to solve a problem - and it did seem to work - but I don't think Janet will get one in this lifetime. The "DT" also sported a custom made LONG cage derailleur (never could spell that word). It looked like it would wrap up about four feet of chain.

Since the first STR'79, it has been the tradition to have a banquet on Saturday night. In 1979, we had to ride 13 miles and stand in line at Davis Bros. This year's banquet was held at the Callaway Inn and was a top-drawer bash. Charlie ordered the bottle of Callaway Private Reserve referred to earlier. It was delivered promptly with all the ceremony befitting a '56 Chateau Lafitte. Expectant looks from the other tables indicated that many thought it came with the meal. Sorry. The bar, or cocktail lounge, at Callaway features singing waiters. Problem is, they sing so much you can't get a \$3.00 glass of wine.

On Sunday we offered a 25-mile ride, but many of us chose a ride through the gardens before leaving. An eight-mile ride took us over two hours. It was great. At one point we spotted a white-tail deer but

MIDWEST TANDEM RALLY 1984

MTR '84 REGISTRATION APPLICATION

CAPTAIN: _____ M / F
 AGE _____

STOKER: _____ M / F
 AGE _____

ADDRESS: _____ PHONE () _____
 STREET APT. NO. HOME
 CITY STATE ZIP WORK

CLUB MEMBERSHIP: _____
 NAME ADDRESS

In consideration of the acceptance of our application for participation in the 1984 MIDWEST TANDEM RALLY (M.T.R.'84), each of us, intending to be legally bound for himself (or herself), his (or her) heirs, executors, administrators, and personal representatives, does voluntarily hereby release any and all sponsors of M.T.R.'84 and their representatives, successors and assigns, from any and all liability arising from illness or injuries that either or both of us may suffer as a result of our participation in M.T.R.'84. Each of us attests and verifies that each of us is, and both of us are capable, experienced, accomplished, physically fit and able tandem riders and that each of us is and both of us are prepared for participation in M.T.R.'84 and fully understand in advance, the nature of M.T.R.'84.

We each and both understand and agree that any sponsor may use for publicity and/or promotional purposes our names, photographs, videotapes, motion pictures, and recordings of our participation in M.T.R.'84 without obligation or liability to either or both of us. We also understand that any and all fees either or both of us pay, are non-refundable.

We each have read the foregoing and certify agreement by our signatures below.

Signature: _____ Signature: _____

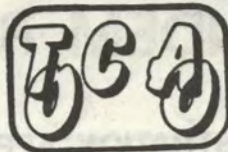
Cosignature:* _____ Cosignature:* _____

*Signature of parent or guardian is required if the applicant is under 18 years of age.

| | EACH | X | QUANTITY = | TOTAL |
|---|-------|---|------------|-------|
| Registration Fee- \$20.00 per team until August 3rd | 20.00 | | | |
| \$24.00 per team after August 3rd | 24.00 | | | |
| Banquet- \$14.25 per person, complete dinner. | 14.25 | | | |
| Sunday Tax & tip included. | | | | |
| \$ 7.25 for children under twelve | 7.25 | | | |
| Breakfast- \$3.50 per person | 3.50 | | | |
| Monday \$1.75 for children under twelve | 1.75 | | | |
| T-Shirts- M.T.R.'84 printed two-color, front & back, 50%/50%, won't shrink. \$6.00 per shirt. Order now to insure delivery. Pick up at rally. | 6.00 | | | |
| SML _____ MED _____ LG _____ XL _____ (Men's sizes) | | | | |
| Additional patches- M.T.R.'84, multicolor \$2.50 each | 2.50 | | | |

| CHILD CARE | SAT. | SUN. | MON. |
|------------|-------|-------|------|
| Infants | 16.25 | 36.25 | 8.75 |
| 2 | 14.30 | 31.90 | 7.70 |
| 3 & up | 12.35 | 27.55 | 6.65 |

MAKE CHECK PAYABLE TO: MTR '84
 MAIL TO: MTR '84, 302 E. Willow Road, Barrington, IL 60010 \$ _____



don't eat the chilis from the vegetable garden. They will hurt you badly.

Oh, about the title of this article. The Goertz's and Janet and I, along with Barry and Linda Spivey of Florida, consider ourselves proprietors of STR events, since we have all been involved in organizing them. So it was with great reluctance that we agreed to let an unnamed club in Louisiana sponsor the event for 1982. However, this unnamed club, well-known for its Thanksgiving event, dropped the ball on us, did not get advertising out soon enough, and when only a few tandems signed up, cancelled the event. Unacceptable. STR'82 did happen, however. Jack and Susan Goertz invited all the teams they could reach for three days of touring in Alabama over what was to have been the STR weekend, and the Husky's accepted their last-minute invitation. One of the traditions of STR is the T-shirts commemorating the event. The Goertz's and the Husky's have T-shirts quietly stating STR'82. That's good enough for me.

STR'84 will be held in Brevard, NC, on October 11-14, 1984. It is shaping up as an exceptional event. Plan on attending this Southern Tradition.

--Phil Winter
Atlanta, GA

ED: Turn to the end of DoubleTalk for more information on Southern Tandem '84, including a registration form.

TANDEM RALLIES, 1984

In 1984 there will again be three major national Tandems Only rallies. All are well established, all often fill up, and all are a lot of fun. DoubleTalk has received much information on all three. Read it, decide which ones you can attend, send in your registration, and have fun!!!! Susan and I hope to see you on the road this fall!

Eastern Tandem

Rally, TANDEM '84

The first Tandem Rally of the year, TANDEM '84, the 12th annual Eastern Tandem Rally, will be held at Kutztown University, Kutztown, PA. The dates are set at August 10th through the 12th. The rally is scheduled to coincide with the National Bicycle Track Racing Championships held at the Lehigh County Velodrome in nearby Trexlertown, Pa. Kutztown is located only 10 miles west of Trexlertown in the heart of the beautiful Pennsylvania Dutch country.

Tandem Track Racing will be included in the National Championships for the first time in many years and participants in the rally will receive entrance to the Saturday night finals of racing.

For more information, and a registration form for the weekend, send a S.A.S.E. to this year's organizers:

Jane & John Stinsmen
3536 Lincoln Avenue.
Allentown, PA 18103

Precede the Eastern Tandem Rally '84 at Kutztown, PA, with a

SIXTH ANNUAL SOUTHERN TANDEM RALLY

 REGISTRATION FORM

- 1. Registration fee.....\$25.00 \$ _____
- 2. 2 Nights lodging in the Sun Lodge includes meals \$50.00 per couple per night-total \$100.00 \$ _____
- 3. 2 Nights camping at Eagles Nest including meals \$30.00 per couple per night-total \$ 60.00 \$ _____
- 4. Staying at Davidson River Campground
- 5. Staying at Brevard Motor Inn or other motel
- 6. Tee Shirt-- \$7.00 each Please state size(s) and Quantity

_____ Small \$ _____
 _____ Medium \$ _____
 _____ Large \$ _____
 _____ X-large \$ _____

MAIL TO:

Sixth Annual Southern Tandem Rally
 c/o The Abernethy's
 5221-F Cherrycrest Lane
 Charlotte, NC 28210

MAKE CHECKS OUT TO:

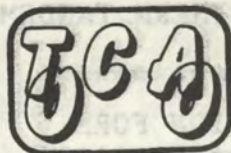
SOUTHERN TANDEM RALLY '84 TOTAL DUE.....\$

- 7. NAME _____
- 8. ADDRESS _____
 CITY _____ STATE _____ ZIP _____
- 9. HOME PHONE NUMBER _____
- 10. WORK PHONE NUMBER _____

WAIVER OF LIABILITY: (Please read carefully before signing)

I am in sufficient health to participate in the Southern Tandem Rally. In consideration of the benefits to be received from this event I do hereby assume all such risks as may be associated with bicycling and agree to release and hold harmless the organizers and Eagles Nest Camp, Inc., its trustees and staff from any liability and responsibility for personal injury or property damage as a result of an accident while participating in this event.

SIGNED _____ DATE _____
 SIGNED _____ DATE _____



week of cycling in two distinctly different areas of Pennsylvania.

Check in on August 4th for three nights at Allenberry Resort near Boiling Springs, PA, then move on to Bird-In-Hand in the Pennsylvania Dutch Country for three nights. Also enjoy a swimming pool and tennis at each site.

\$425 per tandem pair for six night's lodging (August 4-9), six breakfasts (August 5-10), dinner August 4, with taxes and gratuities paid.

All arrangements are made exclusively through the Dollars. To register, contact:

Bob and Kathy Dollar
2904 Summerfield Road
Falls Church, VA 22042
(703) 536-4968

Don't waste any time, call them today, as there is only room for 14 tandem teams, plus Bob and Kathy Dollar. It may already be too late to be included in this fun week.

Midwest Tandem

Rally '84

If you have attended a tandem rally before, you've already marked your calendar to attend MTR'84. If you haven't experienced the fun of joining 150 tandems for an action-packed weekend of riding, information exchange, comparing equipment,

technique and tall tales, make sure you join us on Labor Day Weekend, this September 1 thru 3, 1984, in Dundee, Illinois.

Rally Headquarters are at the Chateau Louise in Dundee. And just where is Dundee? Well, about 35 miles northwest of Chicago, on on Route 31, a few miles north of Interstate 90, that's where. It should be an excellent facility for our rally. A full line resort hotel, with both an indoor and an outdoor pool, restaurants, etc...

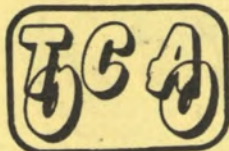
Because a group our size will occupy the entire Chateau, it will be our private tandem riders' resort for the three day weekend. We have a special group rate of \$40.00 per night, with up to four occupants per room. After August 3rd, the regular room rate of \$65.00 will apply, so it pays to register early! For those coming early on Friday, August 31st or remaining for an extended stay, the special group rate will be available if you register prior to August 3.

Camping is also available in the area. Campers should register early so we can contact you with details. Please send S.A.S.E. business size envelope for the registration forms for either Chateau Louise or the Campgrounds. Thanks for helping with postage. Remember: Due to the holiday weekend - campgrounds will fill up fast.

If you have any questions, or need any more information, call or write:

Tom & Sherry Masters
302 E. Willow Road
Barrington, IL 60010
(312) 358-7797

Southern Tandem



Rally '84

The newest of the major rallies, the Sixth Annual Southern Tandem Rally will be held on October 12-14 at Eagles Nest Camp in the beautiful mountains of North Carolina near Bevard. The air will be crisp, but the scenery will be breath-taking.

For the first 15 couples who wish to stay in the camp's new Sun Lodge, accommodations will be dormitory style with the gentlemen on one side and ladies on the other. For those who wish to stay at the camp, but tent camp, space will be provided with meals in the Sun Lodge. There is also a USFS campground, and a nice motel, only 5 miles from Eagles Nest. Everyone staying at Eagles Nest will have meals provided.

Yes, there are mountains in North Carolina, but don't be scared off, most of the rides are in the valley, and they are really not that difficult. What few climbs there are will be worth any effort required.

MAPS will be provided for all rides, and maps for additional rides will be provided for those who wish to add some more miles in the area. The Blue Ridge Parkway is close by if there are any who wish to tackle a real challenge.

If you stay in the Sun Lodge you MUST bring your own linens or a sleeping bag.

If you wish to come and camp without meals provided, there is the Davidson River Campground, a USFS campground just five miles from Eagles Nest. The sites are

\$6.00 per night for more information, call the Ranger Station at (704) 877-3265.

For those who wish to stay at a motel, the Brevard Motor Inn is available. Please make your own reservations by calling (704) 884-3456. The Rate--\$45.00/double.

Registration, and lodging fees at Eagles Nest, may be cancelled for full refund if we receive notice no later than October 1, 1984, 50% refund October 2-4, 1984. No refunds after October 5, 1984.

For further information, and a map to Eagles Nest, send a S.A.S.E. to:

Sixth Annual Southern Tandem Rally
c/o The Abernethy's
5221-F Cherrycrest Lane
Charlotte, NC 28210
ph: Work (704) 334-8327
Home (704) 525-2811

*Southern
Tandem
Rally
'84*



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