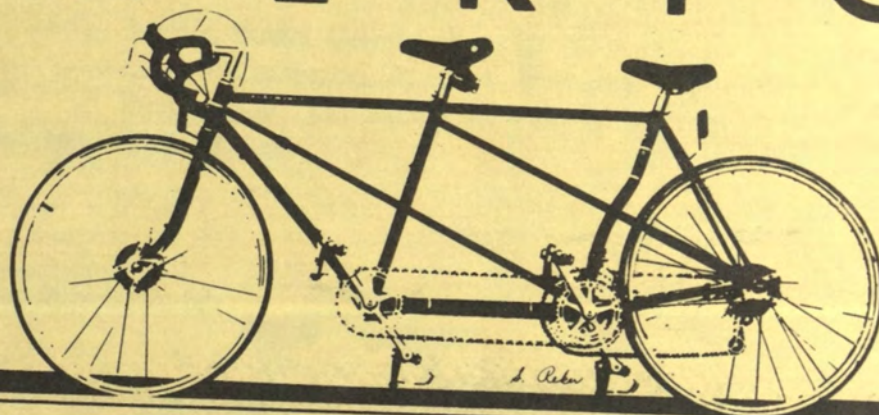


TANDEM CLUB OF A · M · E · R · I · C · A



NORTH

SOUTH

DOUBLETALK

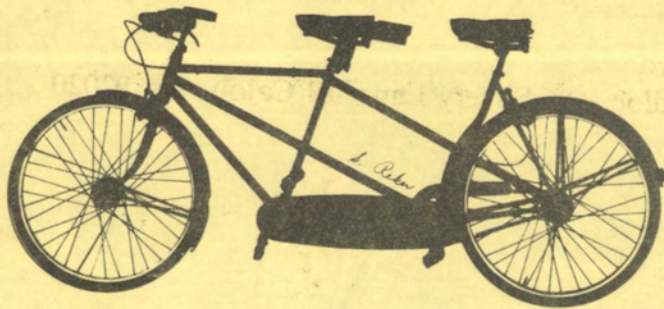


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Tandem Club of America
Jack & Susan Goertz, Editors
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DOUBLE TALK

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**DEADLINE FOR THE JANUARY-FEBRUARY
ISSUE IS DECEMBER 10, 1985!!!**

FROM THE EDITOR

This issue is chock full of the reports from the three regional rallies held this year. Susan and I attended two of them, and they were great! We just wish there was some way all TCA members could make it to all three in each year. Let's see, if we quit our jobs, sell our house, and

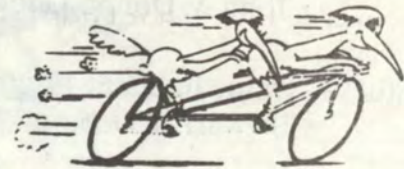
This issue marks the end of our second year as Editors of DoubleTalk. It seems like only yesterday that we were scurrying around, trying to get all the parts necessary for our first issue. Now, it's almost a routine. We thank all the TCA members for making our job easy and enjoyable. Please keep the contributions coming.

Beginning in 1986, DoubleTalk will go back to six issues a year. All members in good standing as of December 15th will automatically get one more issue than is indicated by the number on your label on this issue.--**EXCEPTION:** If your issue is marked "*** FINAL ISSUE ***", you will need to renew by December 15th! The January-February issue will contain the annual membership list, so there's another good reason to be sure your membership is up-to-date. We'll also include another copy of the brochure so you can give one to your friends who aren't members!

There's still no firm word from the West Coast about a West Coast

Tandem Rally, but don't count it out yet! When it happens, it'll make four regional rallies we'd like to attend!

As we say down South, "Ya'll have a Merry Christmas. And may you only find Tailwinds and Downhills."



CORRECTIONS

The September/October issue had two errors which need to be corrected. Both were in the article entitled "ON HOSTING A RALLY".

(1) The Eastern Tandem Rally came into existence in the early 1970's, not 1984 as implied in Paragraph 1 of the article. The Corporation was founded in 1984 to provide a consistent base for hosting future rallies.

(2) Bob Dollars' address is 2904 Summerfield Road, Falls Church, VA 22042.

We apologize for any confusion these errors may have caused.--The Editors.



**LETTERS TO
DOUBLETALK**

Dear DoubleTalk:

Cheers to the artist! The cartoon (last page--July/August issue) is super--has he considered a poster size, to be sold through DoubleTalk?

About the La Prealpina article (same issue)--I don't think the "problem" was entirely the rack's fault! I've often wondered how much strain a set of alloy bars and stem would take before letting go. I haul our tandem upside down & have never had a problem, but the above question crosses my mind often when I'm meeting semi's, etc.

Finally, the topic of cartop carriers brings this to mind: There is a place for "aero" bikes in the hands of the average rider! On a cartop carrier at 60 mph, aero-dynamic tubing might save a little gas.

Keep up the good work!

Ray Torresdal
Decorah, IA

Dear DoubleTalk:

Could any TCA member answer these questions?

How often do you change the drive chain on a tandem? Can you replace only worn cogs on the freewheel, or is it better to replace the whole

freewheel? If the freewheel has to be replaced with the chain, is it better to wait until the chain and freewheel really go before replacement?

By this, I mean like 5000+ miles, or can you damage the chain rings? When do you know when the chain needs replacement?

Is there a book available on tandem repair? Maybe someone can comment on the tension of the synchronizing chain.

Another tire to consider is the National Panaracer TT Radial (Kevlar Protected for puncture resistance). I've 1500+ miles on the back of my tandem--still plenty of tread left. Oh, the tread pattern gives good road holding while cornering. They are rated 70-80 pounds, but seem to be fine to 100 psi.

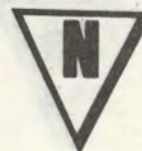
Well, maybe one of the TCA members can answer some of these questions. I would appreciate a regular section on tandem maintenance in DoubleTalk.

Hope this letter contributes something to your efforts. I know how hard it is to get people to participate.

Dr. Sam Wexler
Glenwood, IL

Dear Sam:

Thanks for your good questions. Jay Hardcastle, owner of The Tandem Shop, has produced a first-edition of a tandem owner's manual. I'm



not quite sure what its current status is, but you may want to contact him about it. Jay has also agreed to contribute a column on Tandem Maintenance on a fairly regular basis to DoubleTalk.

As for the answers to most of your questions, I'm going to ask our members for their comments and suggestions, and I'll print the best ones!

Dear DoubleTalk:

We bought our custom Alpine tandem in April, 1985, and took it to GEAR-UP this year (Princeton, NJ) hoping to learn more about tandems. Luckily we met Jack Goertz, editor of DoubleTalk, on one of the rides, and I found out about the Tandem Club of America, and your informative newsletter. Shortly thereafter I joined. Is it possible to obtain copies of some of the previous newsletters? If so, I would gladly pay the postage.

Since April, we have accumulated nearly 1000 miles on our new tandem, including a three-day camping trip, three metric centuries, and one full century.

Carl & Charlotte Frasch
Rockville, MD

Dear Carl & Charlotte:

Aren't GEAR's great? You meet all kinds of people, and I always learn something at every rally. GEARS, the LAW National Rally, and the several Tandems Only events (see the TCA Calendar), are all great places to learn more about

tandemming. And you live close to several of these!

Many people have asked for reprints of old issues of DoubleTalk. In the January/February issue, I'll include a list of what's available, and what the copying & postage charges will be for each issue.

Dear DoubleTalk:

We've just received our first issue of DoubleTalk and are looking forward to many more interesting letters and articles. We were especially interested in the "Great Tire Debate" in the September/October issue. Since this appears to be ongoing topic of discussion, our experiences in this area may be helpful to others looking for a good tandem tire.

We started out several years ago on a Schwinn Twinn Sport equipped with Schwinn "Puff(!)" tires, size 27 x 1-1/4. Schwinn's name for the tire was certainly appropriate. We had countless flats and associated problems.

In March of this year, we moved up to a new Kuwahara tandem and equipped it with Specialized Touring K-4's with the Kevlar belts, and inflated to 120 psi. After over 500 miles, mostly on club rides with the Potomac Pedalers, neither tire shows any visible wear and we have not had a single flat. If you are looking for a tough, dependable tire, these are worth considering.

Charley and Bee Holder
Springfield, VA



TANDEM RIDE

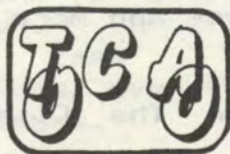
ACROSS IOWA

Dear DoubleTalk:

Ross Savage from Surrey, England, has recently let me have a look at some of your interesting newsletters (for which I am about to send off my subscription). Christine and I have been tandemming since 1968, and for the last six years I have been making custom framesets (mainly tandems) for the very specialist market in the UK and most other continents.

I read the letter from Lynne Alexander and Christian Bratineia in the July/August issue of DoubleTalk, and noted with interest Christian's comments about 40-hole rims and hubs. In the UK, 40-hole parts are common, and if you have problems getting hold of these items in the U.S., then your importers are letting you down. Mavic rims, for instance, are ordered by wholesalers in amazingly small numbers (as few as 10 pair at a time), so there can be little excuse for these items being unobtainable. Almost any product from Europe can be had in 40 holes if the right person can be bothered to ask loud enough. And this includes Campy large flange front hubs!

Tony Oliver
Gwynedd, WALES, UK



The second Tandem Ride Across Iowa, organized by TCA'ers George & Marian McNabb, was a rousing success. Fourteen bikers (7 tandem teams) biked from the westernmost point in Iowa--Westfield--to the easternmost point--Sabula, and took part in the tradition of dipping a wheel in the Missouri (on the western edge) and the Mississippi (on the eastern edge).

Tandemists who completed the week-long ride were Marian & George McNabb, TRAI organizers, Candy & Mandy McNabb, Loren & Frances Denison, Craig & Marilyn Hughes, John & Cathy Ammeel, Cindy and Dick Cram, and Donald and Angela King.

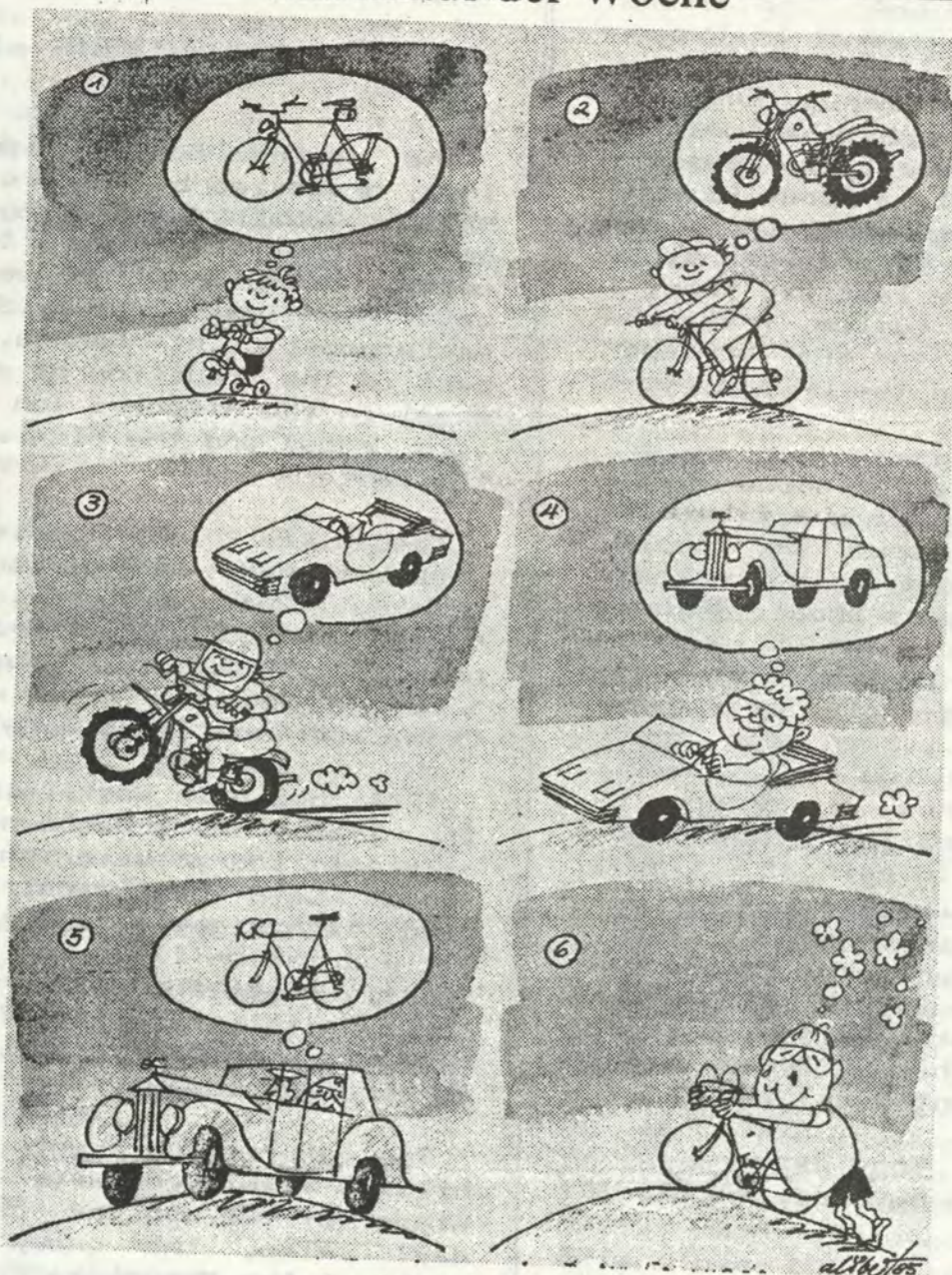
TRAI began in Westfield on June 16, 1985. The McNabbs had planned a scenic tour, using some of the lesser used Iowa roads, and stopping each night in a smaller town of population 1200 or less. Of course, hotels & motels are scarce in towns this size, so TRAI riders made do with church basements and tents along the way.

The interesting events included a biker's dream century, with tailwinds of 30 mph for the entire day! Also, the group spent one night at the Maquoketa Fair Grounds during a severe rain storm. Oh, yes, a Blue Grass Festival was also at the Fair Grounds.

George and Marion organized this event in 1984, after becoming somewhat disenchanted with RAGBRAI.



Karikatur der Woche



Renaissance des Fahrrads

They believed there was a definite need for a ride, exclusively for tandems, patterned after RAGBRAI.

Will there be a third TRAI? Most definitely. See the TCA Calendar

for the address and more information.

--Adapted from The Clinton, IA Herald, Monday, June 24, 1985.



VERMONT

Inn to Inn

NEWS FLASH!: Tandemists invade Vermont. Devour everything in sight!

For the third consecutive year a group of what have become old friends got together for a week of tandem touring prior to the Eastern Tandem Rally. This year's extravaganza of feasting, riding, and miscellaneous ribaldry in southeast Vermont was organized by Lois and Jerry Jacobs of Worcester, MA. As a harbinger to the subsequent opportunities for girth expansion and coronary artery contraction, Lois provided an enormous quantity of heavenly chocolate chip cookies.

Jerry and Lois arranged for accommodations in a series of inns in the area around Ludlow, Vermont. In true country inn fashion, we were provided with warm hospitality and imaginative and generous meals. Our lunches were often eaten on the porch of a Vermont general store amply stocked with further temptations to gourmandizing.

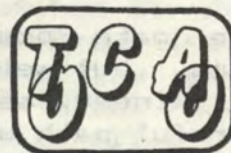
The daily rides were informally organized: they were the result of intense planning sessions of the previous evening. Some couples chose longer or more difficult routes than others; we all met at the next inn for ablutions, drinks, and dinner. After dessert and coffee came the heated deliberations over the next day's possible tours.

We had perfect cycling weather except for one afternoon and evening. Fortunately, we were in the inn with the most diversions: a cozy bar, a well-stocked library, a free pinball machine, ping-pong, and pool tables, and exercise equipment (for anyone who felt that they hadn't had enough). The most appreciated item was the player piano in the bar and its large collection of rolls. The now famous Singing Cycling Sisters were formed on the spot; more will undoubtedly be heard from them in the future.

While the routes in this part of Vermont are not as vertical as the Monadnock Mountain area of New Hampshire (2 years ago) or as challenging as the climb over the ridge from Boiling Springs, PA, to Gettysburg (last year), any rides encountering Terrible Mountain or Hysteria Hill can't be for wimps.

These stalwart couples attended this year: Bob & Kathy Dollar (VA); Linda & Bob Harvey (NH); Ruth & Bob Husky (FL); Jean & Bob Larson (OH); Benny & Jim Ryan (NY); Anne & Emery Glass (MA); Jeannet and Jas Hayden (ON); Lois & Jerry Jacobs (MA); Renate & Michael Junge (VA); and Joan & Tom Wetmore (CT).

Jeannette & Jas Hayden
Toronto, ON





EASTERN

TANDEM RALLY, 1985

Some Thoughts on
Castor Oil &
Clover

The smell of castor oil and clover, for us at least, will always summon up fond remembrances of Eastern Tandem '85. Several hundred feet below, a barge crossed our path as we left Pughkeepsie and crossed the half mile of the Mid-Hudson Bridge. Climbing the ridge on the river's west bank, we soon left busy highway 9W for the gentler rollings of the Ulster County countryside, the so-called "playground of the angels". We began the first of the many descents (and ascents) we would make that day. A not-unpleasant journey, for in between we travelled the ridges that overlooked the orchards on either side, sometimes almost all the way back to the river. The relative flatness of Rhode Island's orchards left us to awe in the impossibility and improbability of the Hudson Valley plantings. In our minds, apple, peach, and pear trees don't grow on the sides of hills. And yet there they were, everywhere!!, in every usable spot. Alongside us, clover bordered them all, an added treat for the bees, no doubt.

The stone gate posts did not challenge us, but welcomed us to the Ben Marl Winery, as we began to pick a careful path up the rock strewn drive. The Voice from the Back reminded me that the same road leads to all the vineyards we have

ever visited, a result of her dislike for riding on loose surfaces. Now understand, we don't normally imbibe on a ride, but it was such a hot day, and everyone seemed to enjoy the apple wine coolers. What the heck, at least the captain could try a bit, while listening to Mark Miller's brief and congenial history of how he purchased the vineyard in the 1950's and had totally replanted the original vines from the early 1800's. The name, we learned, comes from the words "ben", meaning hill, and "marl" for the marlaceous soil of the vineyard. "you can make a small fortune running a vineyard." Mark went on to say, "First you start with a large fortune, then you buy a vineyard....." And all behind him, down to the river's edge, we could see a bit more than just a vineyard growing. The coolness of our next stop in the wine-making building was a welcome respite from the midday heat as we learned more about the grape and its transformation. While some of us lingered in the cool dimness of the stone and wood room, trying to decide amongst the bottles surrounding us, others wandered outside and down to a level spot on the hillside. Shaded by a small grove of fruit trees intruding on the vineyard, we delighted in our buffet luncheon of cold pasta salad, basil vinegarette, mexican cole slaw, and meats, cheeses, and vegetables. It was an effort to return as body and spirit wanted to stay at this peaceful place. But, in making the descent from the angel's playground, and a few ascents as well, we began to feel the anticipation of the return. Our journey took us alongside the Hudson and through the small villages and hamlets that cling, somewhat pre-



curiously, on the side of hills that slide down to the river's edge. Our downhill crossing of the river went a little quicker than before and a little more impatiently in our eagerness to return to Marist College. We couldn't miss the swap meet! However, try as he could, we just weren't interested in a matched set of left-handed cotter pins for a 1928 Sampson tandem. Even if our coffee table lacked some good conversation starters. Besides, the wagon de vin had arrived amid a tooting, clanking, and sloshing as we all held our breaths hoping ours would not be the first wine bottle to break. Thoughtfully provided by Ben and Judy Strong and crew, our weekend hosts, the sag wagon had carried our purchases from Ben Marl, just in time for dinner. And what a dinner it was!! With steamship round, chicken, and quiche. And our host's ever present thoughtfulness in the form of "genuine, synthetic, imitation crystal" wine glasses.

Now we grant you Ben Murray is a fine singer, guitarist, and we did enjoy sharing dinner and some enjoyable conversation. But the act that preceded Ben's brought down the house. We've had square dancers, round dancers, and folk dancers. We thought this year, Ben Strong promised a ballet dancer. You can well imagine our pleasant astonishment when one of the registration coordinators, Mary Nisely, glided into view dressed in the most dazzling, and diaphanous, outfit accompanied by the rhythmic pulse of Middle Eastern music. Was that spelled "bellet"(sic) or "belly"?

The mists that begin on August

mornings had barely cleared when we left by car for Bard College, the starting point for the shorter Sunday ride. A hint of mist still clung to the contemporary sculpture that dots the campus. Bikes unloaded and on the road, our thoughts turned to older times as we passed the very English, very Anglican, Chapel of the Holy Innocents on our way out of the campus. The morning remained very English, very flat, and very, very shaded as we passed several large estates in various stages of disrepair and restoration. Arriving at the Rhinebeck Aerodrome, we shoved the bikes up the last hill, past the hangars displaying our World War I glories and mistakes. The energetic buzz of a Piper Cub practicing falling leaves, hammerhead stalls and other aerobatics overhead hinted at what was to follow in the afternoon. For now, our lunch. Another gastronomic feast for the eye as well as belly, and ended today with a raspberry sorbet so fresh you could almost see the berries dropping into the cup.

We climbed, again, over the hill to view these vintage warplanes, so fragile in their wood and cloth. Some were said to fall apart to the ground after fifty hours of war. We wondered, too, about the pilots: Rickenbacker, Brown, and the "Red Baron", von Richtofen, seeing one of his ominous Fokker triplanes now placidly resting in a corner. The afternoon show soon lightened the mood as we watched Sir Percy Goodfellow rescue Trudy Trueheart from the clutches of the dastardly -- Boo!! Hiss!!--Black Baron and his henchmen. While all around us flew Gypsy Moths, Jennys, Tiger Moths, and other flying machines from an era when "gentlemen" flew and



warred against each other or against the sky to deliver the mail.

Some of us had snagged an extra day, forestalling the sadness of the ending. A quick morning's exploring journey to the Vanderbilt mansion, perched high above the Hudson, and the more thoughtful elegance of the Franklin Roosevelt mansion in Hyde Park. But the sadness, the ending, was there. The goodbyes said, and the anticipation of next year at Eastern Tandem '86.

And the castor oil? Oh yeah, go sniff around a vintage biplane or model plane. You'll see what we mean.

Ted & Karen Ellis
Providence, RI

SMOOTH SHIFTING

WITH BAR-CON LEVERS

We bought our new custom Alpine tandem with SunTour Bar-Con shifters and Specialized extra-heavy braided cables. The shifting was terrible! That, of course, was what we had been told to expect, so we weren't too concerned. We have SunTour MounTech wide-range derailleurs front and rear, which seem to be rather typical for tandems. While attending GEAR-UP at Trenton State University, Trenton, NJ, we asked other tandemists for advice on how (if?) we could improve our shifting. Of course, everyone had advice, but there was no consensus: seven

people--seven "solutions".

After we returned from GEAR-UP, we actually broke one of those extra-strong derailleur cables while on a local ride. The people at Alpine were surprised when I went back for a new Specialized cable, but, as it turned out, it was partially their fault mine broke. When I removed the old cable I realized that the oversized braided cable had broken due to the excess friction in the stainless steel Bar-Con cable housing. The new cable was liberally greased, especially where the cable would pass through the cable-housing, before I installed it.

What a difference! The rear derailleur shifted quickly and moved the Sedisport chain easily into all gears. By the way, it was also suggested we change to the somewhat wider Shimano Uniglide chain to make the gear changing even easier. This we plan to try. The front derailleur cable was also removed, greased, and reinstalled. Before, the chain would not move onto the largest chainring. Now, it's smooth shifting!

If you use braided brake or derailleur cables in non-lined cable housings, this may be the cause for slow or difficult shifts. At least, this was the cause of our slow shifts! The braided cables are not as smooth as wound cables, and they need to be installed in a plastic (Teflon or Delrin) lined cable housing, or if oversized, liberally greased and put in unlined housing.

Carl & Charlotte Frasch
Rockville, MD



O CAPTAIN! MY CAPTAIN!

(With apologies to Walt Whitman)

O Captain! My Captain! Our trip is nearly done;
 The bike has conquered every hill, proving two can ride as one;
 The shower's near, the bell we'll hear, dinner will be served soon,
 So keep on cranking, Captain dear, don't go into a swoon;
 But O heart, thighs, knees!
 O the salty drops of sweat,
 That pour off of your heated brow,
 Don't give up on me yet!

O Captain! My Captain! Perk up and shift the gears;
 Another hill looms up ahead, the worst we've seen in years;
 We'll make it up and as we do, the crested top we'll round;
 And maybe if we're lucky, there'll be a nice long down;
 Here Captain! Dear driver!
 I think we've got a flat!
 Now watch your language, Captain mine,
 Don't say things like that!

My Captain does not falter, the tires' firm and round;
 We hop back on the bike again and resume covering ground;
 Left turn here, and then a right, the cue sheet's end has come;
 Now let's dismount and get refreshed, the party has begun:
 Exult, O friends, and cheer, riders!
 I raise on high my cup,
 I'll celebrate a ride well done,
 But I'll do it standing up!

Abbe Krissman
 Milwaukee, WI

MIDWEST

TANDEM RALLY - 1985

Inspired by the them "Back Home Again in Indiana", 76 tandem teams assembled over the Labor Day weekend at Anderson, IN, for the Tenth Anniversary of the Midwest Tandem Rally (MTR) - 1985 version. Little did Pam and Mont Williams realize in 1976, when they founded MTR at Kokomo, IN, that the event

would grow to what it is today!

Over the years the rally has grown, from the fifteen teams present at MTR'76 to the 138 teams for MTR'83 at Minneapolis/St. Paul. Over the last ten years, MTR's have drawn 320 teams from sixteen states, Canada, and England, but what really makes MTR special is the fact that 61% of the teams at MTR'85 were "repeat" attendees.



Phyllis & Wayne Shirey, Beth & Bruce Bailey, and Jackie & Phil Rodenberger put together quite a weekend for MTR'85. Their thoughtful and thorough planning made for a flawless event that had something for everyone.

Saturday morning, the Twin Cities' Tandem Club (Minneapolis/St. Paul) created quite a stir when they arrived at the ride's start sporting loons (MN state bird) on their helmets. Thereafter, some of those present began referring to the [TC]2 as the "loonatic" fringe of the MTR, which, of course, led an exchange of loon calls and invoked even more truly "fowl" jokes and puns. The ride, by the way, was a metric century through the farm lands north and west of Anderson, and included stops at the Venus Chocolate Shop (hand-dipped chocolates!) and the St. Clair Glass Shop. Farming in this area seemed to be heavily into the mechanized growing of tomatoes, too, and the fields were orange/red.

Sunday's ride showed the presence of the other club--CATS (Chicago Area Tandem Society). The CATS' logo is a pair of pink panthers on a tandem. They arrived at the ride start Sunday decked in the CATS' uniform--new raspberry (NOT pink) T-shirts, pink panther ears on the captains, and pink panther tails on all the stokers. Truly a sight to behold! They may have generated more stares, even, than the loons! The destination for Sunday's ride was the Conner Prairie Pioneer Settlement at Nobelsville, IN, which recreated an 1836 village.

School was in session, and many MTR'ers took part!

That night, the Sheraton put out a buffet dinner that was terrific. Enough food for even the heartiest of appetites. After the banquet, the traditional discussion of possible sites for MTR'86 was held--looks like its going to be OSHKOSH, WI! Afterward, many people just hung around and "talked tandem". A number of riders commented on the courtesy of dogs and drivers in Indiana.

All good things eventually come to an end, and MTR is no different. After a good buffet breakfast at the Sheraton, most riders finished up the rally with a brisk ride through nearby Mounds State Park before departing for their homes. This 27 miles was just the right length for a last bit of exercise before beating the heat and the miles homeward.

There is nothing quite like a tandem rally! It's a unique mixture of togetherness, matching outfits, high tech equipment, puttzers, and pushers, families, older folks, young folks, and just plain fun! Really, there's nothing quite like it!

Doug & Sara Laird
Minneapolis, MN





SOUTHERN TANDEM RALLY '85

Ocala, Florida, home of fine horses and beautiful houses! What a place to hold the Seventh Annual Southern Tandem Rally! And Florida in October is cool enough to ride in, too!

Fifty tandem teams converged on the Silver Lake Lodge, Ocala's only Resort (or so the signs inform any and all comers) for this year's rally. The hosts, Linda & Harold Donahue, had everything set up for quick and easy registration, so that all rally-goers could quickly check in and get ready for the Friday ride to the Barbecue Dinner! After 10 miles to the site of the dinner, Harold asked if there were any takers for a "short" 10-mile ride around Lake Weir. Of course, nearly everyone accepted. Beware of locals when they give you distances--10 miles got you around to the back side of the lake, and another 10 got you back to Dinner! Oh, well, Harold was quickly forgiven, especially after we saw the dinner that was being prepared for all of us. And of course, the extra 10 (or was it 20?) miles just made us hungrier. We got to choose from barbecued chicken, pork, and beef. Those of us who couldn't make up our minds didn't try, we just took some of each! And there must have been 30 different desserts to sample, too!

Saturday's destination was McIntosh, a quaint little town about 35 miles north of the Lodge. McIntosh, FL, hosts an annual Fall Festival, and it was October 5 this year. That explained the 6000 or

so cars trying to get into a town of 1500, all at the same time. We all made it, and we thoroughly enjoyed looking at the crafts being shown, too. I also reminded myself of another advantage of traveling by a tandem--wives can't buy as much "junque" as they can when travelling by car!

After spending several hours at the carnival, most of us headed back for the Lodge. Of course, the rain started then, too. And stopped when we stopped for lunch, and started when we started pedalling again. Isn't it wonderful how it works out? The "light rain" turned into a deluge for some of us, who found shelter at one of the few convenience stores on the route. (The store owners told us we were fools--no locals rode bicycles between 1:00 p.m. and 3:00 p.m., as that's what time it rains every day in Ocala). When the lightning struck across the street, we found out why Ocala's also known as the Thunderstorm Capitol of the World.

There were no mishaps on the ride, and everyone made it back to the Lodge. For about two hours, the walkways outside our rooms looked like a chinese laundry, as everyone was letting their clothes and shoes drain before taking them into the room. Nothing like like a spot of rain to add a little "zest" to a bike ride. And three inches adds a lot of "zest".

The annual banquet Saturday night was a buffet featuring roast beef, baked sweet 'taters, and other fine examples of good Southern cooking.

Sunday morning was bright, clear, and probably the best weather anybody ever had anywhere for bi-



cycling. The route was a fast 35 miles through the famous Ocala Horse Farm region. Roads were excellent, and the famous Florida drivers were still at home in bed, or at least weren't out terrorizing cyclists. All in all, an excellent way to end the best Southern Tandem Rally yet held.

Then the sad part--saying good-byes to all our friends for the long drive homeward. At least we can begin to look forward to STR'87, tentatively planned for the Savannah, GA, area!

See you there!

Jack & Susan Goertz
Birmingham, AL

DUOPAR FIX

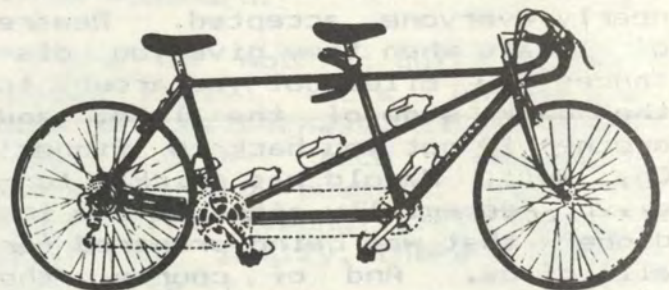
Some Duopar users have a problem with the chain coming off of the top jockey wheel. This happens if the bike is backpedalled when the derailleur is not properly aligned with the cog the the chain is on. For most riders, this isn't a problem, but about 1/3 find it to be a real pain in the ischial tuberosities. After the chain comes off, the shape of the inner plate allows the chain to slide alongside of the jockey wheel, quietly enough to go unnoticed at the front of the tandem. This will only cause abnormal wear, until you try to shift to your large cog, but find your chain chewing spokes instead. I used to think that since this only occurs to a minority of riders (which includes my whole family), that it was a symptom of sloppy shift lever use. However, Lon & Sue Haldeman have had this problem, so at least we're in good company.

The cure is to extend the inner plate where the chain passes (see illustration). I use mild steel.



very slightly thicker than the side plate, for the extension. I silver solder the extension to the plate, though I have brazed and welded them in place (it's messy, though). If you have a titanium DuoPar, the inner plate can't be welded by conventional techniques, but steel inner plates are inexpensive & interchangeable.

Mark Stonich
Twin Cities' Tandem Club



TANDEM CALENDAR '86

June 15-21, 1986. TRAI Tandem Ride Across Iowa. The third annual tandems-only ride across Iowa will prove to cyclists that Iowa is not all flat and cornfields. Come see this scenic state and tour with your tandem from Westfield, IA to the Mississippi River. Limited to 30 tandems and families. \$60 fee covers sag and all overnight



lodging. For more information, send a SASE to George and Marian McNabb, 919 West Milwaukee. Storm Lake, IA 50588.

Have a ride you'd like listed in the TCA Calendar? Send the information to Jack & Susan Goertz, DoubleTalk Editors, and it'll run in DoubleTalk until the date of the event passes! Best yet, the listing is free!

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CLASSIFIEDS

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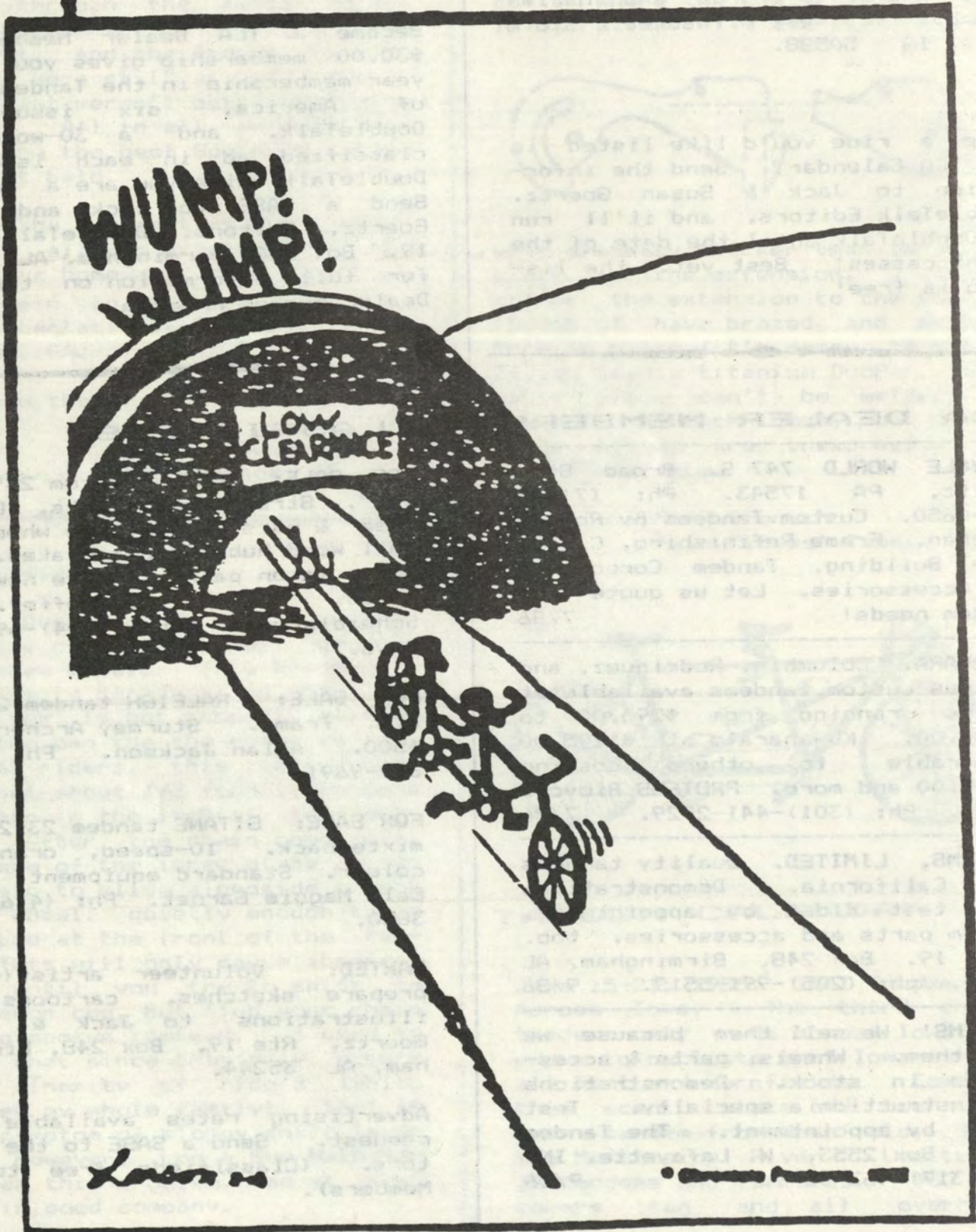
FOR SALE: RALEIGH tandem 21 x 21 D.G. frame. Sturmey Archer gear. \$500. Allan Jackson. Ph: (416)-839-9691. 3/86

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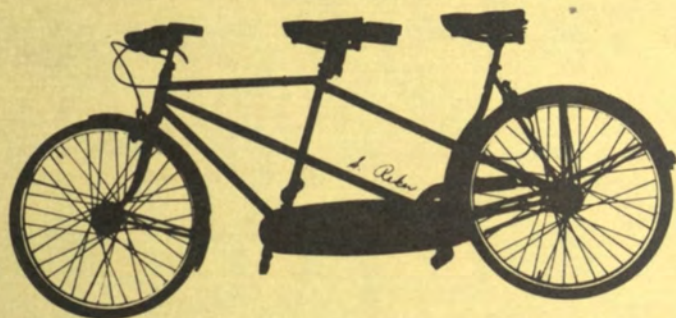
WANTED: Volunteer artist(s) to prepare sketches, cartoons, and illustrations to Jack & Susan Goertz, Rte 19, Box 248, Birmingham, AL 35244.

Advertising rates available upon request. Send a SASE to the Editors. (Classifieds free to TCA Members).

THE FAR SIDE



THE FAR SIDE



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