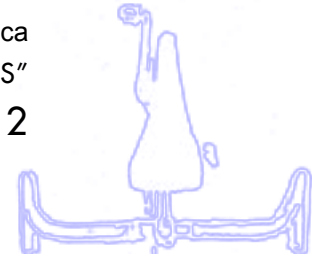
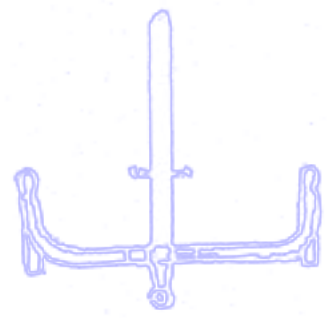




# DOUBLETALK

DoubleTalk is a publication of the Tandem Club of America  
"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

MAY / JUNE 2012



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# Double Talk

A publication of the Tandem Club of America

*An International Club for Tandem Enthusiasts*

*Established in 1976*

[www.tandemclub.org](http://www.tandemclub.org)

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# DoubleTalk

## Who Does What?

### What do TCA members do?

Write articles, draw cartoons, send letters, host rides and rallies.

**Deadline for the July August 2012 issue is June 1, 2012**

**Editor:** Edits your articles for DoubleTalk, accepts all advertising, and wants your mid-year address corrections.

**Secretary:** Contact point between TCA and the outside world.

**Membership:** Collects dues, processes memberships.

**Treasurer:** Money management, tax and financial reports. Pays the bills

**Merchandise:** Sells T-shirts and any other TCA-approved merchandise that may be offered from time to time.

**Webmaster:** Maintains the TCA Website - [www.tandemclub.org](http://www.tandemclub.org)

When you contact one of these volunteers, seeking information about the TCA and/or tandem activities in the area, please be specific. Many of these individuals are also active in other bicycling organizations, and a SASE with no questions asked may never be returned.

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## BACK ISSUES AVAILABLE

We have a limited number of back issues of Doubletalk available to complete your collection. For each issue desired, send a check for \$3.00, payable to Tandem Club of America, to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430. The issues you order will be sent to you either via first class postage (1-4 issues ordered) or via UPS (more than 4 issues ordered).

### Issues still available:

2012

January - February

2011

November - December

September - October

July - August

May - June

March - April

January - February

2010

# DoubleTalk

May / June 2012  
www.TandemClub.org

## From the Editors

Did you take the time to look through the TCA Annual Membership issue? Did you check your information? Was your information correct? Most were, but some information got caught in an unexpected gremlin. If your information had an unexpected letter combination in it, your information fell victim to an errant "Search and Replace" function that we used replace the "HH" flag with "Yes" to denote the Hospitality Homes. Unfortunately, if your name/e-mail address had the letter pair of "HH", it was also replaced with "Yes". That made for some very interesting spellings, and we apologize for any confusion this may have caused.

The second, more serious, error occurred when we asked our webmaster to create a file for us that included the e-mail addresses with our member's names record. He thought he had combined the files correctly, and we checked a few of the records that we were familiar with and they were correct. That wasn't the case for all records, though, and many of our members found they had someone else's e-mail address associated with their records. We assure you that your records on our network file have the e-mail addresses you gave us when you registered. Use your correct information to log onto the TCA website, not the info in the membership list. Use care when you contact someone for the first time, using the e-mail address from the Membership List. Unless you are absolutely sure that the e-mail address listed in DoubleTalk is correct, be very careful in what infor-

mation you send via e-mail. Don't send any embarrassing details or pictures to someone who's unsuspecting! This might be the year when it's a good idea to revert back to USMail to make that initial contact, rather than the e-mail address from the list! Or send a test message first. We'll do our best to make sure our webmaster makes the necessary corrections to his database query and merges the data properly before the next list is published.

Once again it's springtime. In addition to the great weather that usually means, it also marks the beginning of Tornado Season. Like last year, April (as I write this) is shaping up to be another horrific year of severe storms in many parts of the country. We fervently hope and pray that the storms miss you and your loved ones, wherever you may be. We know they've come close to many of our TCA family in the Southwest and the Midwest. Keep your friends' safety in mind.

On a more pleasant note, the rally season has started, beginning with the Sebring, FL, rally that was hosted by the Florida Panthers. Reports indicate that a great time was had, but no one who attended has sent us a report/pictures so we have nothing to share with you, other than this brief mention. The Alabama Tandem Weekend was held the same dates, and we can definitely say that the 30+ teams that met in Sylacauga, AL, had a great time, riding some of north Central Alabama's great roads, and eating some Blue Bell ice cream, direct from the creamery in Sylacauga. You'd be amazed

**Please  
share your  
thoughts  
with  
Double-  
Talk**



# DoubleTalk

From the Editor - continued from page 3

at how much ice cream 50 cents can buy at the Blue Bell Ice Cream Shop!

Up-coming rallies include the South-west Tandem Rally (which will be history by the time you read this), the Georgia Tandem Rally, and the Tennessee Tandem Rally. These should all be great events, and we're looking forward to receiving write-ups about them. Other rallies, happening later in the year, are listed in the TCA Calendar, found in the back of this (and every) issue of DoubleTalk.

It's time to bring another column to a close. We hope you have a great year in 2012, and that you will share it with other TCA members through the pages of DoubleTalk. Please send your articles and letters to us via e-mail ([editor@tandemclub.org](mailto:editor@tandemclub.org)). If you're including pictures, don't embed your pictures in the article. Please send any pictures to us in a separate message, with any captions you feel would be appropriate.

Let's go ride!



## Letters to DoubleTalk



Dear DoubleTalk,

Subject: Re: Bontrager 24-spoke Race-Lite Tandem Front Hub

Please, HELP! I have a set of Bontrager 24-spoke Race-Lite Tandem wheels.

They have given us good service until recently when the front hub broke fortunately at low speed so there were no injuries. The flange of the front hub split on both sides between adjacent spoke holes. The holes are the slotted ones that allow insertion of the bladed spokes. The hub is 100mm wide with a flange diameter of 70mm.

I have tried to locate a front hub, but no luck. Not EBAY, Google, or any of the tandem shops across the country. The shop that sold me my SEVEN tandem will sell me a complete set of wheels, which I do not need. I only need the front hub.

Please, help. I am not looking for a freebie, just a front hub - even a used one is OK as long as the flange is good. I have attached two PDF files of photographs.

Bob Jordan  
[jordan4754@aol.com](mailto:jordan4754@aol.com)

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## Re-Tiring?

We've re-tired numerous times in the past 37 years . No, no! Not departing the work force and collecting a pension or social security! Instead it's re-tiring our tandem . . . well, again, while we have retired four tandems, for this article, I mean 're-tiring', as in putting new tires on our 2-seater. No getting around it, if you ride a bicycle, tandem or otherwise, you'll eventually need to replace the tires due to wear, failure or perhaps even dry rot.

Back in 1975, our very first tandem was a brand new Follis 10 -speed. We presented the tandem January 29, 1975, as a 20th wedding anniversary gift to ourselves. A romantic way to start riding as a twosome! It was mid-winter in the Midwest (we were living in Michigan then), so there were not many chances to get in rides as a new duo. In early March we heard a resounding KABOOM from the basement where we housed our new metal steed. Oh no!

The front tire had exploded after logging only 168 miles on the Lucas cyclometer; luckily we were not riding it when it let go.

The next week, on the road, the rear tire blew off the rim with a resounding knell. Fortunately the captain was able to keep that Follis tandem upright. The original Hutchinson tires were definitely not tandem friendly. We replaced the French Hutchinsons with Japanese IRC's; by June the IRC's were replaced by Schwinn LeTours, which lasted us into the next year. We had logged just under

1,000 miles. A definite improvement . . . or were we just getting lucky?

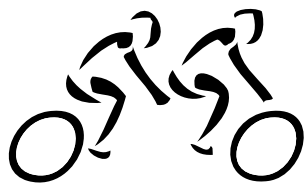
At the end of January, 1977, we took delivery of our first custom tandem, built by Matt Assenmacher in Michigan. We experimented with various tire brands and our favorites became the aforementioned IRCs and LeTours. We got mixed results in tire life. Some seemed to last forever, others let go very early in their life.

In 1979 an IRC front lasted an incredible 4,764 miles and a LeTour rear tire rolled along for 3,629 miles. At the low end of the scale was an SBI that ended its life with a split sidewall after a scant 143 miles.

We tried a heavy-duty puncture resistant tube and even plastic tire liners to increase flat resistance and tire life. Neither proved satisfactory for us.

In 1983 we utilized our first foldable tire, a Specialized. This gave us a very good showing for 3,772 miles. Folding tires replace the steel bead with Kevlar, facilitating installation/removal plus a reduction in rotating weight. Also, the ability to fold a tire made it very handy to carry a spare tire with us on a bike tour.

In the mid-1980s we were approached by Avocet to do some test riding on their new Fasgrip tires. These featured an ultra-smooth "no-tread" design. Initially these tires rolled great and gave a smooth ride; however the front Fasgrip sustained a hole in the sidewall after a mere 407 miles. The rear fared even worse! On a local tandem toot 65 miles later, it exploded off the rim!



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It wrapped the tube into our freewheel, causing an instant emergency stop. Luckily we avoided crashing, but the cyclist drafting us got showered with debris! We decided the original Fasgrip was definitely not tandem rated!

By 1986 we had logged 64,000 miles on our Assenmacher tandem.

We were living in Arizona by then, and we then approached our friend and renowned frame builder Colin Laing to build us our next custom two-seater, a Colian. We planned to ride the 6-day 500-mile Grand Canyon to Mexico bike tour again that year and got in some extra training miles to make sure our new steed was set up just right and take on the challenge and the 20,000+ feet of climbing.

We ended up in Mexico without any tire issues; seems technology was improving! We finished off the year with just over 13,000 miles of riding.

Our Colin Laing tandem reached the 56,000 mile mark in 1993, and we opted for a new Co-Motion from a trio of guys working out of a garage in Eugene, OR. Mid-1990s we bought a couple then-new-to-the--US Continentals, made in Germany, and mounted them on our new Co-Motion.

At a MidWest Tandem Rally we were all lined up for the first day's mass start. An ear-shattering **BANG** got our attention. Oh no! Our front tire had exploded off the rim with a huge gash in the sidewall . . . delaying our start, and forcing us to play catch-up with the other participants.

That Conti only had 177 miles on it; the next front Conti suffered the same fate, while the rear lasted 2,997 miles. This seemed respectable, but the consistency of the tire quality was suspect, so we switched to Specialized Touring, Turbos and Tri-Sports with better results and no blow offs. Go figure!

Next we tried the Michelin Hi Lites, with negative results. Our first Hi Lite blew off the rim after a scant 1 ½ miles; did we not mount the tire correctly? The next Michelin exploded after 3 miles, and the third lasted a disappointing 102 miles. These Hi Lites definitely made stoker Kay gun shy! We'd rather switch than scare our stoker again!

After the Hi Lites, we changed to the newer Specialized K-4 Transitions. However, the K-4s gave us a very harsh ride and minimal mileage; not a good combination.

We even tried the French Wolber Invulnerable 700x23 folders. Invulnerable? Hardly! One exploded in the garage at an unimpressive 821 miles.

So we went back to using Continental tires, this time the Grand and Super Sports with varied good results; anywhere from 1,900 to 4,616 miles. Seems the Conti folks had changed their specs for the better, and the consistency of quality seemed to be there.

Are there no flat and blowout proof tires??? Sure there are! While at the 1997 Interbike trade show in Las Vegas, we were asked to test ride a new 'airless' tire by Nu Tech. Guaranteed: no flats or blowouts . . . ever! No inner tubes, no air



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to leak out, it was a near solid tire with minimal give. Sounded too good to be true!

Nu Tech supplied us with two tires and a special large mounting tool to install them on our rims. It was a bit of a struggle but we got both tires installed. These babies were not going to blow off . . . no way! There was no air in them!

On a very smooth road they rolled along great; however, in the real world, smooth surfaces are the exception. A more likely scenario is rough texture, potholes and chip seal! The ride feel was quite rough transferring the airless tires' road shock to the pilot's and stoker's anatomy.

Living out west we have something that many folk are not familiar with: cattle guards. These are a void space on a road with metal bars laid across less than 2 inches apart for about 3 feet that deter cattle in open range country from crossing roads. Navigating one of those on a bike can be hazardous; and as unpleasant as riding over the worst cobblestones in Europe! Been there, done that!

Crossing cattleguards on our tandem with these airless tires was more than a rude awakening . . . a real bone and bike rattling experience that felt like we were in the midst of an earthquake!

The no flats and no blowout feature may be nice theoretically but not that conducive to comfortable riding. Back to regular tires with air filled tubes for us!

Next, we recorded 4,541 miles on a Performance branded tire from their

catalog costing us under \$10. Now that is great value for the money!

Tire failures happen and so do punctures. That's why we carry a spare tube, patch kit and a good pump/ inflators. Entering the new millenium we experienced 11 punctures in 10 days of tandemming in our area around Tucson, due to a massive construction project. We actually started carrying two spare tubes and that finally scared off those gremlins!

We installed some Michelin Axials next and one served us well for 4,831 happy miles. Nice!

Next, we tried Kenda Koncepts 700x23s with rather dismal results. After 781 miles the tire cords showed through on the front tire and the rear suffered a huge bulge 41 miles later. Not the right Koncept for us!

In 2003 our Co-Motion had passed the 57,000 mile mark and rather than upgrading the bike we changed from a steel frame to a new full carbon fiber steed. Our choice for a full-carbon bike was a Zona, built to our specifications by Bob Davis in Peoria, AZ. Bob is a retired engineer that worked on space shuttle and rocket stuff, and he is a long time friend and tandem rider.

Instead of rim strips on our Velocity Aerohead rims he suggested using Velo-plugs. These are small plastic plugs that fit snugly into the recessed cavity for the spokes and are lighter, re-usable and save a tad on rotating weight. An added bonus is that we can mount/remove a folding



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tire without use of tire tools. OK, so I'm a little old dude with some strong thumbs!

With the new bike, we switched (again!) to another brand of tires. This time we switched to the Maxxis Detonators, which gave good wear, but, true to their name, we had a couple of them 'detonate' while riding.

We then changed to their next model, the Maxxis Re-Fuse, which are 40 grams heavier than the Detonators, but have an extremely puncture resistant Kevlar layer built into the casing. While not bullet proof, we had less flats; even the dreaded goat heads have a tough time penetrating to the inner tube. Glass and cactus thorns, another bane on Arizona roads, became less of an issue.

During 2011, after 5,600 miles of pedaling, we had to repair only one flat tire. Outstanding! While the mileage is not as good as some tires in the past, (got 2,351 on the rear Re-Fuse), the convenience of not having to squat by the roadside changing a tube is worth it. More riding and less tire issues = smiles all the way around!!

Heading into 2012 our quest for the ultimate tandem tire for us is ongoing. We are currently using a Maxxis Re-Fuse 700x25 on the front and a Panasonic Panaracer Pasela Tourguard 700x25 on the rear of our Zona. The Pasela has tougher/stiffer sidewalls and a commuter-type tread pattern. The Re-Fuse has a rib tread; both are folding tires and similar in weight and cost.

The Japanese-made Pasela is rated at 115 PSI but stoker Kay found it to be a

harsher ride than the 120 PSI Taiwanese Re-Fuse. We lowered the Pasela air pressure from 115 to 110 lbs. and Kay is no longer displeased with the ride quality.

In our 37+ years of pedaling TWogether we've tried at least 15 brands of tires . . . all right, so we've missed a few, but we're still searching for that perfect tire! Rubber and tire compounds and puncture resistance have greatly improved over the decades. Thread patterns and tire beads have changed, as have the prices. Whereby in the 1970s we could buy a good tire for \$5, we can now shell out \$50+! For now, just add a zero to 1970s prices. We all know that a zero means . . . Nothing!

Keep that in mind when it's time for re-tiring! Pedal on!

Rudy & Kay van Renterghem  
Tucson, AZ

Editor's Note: Many of the tires mentioned in this article are no longer in production. Tires offered today with the same name as used in the 70's and 80's have most likely been reworked to new specifications, as companies such as Specialized and Performance contract for tires from a number of different manufacturers. Rims can also vary. What may work perfectly for Rudy and Kay may not be a good combination for your rims and wheels. When you find a great combination for you, let us know.



## Global Vision Goggles Maximum Eye Protection For Contact Lens Wearers

Which of the two eye wear options shown in this article is least likely to get you shot while riding in Texas?

I wear contact lenses. I have worn either hard lenses or soft lenses since I was 16 years old. They have served me well for over 50 years, but not on the bicycle. Although I think that I see better with contacts, I have usually opted for prescription sunglasses when riding. Dry eyes --frequently irritated by sand, dirt, sun and wind -- make riding with contact lenses absolutely miserable. So, in 2009 when I joined an Adventure Cycling group on the Southern Tier cross country route, the contact lenses were left at home. I opted to make the ride with prescription sunglasses.

The winds were brutal crossing Arizona and New Mexico. Between Fort Hancock and Van Horn, Texas, my eyes began to water uncontrollably from the constant beating of the wind, sun, dirt and sand. I could not see to ride. It was clear that my sunglasses were not providing enough protection, and I was in some danger of having to abandon the tour. I temporarily solved the problem by cutting eye slits in an Ace bandage, loaned to me by a rider with an aching hamstring, and wrapped it tightly over my sunglasses and around my head (left picture above). I imagined myself as very Zorro-like, but the AC leader did not think it was "cool enough for Zorro." I reminded her more of a kid pulling his shirt over his head

pretending to be a super hero. My eye wear solution was funny until I stopped in at a run-down truck stop for supplies. The nervous clerk convinced me that this eye wear is not recommended while riding along the Mexican border looking for supplies in remote gas stations.

After returning home from the tour I again started searching for an eye wear solution and discovered *Global Vision Goggles* at my local Harley-Davidson dealer. My previous purchases from the usual racks of sunglasses in bicycle shops and outdoor stores have never provided me with the protection necessary for riding with contact lenses in windy, dusty conditions. These do. The *Global Vision Goggles* have allowed me to return to wearing contact lenses while riding, with none of the problems I experienced before (right picture above). They work equally well on my daily commute with my vintage diamond frame Centurion Pro Tour 15, touring with my recumbent Lightning P-38, or when traveling at a slower pace on event rides or tours with my wife on our Trident Chameleon Tandem Trike. The photo-chromic lenses (almost clear to smoke) solve the problem of riding in different lighting conditions while providing full eye protection. The lenses are well ventilated and the only difficulty with fogging has occurred on the Tandem Trike. Chugging uphill at 2 – 3 miles per hour, on a hot day, perspiring like crazy, without any wind will produce some fogging. This clears rapidly as soon as speed is increased. I have been wearing the goggles for over 15 months in a

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wide variety of weather conditions. They have been put on, and taken off, hundreds of times. After about 12 months, a tiny section of foam began to loosen around the left lens. A drop of glue put it back into place. The adjustable strap provides a comfortable fit. A UV400 filter



provides maximum UV protection. The lenses are shatterproof polycarbonate. They have a scratch resistant coating. The boxed set includes a micro-fiber pouch for storage and safe cleaning. Visit [www.globalvision.us](http://www.globalvision.us) for a complete listing of the glasses and goggles that are marketed by Global Vision Eyewear. Then, find your nearest Harley-Davidson dealer. If you don't have a Harley-Davidson dealer close by, go to the Global Vision website and click on "on-line retailers" to order on-line. The goggles tested for this review was the "Eliminator 24 D/N." The MSRP of \$34.95 will also not break your bank account.

You don't have to be a contact lens wearer to appreciate *Global Vision Goggles*. Anyone looking for more eye protection than generally offered by sunglasses may want to give these a try. Plus, they are way cooler than my Ace bandage solution. With a little imagination your bicycle may become a bi-plane flying high over the trenches looking into the rising sun for the Red Baron. You are also less likely to be mistaken for a bandito and shot in the old west Texas town of Laredo.

Jerry Boyer  
State College, Pa.  
Jeb814@comcast.net



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## FITTING

### If you read no other article about bicycling, READ THIS ONE!

I was prompted to write after reading Mike & Natalie Hutchinson's saddle review (January-February DoubleTalk, 2012). There isn't a tandem team on the planet that would not acknowledge selecting the right saddle is *the most personal* decision you can make about a bicycle. If you've had several saddles and believe comfort is a function of having the right saddle with the right amount of padding, read on....

We have been riding for about 30 years. Like any good Captain, my stoker's comfort was very important to me. There was no Internet when we got our first tandem. The man that owned the bike shop, a very experienced rider, did our set up. He took an inseam measurement and set the saddle height....That was about it. My stoker was never really comfortable on longer rides. After 40 or 50 miles she was always trying to find

a comfortable riding position. Century rides, of which we did many, always left her very sore and very tired. To help, I made lots of adjustments, none of which improved things very much. In recent years I went to the Internet and visited MANY fitting sites, looking for the formula which would make tandem riding more pleasant for her.

In desperation, we began saddle shopping. I was sure we only needed to find that perfect seat. Then about four years ago we were buying yet another saddle when my LBS owner/mechanic noticed that the right side of my stoker's saddle was more "broken down" than the left. It was then that he asked us a life changing question: "Have you ever had a professional fitting?" I gave him my usual "I know all about fitting" talk, to which he replied, "That's great, but have you ever had a PROFESSIONAL fitting?" My attitude toward fitting was right there with snake oil salesmen and used car salesmen. After all, there aren't a lot of changes that can be made on a bicycle. He gave me

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# DoubleTalk

the name of a man in town, appropriately named Jeff Frame, at the Ball State University Human Performance Laboratory, a scant 1.25 miles from our front door. In about a week we were going to a Santana Rally on Chesapeake Bay. I wanted the fitting now, and Jeff was able to oblige. Jeff is the Biomechanics Lab Manager at Ball State. He's also an avid bicyclist and a tandem rider. We took our bike and trainer to the Lab the following day. He listened politely while I tried to impress him with my in-depth knowledge of fitting. He was familiar with "The Lemond Formula".

We mounted the bike on the trainer in the center of a large brightly lit room and got on. We were videotaped simultaneously fore and aft, left and right. We pedaled for about 15 minutes. Then the images were analyzed. Along with the usual distance measurements, there were tracking patterns of our knees, and patterns showing the movement of our shoulders and hips. It was apparent there was much more involved in a professional fitting than just setting the saddle height. I'm not going to list all the changes that were made, but after thousands of miles at a seat height that I thought was perfect for me, Jeff raised my saddle an inch and a half! Then it was another 15 minutes or so of pedaling for the cameras. My stoker's position was altered A LOT! There was a bit of tweaking and then more pedaling.

Two hours later he was done. Jeff told us we would go at least 2 mph faster with the same effort. He told me my quads would feel a bit sore, but it would

go away. Was I skeptical? You bet. I was certain I'd be returning to my old height. After all, it was "The Lemond Formula". The following day we took our first ride with the new set up. We rode north on a road into a wind we were very familiar with. When I looked down at the cyclometer I saw we were in fact 2 or 3 mph faster! Amazing!! But the best was yet to come. When we got off my stoker had tears in her eyes. She said it was the first time EVER she felt *really* comfortable. Can you imagine? After so many years of riding and me making numerous adjustments, she was ecstatic! I was incredulous. In retrospect, all those times I said, "Honey, you just need to ride more...." may have been the most insensitive (albeit uninformed) thing I've ever said to her. Since our experience with fitting, I've become evangelical about it. If I had a dollar (inflation you know) for every stoker we've encountered who was having the same experience my stoker had, we'd have plenty of money. When I mention professional fitting, I can see that same all-knowing attitude I had on the captain's face. So, before you seek comfort with another saddle, consider seeking out a professional fitter, preferably one with tandem experience. It may turn out to be the best money you've ever spent. And your stoker will thank you.

Richard DiLorenzo  
Muncie, IN



# DoubleTalk

May / June 2012  
www.TandemClub.org

## The Ups And Downs Of A Cross Country Tour (or Travels with Monty)

First, please allow me to introduce myself. My name is Monty and I'm a Vermont moose. Well, actually I'm originally from Fernie, BC, but now I'm a Vermont moose. I live with Mike and Pat in Underhill, VT and whenever they go out on their tandem, I ride along and try to keep them motivated, which is not always an easy task. Now on to the tale at hand.

Have you ever had one of those ideas that lingers in the back of your mind for a really long time and won't go away, even after half a lifetime? You know, like one of those things you've always wanted to do but never quite got around to? Well, Pat went on an AYH bike tour around New England when she was in high school and ever since that trip, she'd wanted to ride her bike cross country. Now, she never revealed this hidden agenda when she married Mike those many years ago, but luckily, he became a bicycle enthusiast, too, so when, at age 52, she rekindled the cross country tour, he was all ears. After some careful and thoughtful planning, both in terms of the bike and equipment as well as back home arrangements, they drove west in late May in their 12-year old VW van with their nearly-as-old tandem, two panniers and a BOB trailer. A few days later they arrived at Mike's cousin Sue's house near Corvallis, Oregon, where several ads were placed to sell the van. As these old relics are highly regarded on the west coast, the

"Blue Box" sold in two days and their commitment to pedal home was sealed!

Now don't panic – this story won't be a day-to-day-here's-what-they-did-from-dawn-to-dusk accounting, but rather some of the high points and low points (the ups and downs – get

it?) of the tour. They had decided on the Northern Tier Adventure Cycling route (with a few variations) in order to escape the heat of the country's mid section (nice idea, but that didn't work out quite the way they figured). So, on June 5, we all waved goodbye to Sue and John and pedaled the 10 miles into Corvallis in the rain for a bite to eat and the first flat tire! Ah, the joy of fixing a flat (on the rear, of course) in the rain!

Two days later, after some fine pedaling out to the coast through pleasant farmland and forest, the route took them off the new coast road 101 and onto old Route 101, an absolutely fabulous road that wound up and down through the





# DoubleTalk



Cross Country - Day 1

cool shaded forest with virtually no traffic. At one point there appeared just ahead, a little spotted fawn standing on the edge of the road, but by the time Pat had found the camera, it thought this freight train on 3 wheels and its operators looked like trouble and disappeared into the cover of the trees. (You don't suppose it caught the scent of a moose, do you?)

The next day, at the top of one of the many hills along 101, they encountered George who was touring on a recumbent (he pointed at their tandem saddles and

said "I could never sit on one of those again!"). He was about 70, a widower from Brazil, and figured after his wife died, he'd just hit the road on his bike and see what there was to see. Mike and Pat were quite impressed and hoped they'd still be doing this kind of thing when they were 70! Personally, I don't see the big deal about all this bike riding – seems pretty easy to me.

They later ran into a local guy at a little store in Sand Lake who was rather opinionated about logging, hunting and, as it turns out, politics. This was the year Vermont's senior senator, Jim Jeffords, quit the Republican party in favor of becoming an independent, and in so doing, changed the balance of power in the Senate. Well, when this old guy found out they were from Vermont, he said, "Guess you claim that guy, Jeffords. Well, if you see him, shoot him for me." They neglected to mention that they were quite proud of Jim! For my part, I was just hoping I didn't get shot right on the spot.

One of the sightseeing highlights of the Oregon coast turned out to be the little town of Tillamook where they partook in a tour of the famous Tillamook ice cream/cheese factory and the most astounding air museum! This museum was highlighted by an 11.5 acre hanger – that's right, 11.5 acres! It's the world's largest wooden clear span structure and it's so big, a few daredevils have flown planes in one end and right out the other. Being 52 and therefore adhering to Part 1 of the Men's Over 50 Rule (never pass a men's room, never trust a



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fart, and never waste a hard... oh, never mind), Mike was in one of the two stalls when it became clear that the man in the adjacent stall was having quite a gassy time of it, much to his embarrassment. By way of explanation, he said, "Just a false alarm. Last night's beans", to which Mike replied, "You never can be sure". He concluded with, "Nope, and you sure don't want to try and outsmart em."

The camping in Oregon is fabulous – free showers, Hiker-Biker sites reserved for those on foot or two wheels, and beautiful settings. Nehalem State Park was no exception and after a delicious dinner in the nearby town of Nehalem, the pair of tired riders settled into their tent for 40 winks. Well, you know, Oregon is known for rain, so in the middle of the night, Mike awoke to the peaceful sound of pattering raindrops on the tent and, just as he was thinking how cozy this was, a big drop landed on his forehead. As it turned out, the fly was leaking at one of the several velcro attachment points, but the clever draping of a plastic garbage bag over the offending area solved the problem for the time being and both soon returned to dreamland.

The creaky pedaling pair discovered, as they arrived in Astoria, late on June 9, that a rest day was needed (they said this biking while loaded with camping gear had turned out to be real work!). As it turned out, one rest day a week became pretty much the standard for the whole trip. So, they spent the following day poking around this pleasant small city and Mike even found a woman at the local street fair who was offering mas-



Ready to enter an Oregon tunnel

sages on her portable table! Ahhhh.... Shoulder and neck cramps gone, never to return for the rest of the tour.

On the 11<sup>th</sup>, in the pouring rain, off they went up the road along the Columbia River, headed for the ferry crossing at Westport. A few minutes into the ride Mike said, "Hey, this isn't so bad." Five minutes later when another flat was discovered, he said, "Hey, this really sucks and so do these tires."

The ferry brought the pair into the State of Washington, which also had nice campgrounds, but unbeknownst to them, these showers required one quarter for each 3 minutes of warm, aquatic bliss. Upon discovery of this alarming fact, they scurried back to the tent and searched high and low for quarters, of which there turned out to be only one. The park office was closed, but there were two guys working nearby doing some grounds maintenance, so Mike explained the dilemma. They proceeded to look high



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Siuslaw National Forest near Neskowin, OR

and low in their pockets and their pickup, all but removing the seats and dashboard trying to find some change. Heroic effort, but to no avail, so the pair returned to the women's shower and proceeded to share one 3 minute quicky (shower, that is).

As they worked their way north through the Puget Sound area of Washington, they discovered many friendly people, many seemingly unfriendly dogs and one absolutely frightening snarling pig, who luckily resided behind a very stout fence. No serious encounters ensued, but on a couple occasions, Pat would sight a dog en route toward the road, and they were saved only by the rush of adrenalin! Dinner at a little restaurant near the campground in Elma was concluded with a strong desire for dessert, so Pat asked the waitress if they had any tantalizing pies. She replied, "What does that mean, I've never heard that word before." A child left behind?

They arrived in Bremerton for a planned two night stay and a trip into

Seattle via ferry on the day in between. This turned out to be awesome! It's a beautiful city with lots of interesting sights, not the least of which is the famous Pike Street Market, where the fish booth provides great entertainment as the guys behind the counter literally throw whole fish to each other for packing, as customers point them out within the glass cases. Nary a fish landed on the floor.

Upon departing Bremerton, it became evident that the recent BOB trailer hub adjustment of two nights prior wasn't going to do the trick for another 4000 miles, so when they spied the Springdale Bike Shop, Pat leaned right and coaxed the rig into the lot. She explained the dilemma as well as the fact that she's in the bike repair business herself, and asked if there was any chance he could sell a wheel from one of his trailers. Better than that, he said he'd give her a wheel if she would call BOB and get a replacement sent to him! Sometimes you run into someone who really restores your faith in human nature. So, up the road they went with a spanking new BOB wheel purring happily along behind. (By the way, for what it's worth, this pair can't say enough good things about the single-wheeled BOB trailer concept. It can haul more than you'd care to pull uphill while tracking perfectly behind the bike and having little effect on bike handling.)

Monty with some keying help from Mike & Pat Weisel Underhill Center, VT

To be continued...

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## TANDEM CALENDAR

May 17-20, 2012. **Georgia Tandem Rally 2012.** Dublin, GA. Our hosts are excited with this new venue. Plan to arrive for the Friday morning ride. Watch for registration to open in early 2012. <http://www.georgiatandemrally.com/>

May 18-20, 2012. **COWS Spring Rally.** Port Washington, WI. The COWS Spring Rally will be held in beautiful Port Washington, WI on Friday, May 18 – Sunday, May 20. Enjoy a weekend of scenic cycling with other tandem enthusiasts. Host hotel will be Country Inn and Suites in Port Washington, with a banquet to be held at Nisleits The Country Inn about ½ mile from the hotel. make your reservation at 262-284-2100 and mention the “Couples on Wheels” or COWs. Beth & Pat Peterson host. [http://couplesonwheels.com/rides\\_spring2012.php](http://couplesonwheels.com/rides_spring2012.php)

May 19, 2012. **CATS (Chicago Area Tandem Society) Blind Stoker Ride.** Elmhurst, IL Taste of Glen Ellyn. <http://chicagotandems.home.mchsi.com>

May 25-28, 2012. **Canadian Tandem Rally 2012.** Perth, Ontario. This popular tandem event returns again in 2012. We'll be touring St Jacobs with our tandem friends. David & Brenda Vandeveld are the hosts. Pre-registration is required <http://www.mbstandems.com/>

June 1-3, 2012. **CATS (Chicago Area Tandem Society) Wine Ride.** Sawyer, MI. Riding, socializing and food. We enjoy meeting new tandem teams so please contact us and come join in the

fun. <http://chicagotandems.home.mchsi.com>

June 2, 2012. **CATS (Chicago Area Tandem Society) Blind Stoker Ride.** Wheaton, IL Taste of Wheaton. <http://chicagotandems.home.mchsi.com>

June 2-9, 2012. **2012 International Tandem Rally.** Granville, France. These international rallies are a blast. Camp or find your cabin/hotel type accommodations. <http://www.tandem-club.org.uk/nf2002/rallies.htm>

June 8-10, 2012. **DIRTY DOGS (Doubles of the Garden State, NJ) Allegrippis Trails Weekend at Lake Ray.** Allaire State Park, NJ. This is a ‘Dirty DOGS’ affair. We’ve reserved some camp sites, there are cabins and also hotels in the area. Please RSVP so we know who to look for. <http://www.d-o-g-s.org/>

June 9, 2012. **HOOTS (Hoosiers Out On Tandems) Team D2 Jamestown Ride.** Brownsburg, IN. Riding and socializing. <http://tandemhoots.ning.com/>

June 10, 2012. **Evergreen Tandem Club Issaquah Brewery Ride.** Issaquah, WA. Join us for our annual Issaquah-Renton loop with a lunch stop at the Issaquah Brew House afterwards. About 35 miles. <http://www.evergreentandem-club.org>

June 15-17, 2012. **MATES (Mid-Atlantic Tandem EnthusiastS) Tandem Rally 2012.** Carlisle, PA. Tandemists return to Carlisle. This is a great venue with beautiful riding. Activities begin on Friday with short afternoon rides and conclude Sunday with a goodbye bar-

## CALENDAR



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beque lunch. <http://www.easterntandemrally.org/>

June 16, 2012. **CATS (Chicago Area Tandem Society) Long Grove Ride.** Long Grove, IL 31 or 41 rural miles. Plan on a rest stop during the ride and lunch afterward at the Long Grove Café. <http://chicagotandems.home.mchsi.com>

June 16, 2012. **Evergreen Tandem Club Camano Island Ride.** Camino island has some great views, doable hills and one screaming decent where many teams have set their personal speed record. RSVP for the BBQ at the hosts afterward. <http://www.evergreentandemclub.org>

June 23, 2012. **CATS (Chicago Area Tandem Society) Round Lake Ride.** Round Lake, IL 33 or 39 miles BBQ and more afterward. <http://chicagotandems.home.mchsi.com>

June 23, 2012. **Evergreen Tandem Club Bainbridge – Not so Chilly – Not so Hilly Ride.** Bainbridge, WA. We've cut some hills from the Map My Ride route we found. Come check it out. <http://www.evergreentandemclub.org>

June 29 – July 1, 2012. **Indiana Tandem Rally.** Fort Wayne, IN. Come enjoy some Hoosier hospitality, riding & food, in northeast Indiana. Rally limited to 60 teams, so register early. Information & registration form at [www.3rvs.com](http://www.3rvs.com) or register online [www.active.com](http://www.active.com). Contacts Anne & Kent Ellis, [tandemindiana@gmail.com](mailto:tandemindiana@gmail.com) or 260-387-7978.

June 29 – July 2, 2012. **27<sup>th</sup> Northwest Tandem Rally.** Salem, OR. Share

the Wonders of the Willamette (WOW) Valley – with its hospitality, history, and scenic bicycle routes – with our tandem families and friends from the Northwest, and across the US and beyond – all at an affordable price. Our dedication and enthusiasm aim to benefit the riders along with the Willamette Valley, the economy, local businesses, and community relationships. <http://nwtr.org/2012/> facebook: [www.facebook.com/NWTandemRally](http://www.facebook.com/NWTandemRally) Twitter: @NWTandemRally questions? [marketing@nwtr2012.org](mailto:marketing@nwtr2012.org)

June 30 – July 6, 2012. **DOGS (Doubles Of the Garden State) Kingdom Trails and Pine Hill Park Ride.** The DOGS head north to Vermont for some interesting holiday riding. We are planning on a few days of riding at Kingdom Trails then heading south to Pine Hill Park to finish out the week. <http://www.d-o-g-s.org>

July 1, 2012. **CATS (Chicago Area Tandem Society) Road to Ribs Ride.** Darien, IL. Riding, socializing and food. We enjoy meeting new tandem teams so please contact us and come join in the fun. <http://chicagotandems.home.mchsi.com>

July 15, 2012. **CATS (Chicago Area Tandem Society) Pool Party Ride.** Buffalo Grove, IL. 32 or 25 miles RSVP for BBQ and the foot pool after the ride. <http://chicagotandems.home.mchsi.com>

July 15, 2012. **Evergreen Tandem Club Renton to Black-Diamond Bakery Ride.** Renton, WA. We ride to eat – 50 or 70 mile ride just so we can enjoy the food at the bakery. <http://www.evergreentandemclub.org>

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July 21, 2012. **CATS (Chicago Area Tandem Society) Blind Stoker Ride.** Elmhurst, IL Salt Creek Forest Preserve. <http://chicagotandems.home.mchsi.com>

July 27-29, 2012. **Prairie State Tandem Rally 2012.** Dixon, IL Discover historic Dixon during this simple, affordable rally. President Abraham Lincoln served part of his federal military service at Fort Dixon and Dixon was also the Boyhood home of President Ronald Reagan. Dixon is located approximately 100 miles west of downtown Chicago, along the Rock River. Our focus – good riding and high sociability. Make your hotel reservations at the Comfort Inn (815.284.0500) mention the Chicago Area Tandem Society for the group rate. Pre-registration required email Marge Spears [pstr12@comcast.net](mailto:pstr12@comcast.net) <http://chicagotandems.home.mchsi.com/pstr2012info.htm>

August 3-5, 2012. **Eastern Tandem Rally 2012.** Amherst, MA / Pioneer Valley. There will be a Thursday option, so please mark your calendars. <http://www.easterntandemrally.org/>

August 4, 2012. **CATS (Chicago Area Tandem Society) Onion Pub Ride.** Lake Barrington, IL 40 miles with shorter options. Plan to eat at the Onion Pub following the ride. <http://chicagotandems.home.mchsi.com>

August 12, 2012. **CATS (Chicago Area Tandem Society) Sweet Corn Ride.** Harvard, IL We have a new route this year with plenty of corn fields. RSVP for lunch following the ride. <http://chicagotandems.home.mchsi.com>

August 18-25, 2012. **Tandem 2012 (U.K. National Rally).** Kettering, Northamptonshire. Save the date. If you want to travel – but want to stay in the English speaking comfort zone this may be the event for you. <http://www.tandemclub.org.uk/nf2002/rallies.htm>

August 18, 2012. **CATS (Chicago Area Tandem Society) Blind Stoker Ride.** Wheaton, IL Batavia Panera via Fermi. <http://chicagotandems.home.mchsi.com>

August 31 – September 3, 2012. **Midwest Tandem Rally 2012.** Madison, WI. Actually Middleton, WI to avoid some of the traffic. The COWS are hosting the 37<sup>th</sup> Annual Midwest Tandem Rally. We're expecting a great event. Make your hotel reservations at the Marriot Madison West: group code mtrmtra 888-745-2032 <http://www.couplesonwheels.com/mtr.php>

September 4 – 7, 2012. **Midwest Tandem Rally Post Tour.** Wisconsin Dells, WI Deb & Dennis Veerkamp and Tom & Annette Esser will be hosting a post tour for those who would like to explore some more of the beautiful sites in Wisconsin. Pre-registration is required. [http://couplesonwheels.com/mtr\\_postride.php](http://couplesonwheels.com/mtr_postride.php)

October 12-14, 2012. **FART XIX – Fall Allegany Rally for Tandems.** Allegany State Park, Salamanca NY. An Off road MTB weekend for tandems. Private rooms. All meals on your own. Riding XC ski trails, horse trails and dirt roads. Technically not difficult, but be prepared to climb. Register early-limited to 20 teams. For more info, contact Karen

## CALENDAR



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or Brian Managan, 49 Martinot Ave, Rochester NY 14609 (585) 654-9624 or frosty\_dog@mac.com. The cost for the camp for the entire weekend is divided by the number of teams, so the more teams, the less it costs! Check out the F.A.R.T. web page at <http://fartmtb.org>

September 15-23, 2012. **CATS (Chicago Area Tandem Society) Michigan Tour.** Ludington, MI. Riding, socializing and food. We enjoy meeting new tandem teams so please contact us and come join in the fun. <http://chicagotandems.home.mchsi.com>

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September 15, 2012. **CATS (Chicago Area Tandem Society) Blind Stoker Ride.** Wheaton, IL We ride to visit McDowell Forest Preserve. <http://chicagotandems.home.mchsi.com>

September 15- 23, 2012. **CATS (Chicago Area Tandem Society) Week-long Ride.** Traverse City MI. Hotels at night come join the fun. <http://chicagotandems.home.mchsi.com>

September 29, 2012. **CATS (Chicago Area Tandem Society) Leaf Me Alone Ride.** Barrington, IL 26 miles visits the Crabtree Nature Preserve We're riding early?! So we'll do breakfast for our rest stop. <http://chicagotandems.home.mchsi.com>

October 19-21, 2012. **Southern Tandem Rally 2012.** St Augustine, FL. A historic town to explore. Rally headquarters in a fantastic hotel. <http://www.southerntandemrally.com>

October 20, 2012. **CATS (Chicago Area Tandem Society) Blind Stoker**

**Ride.** Wheaton, IL Sonny Acres Fall fest. <http://chicagotandems.home.mchsi.com>

October 27-28, 2012. **Florida Tandem Rally 2012.** The Villages, FL. The Florida PANTHERS (Partners Aboard Neat Tandems Happily Enjoying Riding Simultaneously) will host this years event. Stay in Florida and ride for the days between Southern Tandem Rally. <http://floridatandemclub.org/calendar.htm>

October 28, 2012. **CATS (Chicago Area Tandem Society) Chili Pumpkin Ride.** Barrington, IL We've been known to ride in just about anything, like cold, light mist, and flakes of snow so dress accordingly. We hold the chili supper regardless of the weather. RSVP <http://chicagotandems.home.mchsi.com>

December 16, 2012. **CATS (Chicago Area Tandem Society) Mueller's Holiday Party Ride.** Round Lake, IL . Ride. Who's going to ride? It's cold out there. Bring a gift for the White Elephant exchange RSVP and join the fun. <http://chicagotandems.home.mchsi.com>

The TANDEM CLUB OF AMERICA wants to list your rides in the TANDEM CALENDAR. Rally and Ride Organizers, please send the information about your tandem events to:

DoubleTalk Calendar  
Jack & Susan Goertz  
2220 Vanessa Drive  
Birmingham, AL 35242  
e-mail: [editor@tandemclub.org](mailto:editor@tandemclub.org)

Please limit your TCA Calendar listings to TANDEM-specific events, or tours/races with TANDEM classes.



# DoubleTalk

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www.TandemClub.org

**FOR SALE:** 1983 Jack Taylor touring tandem. Hand-crafted by Jack Taylor and his two brothers in Stockton on Tees, England. Double-buttet lugless construction throughout. All tubes are Reynolds 531. 24x21. Black with traditional Taylor subdued multicolor striping. Mostly Campagnolo Super Record or Nuovo Record components are used. The oversize (tandem) headset assembly is Jack Taylor proprietary. SuperRecord tandem crankset, 175/165 crankarms, (52/42/34) w/42t X-over rings. 6-speed 14-34 freewheel. Four Campagnolo Record brake levers on front bars, one pair operates the Shimano cantilever brakes, the second pair the disk brakes. Campagnolo Record FD, Huret Duopar Titanium RD. Campagnolo SR shift levers, rear indexed. Dropbars F&R. Campagnolo Record seatposts w/Brooks leather saddles front and rear. Front and rear Jack Taylor luggage racks and four panniers. Also included are an extra set of wheels. All 4 wheels are 27" x 1" Wolber 58 Super Champion rims with 48 double butted SS spokes. One pair

has Phil Wood hubs and disk brakes front and rear, the other has French Mavic hubs, including the famous rear drum brake. A Vitansel Tandem car roof rack is included. The tandem has never been crashed or dropped, and there are no scratches or rust. It has always been carefully maintained and is in excellent condition. Apart from occasional short runs, it has not been used seriously since 1998. Asking \$1000. New owner is to collect or arrange packing and shipping. For more information, please contact Jim Scott, ph: 772-287-3250 or e-mail: jimscottfl@comcast.net (FL) 07/12

**FOR SALE:** Cannondale MT800 Tandem (2001), with less than 1000 miles on it. In great shape and ready to ride. A perfect bike for those long rides on or off road. Currently set up for 5'7" female captain and youth stoker, but easily adjustable. Comes with owner's manual, two stands, Avocet 15 cyclometer, two water bottle cages, Cateye barend mirror, Shimano Deore XT Deore rear derailleur, 24 speed, Cane Creek headset, child stok-

## CLASSIFIEDS

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## TCA Tandem Hospitality Homes

Are you willing to become a TCA Hospitality Home? If so please head to the TCA website, [www.tandemclub.org](http://www.tandemclub.org). There you can sign up and find a complete description of the program. If you would like to discuss what's involved, drop an e-mail to us or call the membership chairs or the editors.

A Hospitality Home provides touring cyclists a place to stay for a night. It need not be fancy, a spare bedroom or even a tent site will do. The cyclist will

need shower facilities and an opportunity to launder their clothes and a meal. The touring cyclist will call you well in advance and make arrangements; no surprises.

Please go on line and register to sign up at [www.tandemclub.org](http://www.tandemclub.org). You will need some basic information such as your e-mail address, your address, and contact information.

[editor@tandemclub.org](mailto:editor@tandemclub.org)



# DoubleTalk

## CLASSIFIEDS

er kit, and Wellgo dual function w/ alloy cage pedals. Asking \$1000. Contact Janice Rinaldo at [gointodaytona@bellsouth.net](mailto:gointodaytona@bellsouth.net) or call (404)-312-5290 (cell), not too late, please. (GA) 07/12

**FOR SALE:** 1981 Jim Redcay filet brazed marathon frame tandem. Designed for 6'5" captain, 5'7" stoker for loaded touring by one of the premier American frame builders of the 1970s and 80s. Ishiwata chrome moly tubing with braze-ons for everything. Top tubes sloped and parallel for artistic symmetry. Upgraded in 1996 by Rodney Moseman with indexed shifting, more bottle braze-ons and low rider rack bosses. Phil Wood field serviceable 48-hole hubs, Velocity Dyad rims, Phil bottom brackets, Shimano Deore cantilever brakes, bar end shifters, and Phil Wood disk drag brake. Sugino Fuse 500 triple tandem crank set, Deore XT derailleurs and 8-speed XTR cassette. Complete Blackburn F&R racks & low-riders. \$1000. Prefer not to ship; pick up/delivery options negotiable. Photos and specs from Jay Brosnan ([jbrosnan@earthlink.net](mailto:jbrosnan@earthlink.net)) or call 704.999.8291. (NC) 07/12

**FOR SALE:** New Ellsworth Witness full-suspension mountain tandem. Career-ending injury forces sale of one sweet bike delivered just before we got hurt. White Brothers downhill fork with 5" travel, Mavic Crossmax wheels, Magura Gustav disc brakes, SRAM/Truvativ drivetrain. Picture available. New \$7800, asking \$6000. Will deliver within day's drive of Albany, NY. For more info call Al Berzinis (518) 475-5571 days or email [teamberzinis@verizon.net](mailto:teamberzinis@verizon.net) (NY) 07/12

**FOR SALE:** 2008 Santana Beyond, Medium size frame. Very smooth and very fast. IsoGrid double-buttet carbon tubing with co-molded titanium ends, Perfect-10 shifting, Carbon crankset, Shimano Sweet-16 wheelset, upgraded Reynolds fork, Dura-Ace brakes, Shimano STI 6700 shifters, rear rack, and new front derailleur. Selling because we need (and have purchased) a coupled tandem. \$9,000. Also have BikePro USA Over-size Tandem Case (\$450). Contact Jim Flesch by e-mail @ [jaflesch@lawggf.com](mailto:jaflesch@lawggf.com) or call @ 312-346-1080 (IL). Pictures are available. (IL) 09/12

**FOR SALE:** 2002 Santana AL Triple Sovereign. 95cm x 92 cm. Blue. Purchased from Tandems Limited, this bike has an estimated 3000 miles of usage. We rode BRAG five times, and used the bike for other family outings. Ultegra Group, 9 speed XTR rear derailleur. Hadley Hubs on 48 spoke wheels. Rear drag brake. Avid caliper brakes. AHeadset headset. Flight deck and second cyclometer at rear stoker station. Old Man Mountain rear rack. Serfas saddle for captain, Terry saddles for stokers. Stoker 1 position has pneumatic shock absorber in seat post. 5 water bottle cages (capacity of seven). The paint has like-new luster and does have nicks, chips, etc around the rear drive train. Includes ATOC triple bike mount for roof rack. Can provide with our without SPD pedals for each rider. Shipped with new Gatorskin Kevlar tires. Captain's top tube bears autograph of Tour de France cyclist, Bob Roll. Asking \$4500 + shipping. I hate to see it go, but it needs to be ridden. Edgar Dalrymple.



# DoubleTalk

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www.TandemClub.org

E-mail [edgardal@hiwaay.net](mailto:edgardal@hiwaay.net). Bike is located in Huntsville, AL 09/12

**FOR SALE:** Santana forged aluminum Octalink crankset. Includes 4 arms and 5 chainrings for stoker triple (170mm, 53/39/30t), timing chain (40t), and captain's cranks (175mm). Good condition except for one chipped tooth on 39t chainwheel, which still works well. \$150 plus shipping. Also 31.8mm x 450mm carbonfiber drop handlebar for captain. Ergo design with flat top and bumps on the drops. \$75 plus shipping. Pictures on request. Contact Steve by email @ [skye2@hawaii.rr.com](mailto:skye2@hawaii.rr.com). 07/12

**WANTED:** 120mm long Woodman (or similar) 1 1/4" x 31.8mm forged captain's stem. Will buy used or new, or if interested, I will trade my 110mm stem for the 120. Contact Steve by email [skye2@hawaii.rr.com](mailto:skye2@hawaii.rr.com).

**HELP OFFERED:** Are you planning a cycling trip to England or Europe? As Overseas Liaison Officers for the Tandem Club (of the UK) we can help with advice on routes, accommodations, bikes by rail, local bike clubs, etc. England is a great place to cycle, and you are sure of a friendly welcome. Chris & Jenny Davison, Pennyfarthings, 4 Badbury View, Wimborne Minster, Dorset, BH21 1DH, England, Phone 011 44 1202 884288 or e-mail to [chris@pennyfarthings.com](mailto:chris@pennyfarthings.com)

**HELP OFFERED:** Touring Italy? - Need news or tips about cycling in Italy? Contact Paolo Sanvito, V. Europa 4, 20057 Vedano Al Lambro, Italy or by e-mail: [sanvito.paolo@libero.it](mailto:sanvito.paolo@libero.it)

**WANTED:** Objective roadtests, with photos, of tandems built by quality frame-builders. Send articles, photos (prints only), etc. to Jack & Susan Goertz, Editors of DoubleTalk. (or e-mail them to [editor@tandemclub.org](mailto:editor@tandemclub.org))

**WANTED:** Volunteer artist(s) to prepare sketches, cartoons, and illustrations to Jack & Susan Goertz, 2220 Vanessa Drive Birmingham, AL 35242-4430.

Classified advertising rates available upon request. Send a SASE to the Editors.

Non-commercial Classifieds are free to TCA Members. Please include your member # with your ad.

## CLASSIFIEDS



# DoubleTalk

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# TCA MEMBERSHIP APPLICATION / RENEWAL



"You say this is home-made Gatorade?"

## Dues

United States \$15.00/yr

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All dues are quoted (and must be paid) in US Dollars  
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## Membership

Please fill out the membership form below and mail  
with a check made payable (in US funds) to:

Tandem Club of America  
Duncan & Laura McCabe  
2302 New Orleans PL  
Wilmington, NC 28403-0315

Please Print your name or Paste Your Label below. Make any necessary corrections.

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

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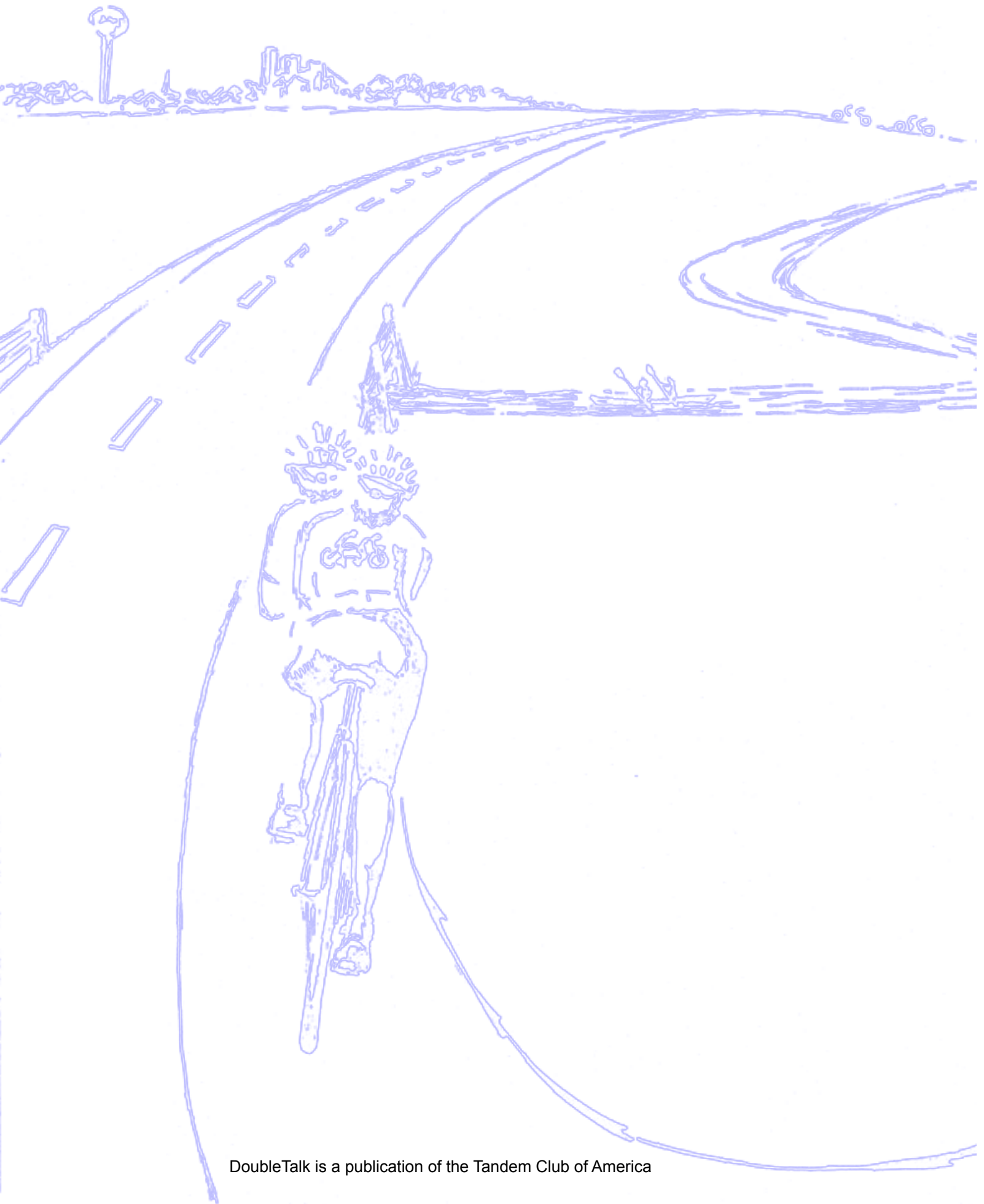
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**Tandem Club of America, 2302 New Orleans PL, Wilmington, NC 28403-0315**

Is this a renewal? \_\_\_\_\_ Have you made any necessary corrections? \_\_\_\_\_



DoubleTalk is a publication of the Tandem Club of America