DOUBLETALK

Tandem Club of America*

*North & South

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DoubleTalk
the newsletter of the
Tandem Club of America
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DEADLINE FOR NEXT ISSUE IS JANUARY 25, 1985. DON'T MISS IT!!

EDITORIAL

It is the end of the TCA year, and a time for reflections and for a look ahead. 1984 saw the three major rallies host some 300 tandem teams, from all over the United States and Canada. Many friendships were made, and many more were renewed. Surely rallies are here to stay, and in larger and larger sizes.

At the Midwest Rally in ~~Bxxxxx~~ Elgin (sorry about that, but there was a last minute change in location), I had the opportunity to address the group and reintroduce the Tandem Club of America, and to assure everyone that TCA was alive and well and better than ever! If enthusiasm lasts, the TCA should see a significant increase in membership. And we should be several steps closer to 500 members and a bi-monthly publication.

I also took the opportunity to mention a dream that Ted Ellis (TCA member, Rhode Island) started: A national rally to be held in 1986, in celebration of the Tenth Anniversary of the Tandem Club of America. The idea was enthusiastically received, and a bit of discussion followed, such as where, when, what would it do to the regional rallies, and a thousand and one other questions. Without going into all the discussion, the idea was embraced, but in order to make it work, much planning will have to be done. Here are my ideas on the subject:

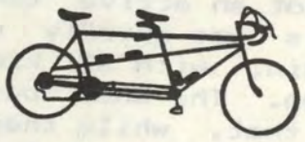
In order to succeed, a National Rally would have to be the only "Tandems Only" rally held in 1986. Regional Rallies would have to take a year's leave of absence, to resume in 1987. The TCA should front any start-up funds necessary, leaving each rally's nest egg intact for their 1987 rallies. Even the larger tandem clubs should refrain from hosting any mini-rallies around the time of the National Rally, and they should help support it to the fullest!

Where would the Rally be held? My first idea was to go to Virginia, where I believe the first "Tandems Only" Rally was held, sometime back in the early 70's. (I believe the actual date was 1972, but I was not an active tandemist then). This was quickly shouted down in Elgin, with all kinds of reasons given. The most convincing reason was that, while there were many tandemists in Virginia, most tandemists live east of the Appalachians or north of the Mason-Dixon line (a quick check of my tandem mailing list verified this, once I returned home). Many suggestions were thrown my way, but one that I liked was to hold a National Rally in Western New York, perhaps near Buffalo (maybe at Geneseo, site of the 1980 GEAR?) This would also give us the opportunity to cross over the International Bridge, and make it an international rally!

The Rally could be a weekend or longer event, possibly in August, with Pre-tours and/or Post-Tours arriving from several parts of the country. Could our Canadian friends arrange one tour? A TCA couple who formerly lived in Syracuse has tentatively agreed to arrange a tour, if the Rally is held in New York, either before or after the Rally. I believe this approach, a Pre-Tour, the main

Rally, and a Post-Tour, would make a long drive to some place like Geneseo, NY, feasible. This way, tandemists could make the rally the focal point of a major vacation, and see a part of two countries most of us never have the opportunity to see.

What do you think? Can a National Rally work? Would you support it? Rochester TCA members--Would you consider hosting such an event? Am I all wet? Let's have some discussion on the topic between now and next year's three rallies, and let's decide if it can happen.



LETTERS TO DOUBLETALK

Dear DoubleTalk:

We are new members of the TCA and have enjoyed the last two issues of DoubleTalk.

The Schwinn 5-Speed Tandem was also our introduction to tandemming and bicycling when our children were teenagers. Our used tandem served us well for over a decade and was traded for a new MotoBecane three years ago.

Jo and I have never attended a rally, but plan to do so next year. We would like more feedback from your readers so we will know what we can expect to encounter.

I would like to suggest that space be provided on the membership form for members to note the manufacturer of their tandems. Then when the next membership roster is published it would provide a means of communication.

Sincerely,
Bob & Jo Kanis
Rochester, NY

Dear Bob & Jo,

DoubleTalk is only as good as TCA members make it. Susan and I just edit and assemble, a task we enjoy very much. We hope you make it to one of the major rallies soon. As to what you may expect--read some of the articles wrapping up the rallies from this year.

Providing a space to capture the bicycle's manufacturer is a good idea. It will take a redesign of our membership form, a redesign of our mailing list/database program, and probably several changes in our procedures of processing memberships. We'll look into all the ramifications and Who Knows? It may be possible.

The Editors.

Dear DoubleTalk:

Enclosed are some filler articles you can use as you like. I'll try to send something regularly. The thought of bi-monthly newsletters is exciting and if we could combine it with regional rides, TCA could really get moving. We'll try to set up some rides in New England for the March Issue. Possibly a weekend of rides from a Youth Hostel.

Which brings up the question...what is the purpose of the

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Area Representatives? Should they be ride organizers? If so, it would help to reorganize the areas. Connecticut is much more a part of the rest of New England while New Jersey is more closely tied to Pennsylvania and Delaware.

Is it possible to get out a roster of club members? We need to know where fellow members are. What about a hospitality home list like LAW's?

Let us know if we can be of any help.

Sincerely,
Christian Bratina &
Lynne Alexander
New Britain, CT

Dear Christian and Lynne:

Area Representative are an interesting question. Over the last year, I've talked to about one-half of those listed as area reps, and they have no clear cut idea about what they should do. How about some discussion? TCA Members, here's your chance. What do you think the Area Reps should do? Should they be rides coordinators? Should they form a "de Facto board of directors"? or What?

A new roster is in the works. It should be ready for the first issue of 1985. Be sure you pay your dues by mid-February to be included. Any member who does not wish to be included in a TCA roster should notify the Editors by January 25, 1985.

The Editors.

DINNER FOR SIX
or
AN INTRODUCTION TO TANDEM TOURING

In looking back over our past tours, a most delightful memory is that of our 1982, 6-day, 340-mile ride through Missouri. It was Linda's and my first long tour together, and our first on a tandem. Although we had done long day rides and overnights together on singles, and I had many solo tours to my credit, this ride was to feature many new dimensions for both of us. This trip was to include the actual cooking of food, as the promise of nutritional, tasty and cheap meals was supposed to be the bargain of bicycle touring.

This is not to say that I had not eaten well on solo trips of my own. But in my bachelor days, yogurt, cold sandwiches, fruit, and the omni-present diner grill cheese were the fare of the day. And even the lightest of cookstoves was edged out by lenses, film, tripod, and the lure of someone else cooking! The sacrifices of my palate were few when compared to the memories I can recall with pictures and slides. But married life, along with tandem tours, meant the cookstove would be in the panniers this trip, and not in the closet. Instead, the closet would contain the forementioned lenses, film, etc.

The intinerary of the trip would take advantage of family obligations, which allowed us to be dropped off in Poplar Bluff in the southeast corner of Missouri. We would head in a northerly direction toward the Missouri River some 200

miles north. From there we would head west toward Columbia, MO., to visit with friends before covering the last day's ride north to Linda's parents in Moberly, MO. Our car would be waiting there for our return home. Much of our mileage would be in the foothills of the Ozarks. We would also be crossing many ridges and valleys of the Missouri River and her tributaries. We were going to get our fair share of hills in the week ahead.

So after fulfilling family obligations we began our journey north through the hottest week of the summer of '82. The evening's dinner became a time of experimentation and anticipation as each day's shopping transformed into a meal. We had some great successes, with a canned ham and stuffing casserole being a favorite (with green beans and a fruit dessert). One not-so-successful attempt was tuna stroganoff, which is a mistake you will make only once! So, although not epicurean in taste, we ate well and enjoyed. But we did take pause at the volume.

One evening, as we ate quietly through one of those reflective pauses in conversation where none is needed, I began to read the now empty stuffing box. I was absently passing over the high altitude and microwave sirections and then came to the number of servings. Six. Six servings. As I looked around, the other four people were conspicuous by their absence. The silence was then broken by the sound of silverware on now empty plates. What was happening here? My mind suddenly filled with a vision of people slowly starving to death on a diet of Manufacturers Recommended Servings, trying to live on one ounce of granola, or two ounces of dressings, or two pancakes. I knew that somewhere an obscure medical journal would list the dangers of this MRS syndrome, and the need of government action. But then Linda passed the dessert and I plished off my half of a 16-oz. applesauce.

The meals only added accent to the riding. As we rode north we passed through the Johnson's Shut-Ins, a popular swimming area and BikeCentennial overnight stop, which we shared with 1982's first East-West group. We also passed through the Taum Sauk region which includes some of Missouri's tallest hills. And in the Pea Ridge mining reserve, we passed thorugh pine forests as empty and serene as the upper Peninsula of Michigan, one of my favorite touring areas. Our only regret was that the heat would sometimes dampen our enjoyment. Save this trip for the spring or fall if you can!

Riding a loaded tandem under such hilly conditions was an experience. We used low-mount front racks and Eclipse panniers on the front and rear. The low mount rack and loading made the bike very staable and I highly recommend them. A loaded tandem at 100+ pounds can be ponderous to park, but was quite maneuverable while rolling, all things considered. We used a then-current '82 Santana Tandem which performed flawlessly. Along with racks and fenders, we added smaller chainrings. We were also quite pleased to have the drum brake on the rear wheel. Say what you want about it not being needed, but when you have to stop 400 pounds of bike and riders because of a railroad crossing at the bottom of a 3/4 mile, 300 foot drop, you will learn to appreciate having one.

As we continued on toward our

rendezvous with the Muddy Missouri at Hermann, the heat seemed to be less and less oppressive, although it still reached daytime highs in the 90's or 100's and was cooling down nights only into the 70's. We were drinking or wearing 2-3 water bottles per hour and still losing weight. As we rolled into Hermann our fourth day at 5:45 p.m., the bank clock-thermometer greeted us by boosting the temperature from 95-97°. And here we made a serious mistake. When the lack of a convenient campsite made a motel seem appealing, we jumped at it. Only after a night of air conditioned comfort did we realize how much we had acclimated to the heat. For when the first blast of morning came into the motel room door, it was hard to imagine an enjoyable day of riding in such heat. We adjusted quite quickly, though, and prepared to cross the Missouri.

The river hills after leaving the flood plains were quite nasty, even after four days of hilly riding. In the course of our previous days of riding we had developed our own ride or walk rule: If I could look back to the horizon and not see Linda's head, it was all right to walk. In all, this gave us about 10 miles of walked hills for the entire trip. We would get a slight reprieve later in the day. After a siesta-like lunch at the Fulton A&W where we both consumed close to a gallon of liquids, along with sandwiches and onion rings, we found some long awaited rolling prairie west of Fulton and finished the last 24 miles into Columbia in 1-1/2 hours.

Our last night on the road was spent with friends and coworks from school and Walt's Bike Shop were both Linda and I had worked the previous summer (1981). The next morning we waited out showers, in hopes of rainless riding, before our final 40 miles. This last stretch was a recap of the entire trip, with hills, heat, and running out of water. But still no rain. The last few miles were without overcast, so we confidently took the ritual "end of trip" picture at the Moberly city limits. But this was to be our undoing. During the last 3 miles a thunderstorm moved into town. We tried to race the squall line home, but with just 1/2 mile and one last hill, our rainless tour was intercepted by a wall of water. A couple minutes later we rolled into Linda's folks' garage, soaking wet, and ready to plan our next trip.

THE LATEST IN TANDEM ACCESSORRIES...

You've bought matching jerseys and shoes, but to be totally well-equipped you need the ultimate tandem accessory. It starts at about $10,000 and will increase your top speed on the flats to well over the legal speed limits. You rationalize that it doubles as a new family car if a greater benefit to cost ratio is needed.

The new mini-vans by Chrysler and Toyota have been on the roads since early this year. They are still in high demand, so high that the Plymouth dealer we visited in June was taking orders for 1985

models and expected to sell his full model-year allotment before October. The Toyota dealer wasn't expecting any more 1984's either. Availability may improve when Ford and GM introduce their versions, but don't hold your breath until then (or look for significant discounts!).

Any dedicated tandemist will have an immediate question--Does it fit? For a 21 x 21-inch Peugeot, the answers are: yes, for the Plymouth Voyager, and a qualified yes for the Toyota Van LE. In both cases, the middle and rear seats have to be removed; this is a one-person operation on the Toyota, but the seat on the Plymouth was heavier and took two. The floor in the Toyota isn't flat from front to back, due in part to its front engine/rear drive layout, and the tandem fits diagonally with the front wheel turned. In the Voyager, the tandem fits gracefully with the rear wheel between the front bucket seats, leaving room for two single bikes or two piles of camping gear.

Both cars we examined were nicely finished inside, with full carpeting, deluxe stereo/cassette and other high-line features. The Toyota van comes in two styles--an empty box on wheels for $9998 or a fully-equipped LE version ($14200) that lacks only a 4-speed automatic ($700), a 7-band graphic equalizer and 5-channel power amp for the existing AM/FM/cassette and "dual air conditioning with console-mounted refrigeration unit" that holds six beverage cans and two trays of ice. In standard Detroit style, the Voyager starts with a low base price and allows you to work your way down the option list, adding about $2000 to a $10616 base price for the mid-line SE model. To be fair, you would have to compare a loaded Voyager LE version to the Toyota LE, and the costs would be nearly identical.

The Plymouth salesman let us drive the sales manager's Voyager LE home to check out the fit down a six-foot mutual driveway. If you have a similar problem, the right side-view mirror has to go. Being used to a 1974 Toyota Corolla, I found the Plymouth to be very quiet. It had the massive feel of our old 1967 Ford wagon rather than the wild and crazy ride of the full-sized vans that I use at work. We didn't get to drive a Toyota van and would have liked to, since the Toyota is about four inches narrower when the right outside mirror is removed.

Mechanically, the Voyager is based on Chrysler's front wheel drive K-cars, which show up as average in Consumer Reports' frequency-of-repair studies. The salesman made a strong case for the regular gas 2.6:1 four-cylinder engine over the unleaded 2.2:1. The Toyota van uses a 2.0:1 engine mounted in-line with a short drive train. Toyotas tend to show up very well in the Consumer Reports' repair studies, although I think the service access to the Toyota engine would make routine repairs a bit more expensive than normal. To their credit, Toyota fitted platinum spark plugs and other components with longer-than-normal replacement intervals. The fully equipped Toyota LE van weighs 2975 lbs., while the only figure quoted for the Voyager was 2985 lbs., which I assume would apply to the stripped base mode. The comparative fuel economy ratings are 8.0 liter/100 km for the Voyager and a slightly better 8.5 liter/100 km for the Toyota.

So, now you can make your

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decision. Our tandem is white, so I didn't enquire about the cost of repainting the van to match the tandem!

Reprinted from the Toronto Tandem CoOp Newsletter

QUICK ADJUST ECCENTRIC

The professor of English tandemming, Ross Savage, shared an idea which works excellently. Drill a hole in the side of the eccentric just large enough for, say, a 5 mm or a 6 mm allen key, perhaps an inch deep. Then to adjust the transfer chain tension you only need an allen key to loosen the eccentric clamp and one to stick in the hole in the eccentric. Rotating the crank arm against the allen key will move the eccentric.

A variation on this idea is to drill two holes in the eccentric, spaced to fit the pins on a Campy or Sugino pin tool (designed to fit the adjustable cups on a single bike). The pin tool can then be used to rotate the eccentric. To have a tool to carry with you on tours, purchase the Park Pin tool with the red handle, available from many sources for about $5.00.

GETTING UP THE MOUNTAIN--by TANDEM

One of the most frequent questions I'm asked about tandem riding is "Does that make it twice as easy, or twice as hard?" The best response is the same as that given by the stock market guru when asked if the market was going to go up or down -- YES. Another question frequently asked is "Who does the most work?" A good answer here might be "What difference does it make--we both get there at the same time." Since I'm not gifted in razor-sharp repartee, particularly when puffing up a hill, my responses tend to be inarticulate, or worse, a snarl. Such questions also remind me of the cartoon of Sylvester the Cat saying "Please take your stupid questions down the hall."

What I'm getting around to is the general topic of climbing hills on a tandem. I feel that this topic is appropriate since we recently completed the Trackrock ride INCLUDING the Bald and the Three Gap Ride on our tandem. Within the next three months is the Unicoi mountain ride, Brevard, and the Southern Tandem Rally, also in the mountains. No kidding, the Bald is a gut buster, with its 10% average grade and "wall" at something near 28%. Now Janet and I are not a particularly strong tandem team, but I'm firmly convinced that a tandem can be ridden on any terrain that you can ride a single on, and I don't want to hear any of you tandem owners crying in your beer, "I'd have taken my tandem but the hills were too steep!" On the other hand, climbing the Bald is a killer, getting down is even worse, the scenery at the top is not too great, and we'll probably never do it again. If they decide to change the name of that ride, I suggest "SBL's Hell of the North". Actually we're glad we did it, but it probably was a little foolish.

Climbing hills like the Bald

or Brevard is a little different on a tandem. For one thing, you will go a little slower. I don't think that this is because tandems are inherently slower, but because most tandems are ridden by a team of unequal strength. It's been our experience that when in decent shape we will go up hills almost as fast as I would on my single. I also think that a tandem ridden by two people of roughly equal strength will go up hills at least as fast as either could on a single.

There are some techniques that can make tandem riding in hills a little easier. Tandems are not singles, and for best results, should not be ridden like singles. A single bike can be pushed, powered, and wrestled over hills, but a tandem does not respond to that kind of treatment. The best technique is to shift to a low enough gear to maintain a decent cadence. This keeps the horsepower up, and is generally more efficient. Keeping the horsepower up will require more frequent shifts. In fact, you may feel like you are shifting all the time. Here's where Bar-Cons are good. When you get tired you just don't reach to the down tube to shift when you should. We recently entertained Andy Anderson for several miles while he was counting our shifts. Over rolling terrain, we shifted 14 times per mile according to Andy. That's also the longest time we've ever stayed in front of him.

Another aspect to riding a tandem in hills is what I call "energy management." This is simply making the best use of the momentum the bike develops and being in the right gear. Even though it sounds simple it requires practice and concentration to do it well. Obviously, many hills require "grinding it out." That's why tandems tend to have low gears, and the tandem rider's manifesto is "Run when you can, crawl when you must."

A number of tandem teams stand up on steep hills. One of the best at this is Bill and Pam Turner, (Norfolk, VA). I consider standing something that's fine if it works for you, but it doesn't for us. You may get to the top of the hill faster, but you will burn more energy doing it, partly because it's less efficient, and partly because it takes more energy to keep the bike going straight. Remember, a single is three feet shorter and does not have a stoker lolly-gagging around back there.

An obvious technique is to ride directly up the hill, but it's amazing how many riders of both singles and tandems don't do it. Not only are you going to ride further, but you're fighting the bike trying to turn it all the time. The worst example of this is "tacking" (zig-zagging) up hills. It's actually possible to ride 20% further doing it. The shortest distance between two points is a straight line, and your goal is to get the hill over as quickly as possible. Besides that, "tacking" is dangerous. Also avoid the tendency to wander going up hill.

Gearing -- sure to get a two-pitcher conversation going. To me, gearing is like art, I don't know much about it, but I know what I like. I don't know any wrap-up capacities nor do I know whether a SudLight Saki GT will work with a Zucchini Road Pro chain. I do know that a tandem is going to require a somewhat lower gear than that on a single bike -- not because the bike is slower, but because a single can be powered over hills easier. How

much lower is difficult to say. Several months ago, an article in BICYCLING attempted to get a handle on exactly how low a gear is needed. The rule of thumb the authors proposed, and tried to prove, said that you should take the pitch of the slope and double it to get your "required" low gear. A 6% slope is about a 16 pitch, so the gear should be a 32. You should spin it at 70 RPM, too. However, Brasstown's average 10% pitch would require a low of 20, which is a little difficult to implement. If you can, find the issue and read it for yourself. I've lost mine and am not sure of the details.

Bill Turner used to re-gear his bike for almost every ride, and I've been guilty of similar over indulgence. Low gears are nice, but taking it too far means you spin your legs off and don't get anywhere. Sooner or later we all have to gut it out. I think that smoothness is the key to climbing--straight up the hill with an even cadence and quiet upper body.

Phil Winter
Atlanta, GA
Freewheelin'

TESTING THE BATT

(ED: Last issue, we printed the Off-Road portion of the BATT road test. This issue we offer you the On-Road portion of the BATT test.)

OK, what is a BATT?

Picture a custom all-terrain bicycle, more comonly referred to locally as a mountain bike. Now picture a sleek hand-crafted tandem. Next, mix up the two bicycles, add a generous dab of custom frame builder Glenn Berry's talents and there you've got it: the BATT (Berry All Terrain Tandem).

We are known as the local tandem fanatics, so Tucson frame builder Glenn Berry popped us an unusual but logical question: "How would you two like to test ride a mountain tandem and give me your opinions on it?"

Never known to turn down an opportunity to test some new equipment, we accepted. However, we also had to enlist the help of our son, Kevin, an off-road and desert trail riding bicycle enthusiast.

The first view of the BATT was impressive: there it stood, short and compact, with oversized Reynolds 531 tandem tubing, sporting six water bottles brazed to its frame, with parallel laterals and dropped top tubes, 26-inch alloy wheels with hefty 1.75 Tri Cross tires, gleaming with alloy components and a glossy black paint job with gold airbrushed lugs, and, lo and behold, a double desert scene mini-mural on the massive boob tube...a typical artistic touch by renown Tucson frame painter Ron Cipriani.

An impressive piece of equipment...but could it perform as well? We decided to break the testing of the BATT into two phases: off-road and on-road tests.

On the Road

For the pavement test, I, Rudy, got my more normal position as pilot and Kay did her usual duty of "shoveling coal" as the stoker.

We adjusted the quick release rear seatpost and saddle for correct height and reach for Kay and we were ready for our 22 mile test spin on the BATT. An out and back ride on Oracle Road up to the town of Catalina on a nice wide asphalt road. It had a slight climb to it but it was devoid of traffic signals. There's a half-mile grunt-type uphill, but for the return trip it is slightly downhill with a fast drop to reward us for the previous half-mile climb.

The first couple minutes, the handling of the BATT was a bit touchy as we did not expect a fat-tired tandem to be so responsive. But we quickly settled down to our rhythmic tandem cadence. The knobby tires were unexpectedly quiet with no excessive singing or humming and the 70 lbs. of pressure in those 1.75 beauties smoothed out the few bumps as if we were riding a limousine. Lots of gears available for our half mile climb and the tandem crested the hill with ease and gears to spare.

I felt no shoulder strain as is sometimes the case with handling a tandem. We observed that the more upright position took a bit of getting used to. let's face it, after having spent 50,000 miles riding tandems with drop bars you do develop a certain preference for them!

On the return leg of the test ride the slightly favorable terrain helped us pick up our speed a bit to the low to mid-twenties range as registered on the Cateye Velo computer. Kay noted that she felt a slight "tandem sway" when pedaling the flats or downhil, but she felt none while climbing or coasting downhill. Tandem sway is natural, expecially when pedaling in phase; however, we were pedaling 90° out of phase, as is our preference. I didn't notice sway at any time, but then everything on the stoker seat seems to be felt more vividly than on the front, be it sway or bumps in the road.

The descent of the half-mile was done at a fast coast and we clocked a nice 37 mph. You do feel the wind more in the upright riding position and you can't go into a nice crouch as with drop bars, but the descent was still quite nice. The overall 22 mile test ride took us only three minutes longer than when we ride it on our custom road tandem.

We both felt that the BATT had the makings of a very good road machine: light weight, good handling, smooth ride, extremely stable at both low and high speeds and we were amazed at how tightly we could U-turn the BATT at almost stalling speed...a neck-breaking task for any other tandem we've ridden.

The gearing was superb, covering both on and off-road riding; sporting a 54-40-26 tooth triple with an Ultra-7 12-32 cog, giving us a range of 21-117 inches! The SunTour MounTech front shifter combined with rear SuperTech derailleur performed flawlessly. And for on the pavement riding for long distances it would be a minor job to put on drop handle bars if one was so inclined.

We feel that the BATT meets all qualifications for being a truly all terrain tandem as it is equally at home on the road, off the road, and on the trails.

Rudy & Kay Van Renterghem
Tucson, Arizona

EASTERN TANDEM RALLY '84

Tandem '84 was held this year in Kutztown, Pennsylvania with the pre tour taking place in and around Boiling Springs and Bird-in-Hand Pa. Two tandems from our group participated, Jan and Jas Hayden and Tom Sutton and Joan McIntosh, generally known as the 'Soccotashes'.

We (Joan and Tom) left Toronto on the Tuesday evening prior to the Saturday, August 4th start of the pre-tour. Our four-day ride across the difficult terrain of southern New York and Northern Pennsylvania was tough but uneventful. One of the more memorable places we encountered was a community with the unlikely name of English Centre, Pa., south of Wellsboro. The village consisted of the usual row of clapboard houses, a general store with restaurant attached and a large notice board on the main street which read: "Where in Hell is English Centre, Pa.?" At the restaurant we met a group of motorcyclists with whom we exchanged pleasantries. The usual questions and comments ensued: "Does she havta pedal?" How much didya pay fer that thing?" "Gee, ya coulda hada car fer that much!" The one piece of useful information we did glean from them was about Little Pine Creek Road off Route 287 which turned out to be a really lovely, little travelled road through magnificent pine forests. It had been extremely hot (90° F) all week, with high humidity and we were cheering when we finally rolled into Boiling Springs, just west of Harrisburg, on Saturday afternoon. We met the Haydens and the rest of the group (twelve couples in all) at Allenberry Resort Inn and Playhouse "on the Yellow Breeches." (We were told that the name derives from the unhappy result of British soldiers washing their white trousers in the river and ending up with "yellow breeches'.) The first evening we enjoyed a 'get-acquainted' buffet dinner and were treated to a romping, stomping and thoroughly entertaining performance of "The Best Little Whorehouse in Texas!" staged at the Playhouse. During our three-day stay at the Allenberry we rode generally circular tours of 50 to 75 miles each day, visiting the delightful university town of Carlisle and also historic Gettyburg where we toured the battlefield, by bicycle, of course. Evenings were spent socializing over dinner. The group turned out to be very congenial, despite a considerable diversity in age, interests and occupations.

From Boiling Springs we moved on to Bird-in-Hand about 70 miles south west of Allentown. Hex signs and horse-drawn buggies characterize this traditional Pennsylvania Dutch area with its large and very visible Amish population. It was often like stepping back a hundred years or so. groping about in an unlit general store (the Amish don't believe in the use of electricity) or being confronted by a startled horse driven by an equally startled elderly bearded gentleman complete with black suit and hat. The Amish are scrupulously tidy and precise in the upkeep of their houses, barns, fences, etc. and the entire countryside presents a picture postcard appearance of charm and neatness. From Bird-in-Hand the tour followed the same pattern as earlier in the week, with circular jaunts beginning and ending at our motel and taking in such local attractions as a farmer's market, the Lancaster Cheese Factory, Moseman's Bicycle World, a chocolate factory and the

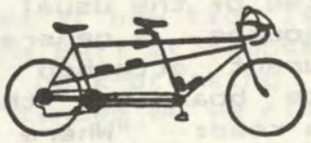
never-to-be-forgotten Strasbourg Ice Cream Parlour where we savoured such delights as root beer floats and sweet cream and nuts in home-made cones. Cycling in and around Boiling Springs and Bird-in Hand varied from gently rolling to mildly strenuous. The organizers and leaders of the pre-tour, Bob and Kathy Dollar of Falls Church, Virginia did a great job planning rides, meals and entertainment and generally keeping things on track. They are well acquainted with the area and were able to guide us to places of historic and/or general interest and suggest usually delightful eating places. Their surname naturally became an endless source of bad puns. Chasing the dollar, two-dollar tours and bottom dollar were mentioned frequently and, usually around lunch time, we speculated as to when and where the buck would stop.

Friday, August 10th signalled the beginning of Tandem '84 proper. We arrived at Kutztown University in the early afternoon, exchanged our comfortable motel rooms for a very institutional dormitory setting with no pillows on the beds or any such luxuries. Accommodation aside, it was thrilling being part of the police-directed wave of bicycles which flowed out of the campus grounds completely dominating the traffic for several minutes. We believe there were some 150 tandems altogether. On Saturday the group visited Lockridge Furnace Park where a luncheon was served before returning to the college and a visit to the nearby Lehigh County Velodrome. This turned out to be one of the highlights of the weekend, featuring the U.S. championships, men's and women's points races with upwards of sixty riders participating, a whirl of brightly coloured bicycles and jerseys. Tandem sprint races were also held with the team captained by Olympic medallist Nelson Vails out riding the competition.

On Sunday the group rode to Kompton Farm museum near Kutztown, where we were shown 'round a collection of elderly farm implements by a jovial farmer. A light lunch preceded the return to Kutztown and an unexpected bath for some people in a severe thunderstorm which blew up early in the afternoon. The tandemeers dispersed after an organizational meeting for Tandem '85. Venue as yet undecided.

Altogether, we had an extremely enjoyable week of good company, good riding and good fun.

Toronto Tandem Co-Op
Newsletter Vol. 4, No. 3



MIDWEST TANDEM RALLY '84

If you missed the 9th Annual Midwest Tandem Rally at Dundee, Illinois (actually Elgin), over the Labor Day Weekend, you missed a great rally.

Minnesota had seventeen teams at Dundee, the largest delegation. Fifteen states were represented by 120 teams with five teams coming from the Toronto Tandem Co-Op.

TCTC'ers pooled with AYH to take a 15 passenger van to Elgin. Making the 7 1/2 hour trip with a group was great fun and made the hours fly. The cost was reasonable at $30 per person.

Friday, August 31st, there was an early bird optional ride offering two routes; a Mystery Tandem Ride 8.4 miles; or a Tour of Sleepy Hollow.

Saturday, September 1st, registration resumed at 8 am and the "Union Express", a ride to Union, a railroad museum, left at 11 am, on schedule. This 44 mile ride was over gently rolling terrain which made for a fast pace. The majority of teams stopped at the Illinois Railway Museum and rode various trains and/or street cars. A Whoopee Hour was held at the Elgin Ramada Inn following the ride which allowed for liquid replenishment as well as meeting fellow tandemists and the arrangement of dinner plans.

An organizational meeting was held on Saturday evening by Chicago area tems, now known as the Chicago Area Tandems (CATS) in an attempt to form a tandem club similar to the TCTC.

Most folks returned to the motel by 8 pm for the Whoop 'n' Holler Square Dance. By 10 pm most of the crews had retired in preparation for Sunday's rides. A brief meeting was held by the TCTC bunch in Bonnie and Keene McCammon's room to coordinate the socks and shirts for Sunday's ride.

As MTR '84 attendees gathered Saturday morning in the motel parking lot for the ride to Long Grove, TCTC'ers made themselves known with their unique striped socks. All socks were color coordinated with the rider's outfits due to the socks multicolors. (Thanks to Vi and Ken Lewis for thinking of the socks and coordinating the distribution.) Sunday's ride options ere 56 or 65 miles with a shopping stop at Long Grove, a village with many fine speciality shops and eateries. The SAG Wagon was strategically parked at Long Grove to handle items that just wouldn't fit in the panniers or were too fragile for the Blackburn racks. Sunday was somewhat cool and although rain threatened several times, it never actually materialized. [ED: Maybe it never rained on the TCTC, but it rained on many other teams on Sunday!!]

Sunday evening the traditional banquet was held, followed by a splendid slide show featuring attendees of MTR'84. A mad dash had been made to the processors earlier in the afternoon. Drawings were held and a number of bicycle related products awarded. One of the most enjoyed segments of the program was a series of prizes for the owner of the oldest tandem present at MTR'84 (16 years); the most pregnant captain/stoker (five months); team that had been riding together the longest (17 years); most MTR's attended (7); most bald captain; most flat tires on MTR'84 (5); newest tandem (3 days); greenest tandem - pea green was the "color" of MTR'84 (5 of them tied); etc.

Beth and Bruce Bailey of Daleville, IN, representing the Delaware Cycle Club of Muncie, made a pitch for the tenth MTR, (MTR'85) based on the fact that the first MTR was held at Kokomo, IN. A Michigan contingent expressed interest in MTR'86 so that when the vote was held it was unanmous for Anderson, Indiana, Labor Day 1985.

Susan & Jack Goertz, the new editors of "DoubleTalk", the newsletter of the Tandem Club of America, presented their editorial opinions and requested support for "DoubleTalk" in the form of contribution of articles and increased

subscriptions.

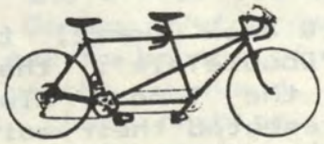
Doug Laird of TCTC spoke briefly of Elisabeth Young, a banquet speaker at MTR'83, after a number of teams had asked about her. As you may recall Elisabeth and her late husband Jim, made a round trip on their tandem in 1938 from San Francisco to Virginia Beach, VA.

Labor Day in Elgin was cool and treatened rain, however the 21.1 miles to the Rutland Forest Preserve and a sour dough pancake breakfast was made in record time without a single raindrop. A delay in serving Fran's homemade sour dough pancakes gave folks a chance to visit and drink hot coffee. What a change in weather from Saturday afternoon's scorcher. Arm and leg warmers should never be left at home - or for that matter back at the motel. A 15 mile route back to the Ramada Inn at Elgin gave everyone an opportunity to clean up, load the bikes and visit before saying good-bye until MTR'85.

Thanks to the Dundee bunch and especially Sherry and Tom Masters who coordinated MTR'84.

P.S. The MTR'84 patches are the greatest.

Reprinted from Vol 3, number 6 Twin Cities Tandems newsletter



SOUTHERN TANDEM RALLY '84

It was Thursday, October 11, and there we were on the road again. This time we were headed northeast to the Southern Tandem Rally near Brevard, North Carolina. Located in a valley in the Smokies we knew that we would be doing some hill, pardon me, mountain climbing. Thursday's drive wasn't too ambitious, just from Birmingham to Atlanta to meet Phil and Janet Winter and to spend the night at their house. Friday morning we headed towards North Carolina, driving by way of Ceasars' Head pass. Up and up, twist and turn. We sometimes call our hills here in Birmingham mountains. Jack and I both knew that this was the real stuff. Slow and easy, and we were through the pass. On to Eagle's Nest!

Phil and Janet claimed to know where Eagle's Nest Camp was located and were leading the way. We thought we were totally lost, or misplaced at least. We did however know that we must be getting close when we passed two tandem teams headed our way. We recognized Bob and Ruth Husky, so we knew that we were in the right area. After finding the camp and locating our beds, (we were in the main lodge, able to smell every delicious scent as dinner was prepared), we joined Phil and Janet, Ron and Sheri Scheiblauer of Atlanta (recently of Minneapolis) and Dave and Peggy Bowen of New Jersey for an initiation ride. 13 miles and we didn't climb a single hill. The colors were beautiful and the roads were relatively traffic free. I could hardly wait for Saturday morning

and the group ride to Carl Sandburg's House, the delicous smells of Lasagna, however, called me back to the lodge. Lee and Ann Reading, our hosts were wonderfully accommodating and as the teams kept rolling in they just kept adding chairs to the tables. We were all amazed at the amount of food provided, so much that 23 1/2 teams couldn't finish it all.

Saturday dawned cool and foggy. We began to suspect it was cool when all the campers entered wearing leg warmers, arm warmers, mittens, hats, scarves, and sweat shirts too. We took the hint and added another layer over our shorts and jerseys. We were glad we had as we headed down the hill. The Sun Lodge is a long way up a steep loose dirt and gravel road. We started walking, but soon gathered the courage to ride down the road. The folks from the Brevard hotels joined us at the camp entrance as we headed off , wheel to wheel, into the fog. Our most notable team was Anna Abernathy and Kevin Fitzgerald, Anna was in a full leg cast from knee surgery 7 weeks ago. However, as we all know, bungie cords can work wonders, and hanging the cast from the rear handlebars seemed to work pretty well. We knew it didn't slow them down any because about 13 miles into the ride they sure passed us at a good pace. Keven said that the only problem he had was that Sunday, when Anna joined Van in the sagwagon, and he, Kevin, was off on his single bike he found that it had a real hop to it. He had gotten so used to compensating for Anna's one legged help that he was pushing more with one leg than the other.

10 miles out we still hadn't seen any scenery but we were by now very well aquainted with the wheel just ahead of us and the tempurature was increasing nicely. By common consent we all pulled off the road for a mass removal of clothing. I'm sure that all the motorists must have wondered what in the world we were doing. The sun was out in full force by the time we reached the Sandburg home, a farm really, as his wife raised prize winning goats while he worked at his writing. The views from the house were spectacular, as one might expect as you walked up the steep .3 miles to the house. After our visit we made a quick trip into town to see Peace's Grocery, I do hope that someone told Lee that the owners have packed up and left town, but we could tell from the remaing signs, Lobster and the New York Times available on a daily basis, that this had not been your average country store. Our return trip over the same roads that we had traveled on the way out made one of the more interesting out and back rides that I have ever been on. All the scenery was brand new. Small farms, vacation homes, and hillsides just covered with trees in all varieties of fall colors. There was even a church that had been hiding in the fog that morning.

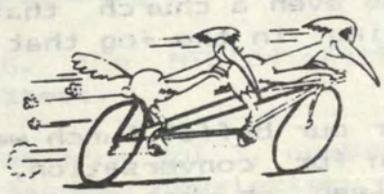
After our buffet lunch we were on our own for conversation, more riding, sleep, or what ever for the afternoon. As dinner approached, folks began gathering and again appreciatively sniffing the air. Ann received our compliments for the best cooking.

We knew that we couldn't spend a weekend in the Smokies without doing a little mountain climbing, so we weren't surprised when Sunday's ride headed uphill. Most

folks rode as far as Looking Glass Falls, no steep climbs but steadily uphill for 2 to 3 miles, before turning around and visiting the Fish Hatchery and returning to camp. Jack and I joined 3 other couples and headed up hill for another hour, climbing 7 miles up to the Cradle of Forestry exhibit. From there the Winters and the Rice/Stallknecht teams kept on going 2.4 miles and 30 minutes more to the Blue Ridge Parkway. Jack and I convinced ourselves that we needed to head back so turned around and covered in a quick half hour the 10 miles that we had just climbed.

Showers, lunch and Good-byes and a return to the truck for our drive back over the mountains to Birmingham. We agreed that it had been one of the best rallies that we had attended this year and we wouldn't miss next year's STR in Ocala, Florida, for anything.

Susan Goertz
Birmingham, AL

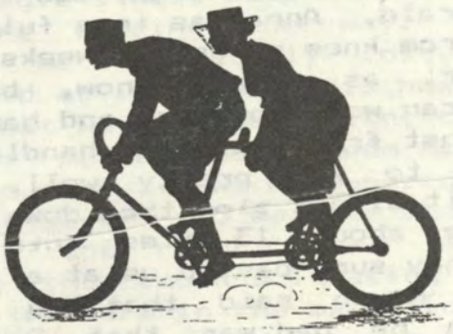


CLASSIFIEDS

WANTED: Articles and Artwork for the next issue of DoubleTalk. We'll take it in any legible form and edit it to fit. Deadline for the next issue is January 21st, 1985, so you have plenty of time to get it to us. Contact Susan & Jack Goertz, Editors of DoubleTalk, Route 19, Box 248, Birmingham, AL 35244.

WANTED: Volunteer artist(s) to prepare sketches, cartoons, and illustrations for DoubleTalk. Editors are tired of seeing only words. Send all contributions to Jack & Susan Goertz, Rte. 19, Box 248, Birmingham, AL 35244

Classified Ads are Free to TCA Members, $5.00 for non-members. Commercial Rates available upon request. Send a SASE to the Editors.



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