



DOUBLETALK

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"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

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Who Does What?

What do TCA members do?

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

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: Processes memberships.

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

Webmaster: Maintains the TCA Website - 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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Issues still available:

2013

November - December

September - October

July - August

May - June

March - April

January - February

2012

November - December

September - October

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Teach a person to fish...

by Malcolm Boyd

The Eastern Tandem Rally organization recently wrapped up its season of road tandem rallies with pretty successful MATES and ETR rallies, the rallies themselves the subject of possible future reports. What I wanted to talk about here is the rash of incidents that resulted in three crashes and a near miss. What the incidents have in common is an underpinning of mechanical issues.

In the first, a very experienced team had no sooner set off from the host hotel at MATES when the front tire on their recumbent suffered a blowout at speed on the hill in front of the hotel. In addition to a ghastly amount of road rash incurred by the pair, the stoker landed on her hip and fractured her femur. The captain had just inflated the tire 15 minutes earlier in the parking lot to the correct inflation pressure. The brakes were correctly adjusted and the wheel and tire properly mounted. The tire just let go, there was no warning at all. This is spooky when it happens, but the best reconstruction we have is that while the tread was more than adequate, the tire was perhaps several seasons old, and had been stored off the tandem in an unconditioned garage, and only recently remounted. Turns out extended low heat is really hard on tires, the temperature attained by a summer garage can cook the bonding agents in the plies of a tire. A miniscule failure between parallel threads in a tire ply of the tire quickly puts extreme pressure on bond right next to the failure, and the plies separate like a zipper until the entire

tire can't handle it and fails, all in less than a second. Think of tires like wine – the best place to store tires is cool and dark, because they are sensitive to both heat and light, most probably ultraviolet wavelengths. Like some wines meant to be drunk young, tires can easily be aged too long, so we recommend maintaining only a minimal stock of spare tires - only buy a couple at a time. Another recommendation would be to never mount an old or used tire on a front wheel. Put new tires on the front wheel if possible. A regular puncture flat on a front tire is dangerous enough, since it's not hard to lose control of a front-flatted tandem before you get it stopped. But an old front tire invites this kind of a blowout, and with front blowouts, especially at speed, it's a coin toss whether you are going to kiss the pavement.

The second incident, later that same day at MATES, occurred when a team was descending a narrow, curvy back-country lane. The day had had intermittent showers, and the road was wet and potholed. Rounding the corner, the stoker unconsciously unclipped out of the Keo pedal, and her right heel caught between the chainstay and the rear wheel, breaking a spoke and instantly locking the wheel and the transmission. Although tire shredded, it fortunately didn't blow and they slid literally skidded to a stop. In this case the stoker suffered a large cut on her heel that took many stitches to close, miraculously just nicking her Achilles tendon. Subsequent inspection of the pedals revealed that the tension springs on the Keo cleats were set to the minimum. While minimal ten-

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sion on cleats may be a good idea offroad, allowing you to quickly release, it's less desirable on road bikes. Road cleats are arguably best tensioned until it becomes difficult to release them, and then eased off from there. This is particularly true for the vast majority of tandem stokers who don't clip out at a stop sign. They don't need to release very often, so cleat tension can be left fairly high. It also illustrates the importance of releasing from a cleat with the heel rotating outwards from the frame, rather than inwards towards the transmission. Granted, depending on the shape your ankles are in, releasing outboard may be physically painful or difficult for some. So it becomes a balancing act between that and cleat tension. And if you ever have to clip out with your heel inboard, don't do it with the crank extending aft, towards the back of the bike. That's the position most likely to suck a heel into the wheel.

The third incident again involved an ETR wet morning and a potholed descent. In this case, a team got caught out by downhill braking by a string of tandems ahead on the slick road. Normally overtaking on left, in this case the speed of the descent combined with the sudden realization that, even with the brakes on full, the tandem was running out of road. The overtaking team was forced into the right ditch, with a resulting crash that fractured helmets but fortuitously resulted in nothing worse than the stoker's black eye, facial bruises and assorted road rash. The captain reported that the brakes, a set of high-end side pulls, didn't suffice to slow the machine. A combination of factors resulted in the poor brak-

ing. The rims were wet, which decreased braking effectiveness. And in this case, the person who pulled the tandem out of the ditch after the crash reported the rear brake was found with its quick release lever open. In this position, the brake works, but the amount of available cable travel is significantly less before the brake lever bottoms out against the handlebar. If that happens, no amount of additional pulling generates any more braking.

The fourth incident was the most spectacular, and while no injury resulted, it was only by the grace of God and a break in the traffic that tragedy was averted. This ETR rally team was finishing the ride, descending a pretty, classic Eastern ridge: a wooded, moderately steep, twisty hill where the road bends into a blind right that suddenly tees out on the rural, busy Old Mine Road. Again this was a tandem equipped only with rim brakes, in this case a pair of linear pulls on 26" wheels. The team slammed on the brakes full, and whizzed through the stop sign and clean across Old Mine Road, the uncontrolled main road athwart the bottom of the tee. They were going so fast that they didn't stop for 50 yards down a farming track that fortuitously opened into the cornfield before them. The Old Mine Road is named for...you guessed it...mines. Mine roads attract dump trucks; lots of them, in fact, were whizzing by that afternoon. Only a matter of luck kept this team from becoming a new hood ornament.

In this case, the tandem wheels had just been rebuilt by the proverbial local bike shop, who simply didn't know what they were doing. Unfortunately the

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tandem team didn't have the mechanical background to catch the bike shop's errors. The front wheel had been rebuilt with a slightly narrower rim, which in itself was not a problem, but no adjustment had been made to the front linear pull brake. As a result, with the brake on full, the noodle cable housing stop on the right linear brake had fetched up against the cable stop on the left brake. Essentially, the brake housing was metal-to-metal and no amount of additional muscle was going to apply the slightest more braking. Back at the ETR ride start, the shade tree mechanics adjusted the spacers under the brake pads to effectively move the brake pads inboard, fixing the problem in five minutes.

The rear wheel had no five-minute fix. A quick look at the new wheel revealed that the bike shop had rebuilt the wheel with a disk brake-only rim mounted on the hub with no threads on the left side, so there was no way – ever - to mount a disk brake on it. For those not familiar with them, disk brake-only rims have no braking surface built into the rim, hence there was no place for a rim brake to grab against. They are built this way on purpose, since they are designed for bikes with disk brakes alone. But it's criminally negligent, in my mind, for a bike shop to lace up a disk brake-only rim on a hub with no disk brake rotor mount. What were they thinking? Needless to say, the linear pull brake gained no purchase on the sides of the rim. Only a few tattered decals, shredded by the rim brakes, gave silent testimony to how scary that ride had been. This bike, with two souls on board, had no working brakes

when they needed them. That evening, one of the local teams went home and snagged a loaner wheel with conventional brake surfaces at the rim, adjusted the brakes for measure, and that was that.

The first point I'd make is that mechanical vigilance is needed. Each of us is responsible for the bike and the team riding it, and a quick mechanical check is in order before you launch. Alternately, stopping at the top of a major descent to check the brakes isn't a bad idea. Even pilots walk around the plane before takeoff. Secondly, tandemists are a widely dispersed community and need to share the word – both our enthusiasm for the sport and the mechanical details. The fine points of mechanical adjustment are not obvious to all. So it never hurts to talk about this, and it is a service to the community to lend a hand to help other teams out mechanically, particularly with the newbies. It is an even greater service to take an extra minute to talk about what you are doing, including why it is important. Teach a person to fish.

The second point I'd make is the case for auxiliary brakes on a tandem, be they drums or disks. Over the last decade we've seen a trend by the go-fast crowd abandoning drums and disks in favor of a pair of side pulls, invariably Dura-Ace. These are very good brakes, and have recorded some of the best scores in recently published brake tests. But let's face it, side pull brakes are designed for skinny Euro racers on half-bikes, not your average club-cut tandem team. And it's all a matter of the margin. If conditions are sunny and fine, the decent not too steep nor too long, the brakes properly



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adjusted, the extra weight and velocity of tandems may be handled. But if any little thing is amiss, either mechanical adjustment of the brake, brake shoe selection or brake wear, wet rims, an old tire or rim, a mismatch of tire and rim, excess tire pressure, well, it may all end in tears, as Phil Liggett says. Full disclosure: I have a 28 pound tandem shod only with a pair of linear pull brakes. But I'm well aware of its limitations, and we rarely take it off the flat coastal plain we call home, where the big hill is a Jersey Turnpike overpass. Anywhere it gets even moderately hilly, we strap on the touring bike, a twelve pound heavier machine, set up with dual disks, which have significantly more stopping power (and zero heat build-up in the rims) than our flatland flyer. I think the craze for lighter weight is starting to catch up with us as a community, and for safety's sake, we need to step back from the brink. Our family is on board, guys.

Malcolm Boyd
Medford, NJ



Dear DoubleTalk,

My Name is Ian Fleming. "I know -- Great name". I am suffering from "RP" and have suffered all my life. I love riding and I love running ; however, my vision has deteriorated to the point where I consider myself a danger to myself and others on the road which, to be honest, is breaking my heart.

My question, if you can help, is: In the Philadelphia Area, Lancaster, York (PA) or Cherry Hill (NJ) areas, do you

know of anyone who as a Tandem and is looking for a Partner to Ride with?

I just thought it might be worth a try. Anyone who has an interest can contact me directly via e-mail.

Ian Fleming
ian.fleming@lipmanproduce.com



Please Read This

I know our membership in TCA has lapsed, but there's something I'd really like to see in DT.

I don't know if you'd heard, but we had a crash at MATES which resulted in some injuries. [see Malcolm Boyd's article]

The message for cyclists is this: I'd made a habit of carrying ID & insurance cards with me when I rode, and Marg happened to have her stuff with her as well. The ambulance crew and the hospital folks needed to see those things. I doubt that Road ID or similar stuff would be adequate. They wanted to see our driver's licenses.

When we crashed, there were four other tandem teams right behind us, and they all stopped to help. Margaret overheard one of the riders commenting that they never carried ID & insurance cards.

I would strongly recommend carrying ID, insurance cards, etc., for all rides. You never know when the road is going to rush up and smack you!

Thom & Margaret Remington
Wilmington, Delaware



A Century Together

I bought my first tandem after my youngest son, Peter, and I took our mountain bikes on a bike trip in Colorado. On this trip, which was sponsored by Adventure Cycling, we were on gravel roads and mountain trails. One couple rode a tandem on that adventure. Since Peter and I were doing these bike rides together, I decided that a tandem would be right for us, too.

He and I had some great trips together, the last of which was riding and watching the Tour de France. On that trip, he said that would be our last bicycle ride together, as he was in college and was pursuing his own dreams and plans.

My wife, Lucy, had pity on me. She said she would ride a tandem -- but only if we stayed "expensive" places. No camping out for her, not even a motel... it needed to be a nice hotel. Oh well, everything has its price.

I discovered the manufacturer of the used tandem I had purchased, Santana, had the rides that I thought would meet Lucy's standards. Our first trip was down the Mississippi, staying each night on the Delta Queen. It was quite cold in Memphis, where we started our trip down the Mississippi, but Lucy's best friend took us to a bike shop where we purchased some warm weather and stylish biking gear.

We needed all of it. Although we had trained for the ride, we had not done much because Lucy didn't want to "over train". She is much more of an athlete than I, so I let her have her way. ... Isn't that the way it is most of the time?

The Mississippi ride was great. She had attended a Bible study where someone had spoken of giving up complaining. They even had a rubber wrist bracelet to wear that reminded you of your pledge to make no complaints.

She kept her pledge and had a great attitude. She discovered that the tandem couples had a special relationship with each other. It might not be their first marriage and they might not even be married, but they all seemed to get along with each other much better than your average couple.

We have had many trips with Santana: New Zealand, the upper and lower Danube trips which included such exotic locations as Moldova. We had one bad injury: a broken collarbone for me and serious scrapes and bruises for her on a trip down the Rhine and Mosel Rivers.

In spite of it all, she continued to ride the tandem with me. We have tried to interest other friends in the tandem without success. It takes a special couple. The wife has to be willing to be in the back and trust her husband to be careful. The husband has to be willing to take responsibility for what happens on the bike. There is danger on taking on tandem riding because your relationship does not remain static. It gets better or it gets worse. For us, since we have been riding for several years, it has gotten better.

The husband needs to learn quickly the two most important rules of a tandem. Don't spit. Don't ask your wife if she is pedaling. Breaking the second rule



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causes a lot of back pain. Back pain from her pounding your back with her fist.

We have been the slowest riders on many events. At first it was because our tandem was a mountain bike tandem. It doesn't coast as fast as other bikes and it is harder to move as fast as other bikes. We finally bought a road bike style tandem, but we still were much slower than others. I knew why but I didn't know how Lucy would react to it.

I finally screwed up my courage to ask her if she wanted to get faster. She agreed. I told her it was like every other sport. We had to train. She agreed to do so and our speed and endurance increased.

The last ride we had was in Eastern Europe and on the Bodensee in Germany. We took the longest ride almost every day and Lucy did fine on the rides and even enjoyed them. I decided it was time to ask the ultimate question.

"Would you be willing to ride a century with me?" Lucy had been around enough cyclist to know what I was asking. Much to my surprise, she agreed to do it.

I had ridden centuries before. To do it, I had read, you had to do it incrementally, usually adding 10 miles every week. I explained this to Lucy and it seemed to make sense to her.

We are fortunate to live in a beautiful area. Washington County, Texas, is blessed with rolling hills, trees and beautiful vistas as are the adjoining counties. One of our favorite rides is to a small town called Round Top located in adjacent Fayette County. We love to stop at

Pie Haven and have a snack and then ride back home.

That ride isn't an easy one with some very challenging climbs. The climbs aren't mountains, but the ride is still difficult.

Our first step to the Century was a ride to Round Top and Back. The next step was supposed to be a 62-mile ride. I miscalculated the mileage (totally unintentionally) and it was actually a 73-mile ride, which Lucy managed wonderfully.

The next step was to go on an 85-mile ride. I carefully planned the ride through Washington County through the communities of Chappell Hill, Independence, Old Washington, William Penn, Lake Somerville, and Burton. To be on the safe side, Lucy drove the entire route with her GPS.

Because it is May and we live in Texas, I suggested we wake up early and ride in the dark for a while to avoid the heat that we would encounter if we waited too long to start. Even though I have lived with my beautiful wife for 39 years (as of May 25, 2013), she still surprises me. She agreed to ride in the dark.

As a precaution, we woke up early one morning for a 20-mile ride, starting in the dark. The ride was nice and cool, so we knew we would be fine.

The day finally arrived, May 25, our 39th anniversary. The night before, we had a great dinner with friends at our local Italian restaurant. Even though we live in a small community, we have some great restaurant including Volare's, owned

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by a Sicilian, and the Brazos Belle, owned by a Frenchman.

I didn't sleep much that night. I don't know what I was thinking about but I just couldn't sleep. Lucy claims she was awake at 4:15 and asked me if we wanted to get started. She said I told her I didn't, that I was still sleeping but I just don't remember that.

We woke up at 4:45 and left the house at 5:20. I forgot to air up the tires, so after a mile we turned around and went back to do that.

The night riding was really nice. In the dawn, we saw deer running along the side of the road and leaping across fences. The beautiful rural scenes of Washington County greeted us as we rode our bike on our epic journey.

The first rest stop was at Washington on the Brazos State Park. The park is the site of the first Capitol of the Republic of Texas and the site of the signing of the Texas Declaration of Independence on March 2, 1836. March 2 is my birthday and also Sam Houston's (a great Texas hero), so the park holds a special place in my heart.

We drank our water, ate our bars and put our feet up for a nice rest. After a while, we crossed highway 105 toward the community of William Penn. One of my good friends Stanley Sommer lives where his ancestors bought land in the 1800's. There is a family cemetery with graves of people who were born in the 1800's.

Our next stop was in Independence. There is a great store there with every-

thing a cyclist could want to eat or drink. We always run into groups of cyclists stopping for a break. The ones we see are usually much younger than we are and always seem to be in a hurry. I think they don't understand how a couple could enjoy riding a tandem when one could go so much faster on a carbon fiber road bike.

We then rode through the Lake Somerville area. A huge group of motorcyclists passed us just as we needed to make a left turn off the road. We made it and the trip was much quieter after that. Many of the county roads are paved but they also have a much great elevation change than the state farm to market roads.

It had been cloudy all day and it finally started raining very lightly. We viewed the rain as a blessing since it cooled things off for us. We were alert for thunder and lightning but none ever appeared.

We decided to ride through the Lake Somerville area to get enough miles to make 100 by the time we arrived at home. The park has campsites that one can reserve. Because it was Memorial Day weekend, the park was full of people. They all had their pickups or RV's parked in a very organized manner. There were tents of all shapes and sizes. Boats and jet skis were everywhere. The ride was fairly flat, which was a nice way to pick up the extra 15 miles we need to make a century.

We then headed toward Burton. When you ride in rural areas, you are always grateful for businesses that are open



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on the weekends. In small communities, they are often hard to find.

When Peter and I were riding, there was a great convenience store right on the outskirts of Burton. It is the only place I ever saw a card on the table advocating smoker's rights. The place had shut down, but someone had reopened it and had done extensive remodeling on the inside.

Lucy and I like to eat healthy food. I can't remember the last time I had a hamburger. At mile 84, though, I could have eaten 20 of them. Lucy had more sense than me, suggesting we split a cheeseburger, fries and an order of onion rings.

I bought a blue Gatorade. It tasted like the finest wine I have ever consumed. 84 miles will do that. The food arrived and I inhaled it.

We had ridden down Mill Creek Road, a paved county road many times. It has its share of hills, but we knew those hills and knew we could finish.

At 90 miles, the unexpected occurred. The rear derailleur was stuck in the hardest gear. We could switch the front derailleur but it didn't make much difference. It was very hard to pedal up any hill.

I tried using the easiest gear but the chain jammed, so we did not have much choice. I thought at this point that Lucy would want to quit, but she surprised me once again.

The only way we could make it up the hills was for both of us to stand up and pedal. We had talked about doing this before, well, I had talked about this

before but Lucy was having none of it. Today she was all in.

Balance was an issue for a while. We had to do it when cars were approaching and behind us and I scared myself a couple of times, but we worked it out.

After a while, we were singing and laughing. We made it home, and exceeded our goal by a few tenths of a mile.

I know that Lucy did this for me. She rides the bike because she knows how much I enjoy the freedom that it gives, the time for wonderful conversation and the vistas that we see. I have had a bad ankle, fused twice, since college. I can't run but I can enjoy biking. The pleasure is more than doubled by having my bride with me on every ride.

Our marriage isn't based on quid pro quo, but there is one for her 39th anniversary present. She loves to ride horses, so her present is a rental horse and cutting horse lessons.

I know there are lots of leisure pursuits in life, but I like none better than tandeming with my wife.

Hal Moorman
Brenham, TX



Bicycle Storage in our New Garage

Recently, my wife and tandem partner, Mary Margaret, and I, Pat Flinn, decided that it was time to replace our old garage. Our home and garage had been originally built by Mary Margaret's father, who was a contractor. He did this, when she was just an infant, as a home for himself, her mother and their new baby girl child. The home, the garage and its inhabitants have all graduated into what is known as the "high maintenance category." The builder, Tallon Construction, that we selected, had previously done a very satisfactory roof replacement job for us, a couple of times. They followed our instructions and our town, (Dearborn, Michigan's), current strict building code. They did a fine job on the destruction of the old garage, breaking up the old concrete under the garage's structure and the driveway. They also removed the old concrete steps leading up to the home's back door. All of them had deteriorated badly. The total cost for the entire job was, probably, more than the land, the house and the garage had originally cost.

When all of the concrete work and the garage's basic construction had been completed, with the assistance of a friend, Isaac Hubbard, we did the work needed to complete the job. We returned the torn up yard to its former glory by grading, reseeding, fertilizing and watering it. We replaced a chain link fence along the side. We did all the interior finish work The interior finishing and in particular, the

storage of our bicycles, is the topic of this article.

We started the interior work by priming and painting of the insulated plywood covered walls, the trim, the ceiling and Epoxy coating the cement floor. Various shades of grey were used for these surfaces. We wanted to organize the interior better than the old garage. So, after the painting was completed, we installed Gladiator brand wall storage for our refurbished lawn tools, hoses and supplies.

Next, we moved on to the storage of our four bicycles. We currently have two tandems: One is a Santana Sovereign and the second is a RANS Screamer recumbent. We also have two single bikes, a Bianchi Milano comfort bike and a Huffy mountain bike.

The last bike is one that I, Pat, rides with the Trips For Kids mountain bike program for inner city kids. The local South Eastern Michigan chapter is located north of our home in the Baldwin Center. This is in the nearby working class city of in Pontiac, Michigan. I only use it a few times a year when their rides are held on single track dirt mountain bike trails. These go through one of the many nearby parks. Although, not the quality of the rest of our bikes, I have upgraded it enough to keep up with the sweep position in the back of each group. Here gather the weaker riding kids who get separated in the back from the stronger riders up in the front.

We always start off each ride with brief safety instructions and demonstrations on shifting and braking. Whenever the trail is paved, he will use one of the



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tandems to ride with one of the inexperienced riders as a stoker on the back. Even the conventional diamond framed Santana is unique for them. The RANS recumbent is even more so. Once they see a tandem, most of them are lined up for a chance to ride on the, "bicycle built for two". On either tandem, I have found that these bikes provide a very good way to demonstrate things with which they are unfamiliar with. Many of these younger riders have only had experienced riding on children's 20 inch coaster brake bicycles. So, while having them doing the pedaling for both of us, showing them what the gears do and how the hand brakes work is very easy for the captain up front. These lessons come across very quickly for them. On the other hand, when riding the sweep position on a single mountain bike, it becomes very apparent, usually when going up the first steep hill, that some of these young people don't know how to use the gears to downshift. This shows up when they approach the hill in too high a gear. Then he or she does not have the power in their young legs to get more than halfway up the steep hill and then they stop. Of course, this happens right in front of everyone behind them. Then, we all have to stop, get off of our bikes and walk up the hill following behind them! Going down the other side is where their lack of knowledge about using handbrakes quickly becomes apparent. Volunteer adult riders are always needed for this worthwhile cycling program. There are now chapters in most, 70, major U.S. cities. Contact your local chapter or the main office in California and offer your services. You

can ride with an existing chapter or even start a new one.

Another event where we use our tandems at is the annual Senior Sports Education Camp. This is held annually at Western Michigan University in Kalamazoo, Michigan every mid May. This is after the school year ends but before the summer sessions start. There are very few students on campus and all of the sports facilities are available. This camp is put on specifically for blind or low vision youngsters who come from all over the Midwest. Because they are blind, very few of them have participated in any of the sports offered at their local schools. At the camp, a wide range of various sports are introduced to them. Gymnastics, field and track, judo, wrestling, goal ball, swimming, rowing and tandem bike riding are just a few.

Most of the first year students have never been on a bicycle of any kind. The rides are held on a remote part of the campus that has a large parking lot and smoothly paved roads with very little traffic. There is even an enclosed two story parking ramp that we have used the lower level of when it has rained. On the first afternoon and early evening, after giving the beginner athletes some instruction, we give them what is their first bicycle ride, ever! On the second day, we give rides to the returning athletes. These have always had at least the experience of riding from the previous year's camp. Then, on the last day, we have a time trial tandem bike race. The enthusiasm that the kids have for this optional sport is, almost, overwhelming. We never seem to

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have sufficient numbers of captains for the numbers of kids who want to ride.

This is a very rewarding experience for the captains. We have found that with the assistance of a sighted captain that a blind person, be they either adult or a youngster, who wants to ride makes a very capable stoker. The camp provides meals and housing for out of town volunteers. Various days are available. If you ride, you are welcome to spend only one or you can, stay for all three days. Most captains prefer to bring their own tandems. But, if you do not have a tandem bicycle yourself, the camp program does own several good tandem bikes that you can ride. If you have never captained a big bike before, but have good riding skills, we can provide introductory lessons to prospective captains before the rides with the kids start

In our old garage, we didn't have any special storage arrangements, with the exception of a couple of bicycle hooks threaded into the ceiling joists. We used these to hang the single bikes up vertically from their front wheels. We had nothing for either one of our tandems. This meant that our biggest bikes took up a lot of valuable floor space. Mary Margaret was also unable to get either one of the single bicycles off of their hooks and down to floor level to ride them without my help.

In researching the available bike storage solutions, we came across the Racor bicycle pulley lift system. We found that the Racor system is sold by from several different retail sources. We found the lowest price at our local ACE hardware store. Because, we initially were unsure of

how well this system worked, at first we only purchased a single one. We thought that with one we could try it out with all four of our bicycles and then either give up or if it worked well, buy and install three more of them.

The first task was to locate its position for mounting in the garage ceiling. We also weighted all four (4) of the bikes. We did this because Racor has rated the capacity of the unit at fifty (50) pounds maximum. Our bike's actual ready to ride weights are shown in the chart below:

Since the steel framed RANS Screamer was both the longest and the heaviest of the four, we decided to start with it first. Also, since the tandems are both much heavier than the singles and are near or over the weight limit recommend by Racor, we decided that the tandems would go close to the back wall of the garage. This would locate the four (4) bikes above the front bumpers and hoods of our two cars, a Ford Aerostar tandem transport van and a Ford Escape Hybrid. This location results in having more available floor space. The bikes now occupy space that is typically unused in most garages. More importantly, about a foot and a half in from the wall was also right where there was a joist located above the plywood ceiling paneling. The brackets were spaced so that the hook pulleys would be spaced at the distance between the handlebars and the back of the stoker's saddle. We wanted to have the mounting screws for the two heavier tandem bikes go into some substantial structure overhead. We felt that an insufficient number of wood screws had been



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provided with the lift system for mounting the two lift brackets. So, we made another trip back to our hardware store to purchase additional screws. This enabled us to use one screw for each mounting hole in the stamped pulley lift brackets that had been punched by the manufacture in its mounting surfaces. We were looking to do anything possible to remove what appeared to be any weak spots in the entire system. So, wherever there was a hole, we filled it up with a screw!

When we completed the mounting of our first lift, we tried it out on all four of our bicycles. The original system turned out to work well on both of the lighter single bikes as is. Both Mary Margaret and I could lift and lower the two single bikes fairly easily. We found that on the bicycles with racks on the back that using one of the rack's cross bars provided a more secure location for the hook than the back some of the saddles. We also found that where the saddle did not seem secure and the bike lacked a rack, that simply rotating the hook 90 degrees and hooking it onto the rear wheel worked well too. However, when it came time to lift the heavier tandems, it was a different story. The effort to lift both of them was greater. We also found that the

overhead pulley with the single pulley had less mechanical advantage than the one with the two pulleys. In addition, we also found that the tandems did not have equal weight over their front and back wheels. As you can see from the weight chart above, the Screamer has more weight over its front wheel and the Santana has more over its back wheel. On the Santana this is caused by the Roll-off geared hub. This hub has proven to be the best part of a very good tandem bicycle. Depending upon which bike we were trying to lift and which way we had orientated it in relation to the single or double pulleys overhead, one end or the other would go up, or down, first. So, eventually, we wound up with the both of the tandem's heavier ends under the bracket with the double pulleys. This did not prove to be a problem with either of the single bikes. We think that this is because of both their lighter overall weight and their more even distribution of weight between their front and back wheels. In actual practice, when raising or lowering the tandems, it is very easy to raise or lower either end of the bike with just a couple of pounds of hand pressure directed upwards on the end with the lowest wheel.

<u>Bike Name</u>	Weight on Front Wheel	Weight on Rear Wheel	Total Weight
RANS Screamer	31 pounds	25 pounds	56 pounds
Santana Sovereign	14 pounds	27 pounds	41 pounds
Huffy Mountain Bike	16 pounds	15 pounds	31 pounds
Bianchi Milano	15 pounds	15 pounds	30 pounds

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The real problem that surfaced during the tryout of this first unit was with Mary Margaret being able to lift the tandems at all. I guess that at this point we should explain that, some time ago, she suffered a stroke that had left her partially disabled. She lost the full use of her right hand. Of course, she was right handed! This was the reason that we originally started riding tandems TWOgether. When you find that you can't use the fingers of your right hand, you are placed at a serious disadvantage with operating the controls which are located on the right handlebar. So, like it or not, she was forced to become a, "Lefty"! This meant that pulling hand over hand on the rope to lift the lighter singles was within her capabilities. But, doing so with the heavier tandems was much more difficult for her.

After suffering the stroke, during her rehabilitation, I proposed to her that we should try riding a tandem. That way, I could handle all of the controls and all she had to do was pedal and smell the roses as we went by! At first, being an independent woman used to being in control of her own destiny, she didn't like tandem bike riding. It did take her a while to trust that I wasn't out to crash both of us. As we became more skilled and worked together more, gradually her trust in my cycling abilities grew.

The single Bianchi is actually, "her bicycle". It has a Shimano four (4) speed geared hub automatic transmission on it. I also set it up so that the left hand brake lever, her "good hand", now controls both the front and rear wheel brakes. So, she

was again able to ride a multispeed bike with hand brakes. However, now when I ask if she would prefer riding either her single bike or the tandem, she will pick the tandem virtually every time. This is because we have found that we can ride longer, farther and faster together than we ever could separately. I've also found that no matter how hard I pedal and she likes me to do that, this means that she is always in the same place that we were when we started the ride. That is, she is always right behind me.

So, pulling hand over hand on the rope to lift the singles was within her capability. But, doing so with the heavier tandems was much more difficult. We had to come up with an alternate plan. We talked about multiplying the force by adding additional pulleys. Another idea was to find a manually cranked hand winch and mount it on the adjacent wall in place of the Racor's rope cleat. On a trip to our local Harbor Freight store, to our surprise, we found that they had several manually operated Haul-Master winches of various capacities in stock on their shelves. In examining them, we found that all of them had way more than enough capacity to handle the comparatively low weight that we were looking to hoist up. Many of them lacked an ability to be cranked in both directions or did not incorporate a ratcheting locking mechanism either. The original Racor bike lifts do have a locking mechanism that grabs the rope after lifting it up. This has worked well with weight of the singles. We did come across their Model Number 65688. It was one of their smaller models it, but it still had a



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capacity of 1000 pounds! We thought and it did prove that this would be way more than enough to lift heaviest, a 56 pound, bicycle. Before tying it out, we did have to fabricate some steel mounting brackets. We had to drill two similar holes to the back mounting surface of the winch so that there were four 3/8 inch diameter holes in it to match the four in the two mounting brackets. These permitted us to mount the winch solidly and far enough away from the surface on the wall so that there was enough clearance to clear our hands while cranking. We did not get the design of the brackets right on the first try. The ones shown are our second try. The first ones were too long and the winch wobbled when cranked. We shortened them up to allow 2 inches of knuckle clearance with the wall. We also enlarged the mounting holes for the lag screws to the same 3/8 inch diameter as the four mounting bolts used to bolt the winch to the brackets.

We added the . thick solid wood board, which was screwed and glued vertically to the wall behind the winch. Taken altogether all of these changes eliminated the wobble.

We also found and purchased at Ace another independent pulley with four mounting holes to attach it onto the wall. This was lag screwed directly over the winch. This got the diagonal rope out of the way as it went up to the lift bracket with the double pulleys, On the tandems with the winches, we bypassed the locking mechanism on the Racor lift and used the ratcheting locking feature on the winch itself to lock the winch and pre-

vented the bike from coming down. We did not use the additional pulley on the stock Racor lift system for the single bikes. This is because of the way that its locking mechanism requires its rope to be moved to engage its lock.

Note that we mounted the winches on the wall, the extra pulleys on the wall over the winches and both of the single bikes on the ceiling on lengths of . inch thick solid wood mounting boards. These were screwed and glued to the . inch thick plywood paneling. We felt that this was needed because each of these selected locations lacked a 2 X 4 joist in the wall or ceiling behind it. This allowed us to use longer, 1 inch, lag screws for more secure mounting.

During our tryout of the first set up we noticed that the 3/16 inch diameter rope provided looked to be barely adequate for the heavier tandems. The cable provide with the winch was made 5/32 inch diameter steel. This was sheer overkill for our purpose. All of the pulleys have a larger radius groove in their outside diameter with a capacity of about 1A inch in diameter. Later, as we purchased the three additional units, we found one of the ropes with this unit was frayed near its center. This didn't inspire a lot of confidence, especially with the heavier tandems bicycles. So we made another trip to the hardware store. There, we found that they had 1A inch diameter white colored combination nylon and polypropylene rope in 50 foot long lengths for sale. The rating of 124 pound working load limit was given on this larger diameter rope. When compared to the similar

3/16 inch diameter on the black rope that was originally provided with the lift systems, the rating on rope on the white colored 3/16 inch diameter rope on the shelf right next to the 1A inch, was much lower. So, we bought four (4) packages of the larger diameter higher rated line. We, probably, did not actually need them for the two lighter single bikes. But, the rope was not very expensive and it does give the finished set up a uniform appearance.

After all of this development work on the first unit, it was just a matter of repeating it for the second and then making two mirror images for the remaining bikes on the opposite side of the garage. You will notice that because of their lighter weights we did not feel that the winches were needed for the single bikes. So, this feature was omitted with them. We are both very pleased with our new garage and with its bicycle storage system.

The tandem team of Pat & Mary Margaret Flinn, who say, "A good ride with friends like you is a better ride!"

Pat Flinn
Dearborn, MI



Traveling Without Your Tandem Whatever For???

Valerie and I started riding a tandem in 1991 and twenty-two years later we're still pedaling our two-fers. One bad habit we've acquired is taking our tandem with us whenever and wherever we travel. We've found that if we can't take the bike with us, the trip isn't necessary!

The early days were fraught with various car carrier bike racks, be they trunk-mount, roof-racks or bumper mount. We managed to find a way to take the bike with us, albeit exposed to the elements. In 2009 we purchased a coupled Santana "Beyond," giving us the capability to travel on airliners with the bike. The final step was breaking down and buying a truck with a long bed and a shell, complete with a carpeted after-market liner (Bedrug). When we're driving for vacations (or just for a day ride in the general area of southwest Idaho), the bike goes inside the camper shell, completely protected from the elements.

So why this obsession of taking the bike with us everywhere we go? Well... why not? What better way to see the region you're visiting than from the saddle of your tandem? We have flown and driven to San Diego and San Francisco (having the coupled tandem really helps with travel options). We've driven to Coeur d'Alene, Idaho, to spend a few days riding the Trail of the Coeur d'Alene's, a 71-mile paved trail along a reclaimed railroad bed that offers some

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brehtaking views, and many miles of quiet riding away from any roads.

Got a mountain tandem? Take it with you to experience the Route of the Hiawatha, a short drive from the Trail of the Coeur d'Alene's. The Route of the Hiawatha is another railbed, carving its way through the forests of Idaho and crossing the Idaho/Montana border while inside a 1.7 mile long tunnel! Yes... headlights are required! Interested in either of these routes? Visit: <http://friendsofcdatrails.org>

Another trip that has almost become a yearly ritual is the trip to Florida in October for the Florida Tandem Rally. This ride, hosted by the Florida PANTHERS

Tandem Club, is headquartered at The Villages, Florida and fans out from there to incorporate some scenic riding through rural Florida at its finest. We liked the ride and the effort that the organizers put into it so much that we joined the club! This rally is a great way for northerners to cap the riding season! Visit: <http://www.floridatandemclub.org> for details.

We've flown to San Francisco, San Diego, Tampa and Paris with the bike. We fly on Southwest Airlines whenever possible, as we've found their pricing and policies to be consistent. But no matter where we go, we take the bike. Why? Because tandem cycling is in our blood, and it defines who we are. Not buying that? Okay... we take the bike with

us wherever we go because it's fun! And that's an underlying concept you truly understand, or you wouldn't be reading "Double Talk" would you?

Rich McKay
Garden Valley, ID



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Florida Tandem Rally 2013

Doing two tandem rallies in tandem seemed to be a hit with a number of attendees at the 2013 Florida Tandem Rally in The Villages. Even though the distance between the Southern Tandem Rally in Cullman, Ala., and the Florida Tandem Rally in The Villages was more than 600 miles, doing them back to back made sense for couples from out of state.

Several couples from northern climes turned the two events into a vacation. Among them were teams from Virginia, Massachusetts, and New Hampshire.

After attending the Southern Tandem Rally in Cullman, Carolyn and Don Lane took two days to drive to Florida, and then did some canoeing at Weeki-Wachee Springs State Park on Florida's west coast. They were back in The Villages in time to catch the pre-ride Friday morning.

Friday morning 19 bicycles came out for the pre-ride. Two teams opted to explore routes heading outside the sprawling Villages development. The riders of the other 17 bicycles decided they'd like to do the typical route that the local PANTHERS ride every Tuesday and Thursday morning. As in past years, the PANTHERS (Partners Aboard Neat Tandems Happily Enjoying Riding Simultaneously) were sponsoring the FTR. While it's a statewide club, most of its leadership lives in or near The Villages.

In the afternoon, after picking up the rally packets and signing in at the Waterfront Inn, many couples walked over to Lake Sumter Landing. Then it was back

to the hotel for an ice cream social featuring hand-scooped vanilla, chocolate or strawberry and lots of yummy toppings.

For Stephanie and Charles Crawford of Piedmont, S.C., it was their first tandem rally in 4 or 5 years and their first time to attend a rally in Florida. "It's flat," Charles said, noting that a few years back they had climbed Mount Mitchell in the Smoky Mountains.

Flat is a relative term, however. At Saturday night's banquet some who rode the day's 47-mile route said it turned out to be hillier than the longer ride. They were right. They climbed 1,757 feet while the 53-mile Marion-Moss Bluff ride scaled 1,559 feet. The metric century had 1,882 feet of elevation.

Saturday morning got off to a great start with a reporter and photographer from The Daily Sun, The Villages newspaper, there to interview riders and photograph the event for a spread in Monday's paper. All four rides started together, with the 36-miler and the 47-miler diverging after four miles. The two longest rides took a route that crossed the Ocklawaha River twice before the metric headed north through Ocala National Forest and the 57-miler headed around Lake Weir.

At the second rest stop for those doing the two longest rides, PANTHERS president Bob Thompson told the riders they were approaching a beautiful stretch "where you can imagine bears having a picnic." Indeed, it was picture perfect—a car-free, narrow lane cutting through a wooded area with glimpses of Lake Weir visible at times through the trees.

All rides ended with lunch at RJ Gators, a waterfront eatery at Lake Sumter Landing. Dan Graham, proprietor and a fellow PANTHER, arranged long tables on the covered patio overlooking the lake so that we sweaty bikers could enjoy our meal of pastas, shrimp or club salads, or quesadillas without being chilled by the air conditioning. A cold beer was a drink option for those considering an afternoon nap. .

Sunday morning we headed to rural Sumter County. There, riders encountered the highest point in Sumter County. Few realized it without being told as it was such a gradual climb.

As veteran FTR participant Carol Lilley of Chesapeake, VA., said at the beginning of the rally, "We like riding here. The routes are good, the weather's great. This time of year at home it's supposed to be in the 30s tonight."

Kathy Foster
A Florida PANTHER



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Keep On Pedaling

By Harvey Pine

My wife, Anita, and I have been avid tandem riders for over 30 years. In 1984 we traded in our old bike for a new Santana. We got involved with independent tandem touring. Our loaded bike contained 5 panniers filled with 70 pounds



of luggage. In 1985 we rode across the Canadian prairie to attend my high school reunion in Manitoba. Our adventures have included a number of across the country tours including Netherlands, Denmark, Maritime Provinces, and many tours in California.

In later years we got involved with Santana tours. We found the rides planned and supported by professionals offer more luxury for the aging riders. With so many riders at these rallies it was always possible to find some one who rode at our speed so we had the added advantage of camaraderie. We even thought about upgrading our 1984 model.

Guess we believed this would continue forever but age and health caught up with us sooner than expected and safety concerns caused us to “hang it up”. So now we were dealing with “withdrawal syndrome”. I started thinking about a 4 cycle tandem. I found Lightfoot cycles in Darby, Montana reasonable close to

my home in Sandpoint, Idaho, made a vehicle. We made a trip to Darby to test ride the cycle and to see the assembly factory. We enjoyed meeting the young couple that operate Lightfoot. It is a small operation where vehicles are put together one at a time. It was reminiscent of Santana 30 years ago. We learned quickly that the 4 cycle is not the same sport and we needed to accept that we were starting on a new adventure. A child on a tricycle knows he cannot compete with his friends on a bicycle. We understood we would never ride with two wheel tandems. We all know the expression “like riding a bicycle”. We learn balance so well it seems like inherited skills. We bank around turns, adjust traversing a steep drive way, or sliding off the road. The 4 wheeler is comfortable to ride but we take any challenge very slowly and with caution. Although the 4 cycle comes with a multiple of gears, it is best ridden in narrow range on gentle terrain. The vehicle is ideal for Sandpoint. Our terrain is gentle plus we have extensive bike paths that accommodate our cycle. Our range for a ride is about 12 miles. Sandpoint has many destinations to accommodate our range. How about transporting? I attached a wench to the hitch on my jeep. Anita turns the crank as I guide the cycle up onto the roof of my jeep.

Our high light adventure came with riding the cycle in the Sandpoint July 4th parade with our Pond Oreille Peddler Club. We carried the club banner at the speed of the marchers while the other riders rode circles around us. The animation was impressive. Pictures appeared on Facebook.

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Our cycle gets a lot of attention. It is a novelty as ours is the only one in Sandpoint. People note how much material is involved. For example our gearing includes 6 derailleurs. The captain controls the steering and brakes but the gears and peddling are independent. The usual reaction is that this cycle must be prohibitory expensive. However; if you look at the want ads in this magazine you find our cycle is not more than a high quality tandem. Anyone who could afford a new Santana could afford the 4 cycle. People tend to compare it to a child's tricycle or a novelty toy! We are grateful to still be peddling!!

Harvey Pine

FARTing around for 20 years!

WOW!... Who would have guessed when Chuck and Bonnie suggested we go to Allegany State Park in northwestern New York to check out some mountain bike trails on the tandem that we would still be at it 20 years later? That first year was "interesting." We got there first and got a campsite. They showed up well after dark, which was long after the skunk walked through.... we sat quietly and let him wander. It was a cold night, but the next day we rode the XC ski trails and decided it was a great spot, let's do it again, and so the Fall Allegany Rally for Tandems (FART) was born!

The following few years we booked 3-4 cabins with only a wood stove for heat, running water outside and pit toilets within walking distance. Nevertheless,

we had several couples attending every year. Then we found out about Camp Allegany..... kind of like a boy scout camp with a mess hall and barracks with room to sleep up to 80 people if we wanted to sleep 5 to a room! Perfect! Since we didn't have that many people, each team could have a room all to themselves to sprawl and be right at the trailhead for the rides. Never mind we were at the BOTTOM of the trails. That was actually better than being at



Mountain tandem riding - heck, we're walking...



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the top and having to climb to get back after riding all day, plus it was usually a bit chilly in the morning so a good way to warm up.

Over the years, the event slowly grew with a core group attending every year, picking up some new folks along the way. Since this year was our 20th anniversary, I asked the park manager if we could possibly have the long Columbus Day weekend, which is also the Canadian Thanksgiving. For several years now the Canadians have been outnumbering us in attendance so it seemed the right thing to do. The long weekend is very popular and difficult to reserve but we scored it this year! We were hoping it would be sort of a reunion of some of the folks that hadn't attended in a few years. We were also hoping the fall foliage would be peak and it was very nice... maybe just a bit past, but still pretty.

We arrived first as always to pick up the keys to the buildings on Friday afternoon. Mike, Natalie and Nicole came soon afterwards followed by Mark and Lynn. While we were eating dinner a van/motorhome rolled in that looked very familiar but John and Arienne had said they couldn't make it. We were absolutely thrilled to see them step out of the van...they were back after a 6 year hiatus due to some serious health issues for both of them! So now the Canadians once again were going to outnumber us! Soon after their arrival Anthony, Lorraine, Katy and Chris, Dave, Vanessa, Owain and Maeve, and Rob, Teo and Jean-Benoit (JB) came in. Sylvie couldn't make it this year and we missed her. It had been a gorgeous

day and was a very nice night so most of us found our lights and went for a spin around the lake. Shortly after we got back, Chuck and Bonnie came in. At any rate, the only ones missing now were Rob and Monique.

Saturday morning dawned sunny and pleasant. Up the hill we went, 10 tandems and one single bike, with almost everyone opting for the Snow Snake trail, the most difficult of the three trails to the top. Mark and Lynn were shamed into climbing Snow Snake by Arienne and John, she just coming off 5 months of chemo and John having recently been treated for a very severe case of Lyme disease, then Lynn could do it being 20 years younger and they did! Even the kids climbed it on the back of the tandem with mom or dad.

Less than a mile into the climb, Dave kept breaking his timing chain. Natalie rode back to the camp to get a spare chain Anthony had in the car, however it didn't work. In the meantime, Dave managed to get the chain back together and it lasted until the final descent later that day. Lunch was at Stone Tower with a wonderful view of the mountains and fall foliage. From there, the group split into smaller groups each opting for a different return route. There were a lot of leaves down but the trails were in excellent condition otherwise.

Anthony told us the WNYMBA guys (Western New York Mountain Bike Association) were in the process of building a 3 mile single track trail paralleling Ridge Run. He had worked on it a few weeks prior (thanks WNTMBA and Anthony)

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and didn't know how far they had gotten with the project since then, but did we want to check it out? Several of us decided "why not?" Six tandems headed for an "adventure" ride, and an adventure it was! The first third of the trail was fantastic.... a few turns were tight but most of it was actually tandem friendly. The second third of the trail was marked, but had a lot of blow down that hadn't been cleared yet so we spent a good part of it walking and hauling the bikes over downed trees. Just about the time it looked like you could ride for a bit, there was another big tree down that we had to climb over. And perhaps you can guess where the rest of this story is going - the last third was unmarked, the flags and markers just stopped!!!!!!... Now what?

We were already 2/3rds of the way into this trail. Our options were over the blow downs again, back the way we came, or keep going. It was already 2:30 in the afternoon and we had taken over an hour to get where we were, not to mention the turkey in the oven back at camp, our Thanksgiving dinner. Brian had his iPhone with topo lines and could see where Ridge Run was. We were very close but just didn't know how to get to it. Anthony started down a hill towards where he thought it was but couldn't find anything so Brian took his phone and headed in a slightly different direction and after about 1/2 hour eventually found the trail. While he was gone, we decided whatever we were going to do, we HAD to stay together. But those three words "I found it" were music to our ears. We grabbed the bikes and started pushing them down the hill toward his voice. We just had to

go through the stinging nettles and up a steep ravine to get to him. Thank goodness Brian's phone battery didn't run out! A bit scary to trailblaze this year, but the trail will be wonderful when it is finished. We are looking forward to riding it then. While riding down Ridge Run trail, we encountered Rob and Monique who had arrived earlier in the afternoon coming the other way. Our group was now complete.

Dinner back at Camp Allegany was awesome with all the Thanksgiving fixings and more! We even had a Turducken. For those of you who never heard of it (I hadn't), it is a turkey stuffed with rolled up chicken and duck breast. I guess it's for folks who can't make up their mind what they want for dinner. It was good though. Today was also Chuck's 60th birthday so Bonnie surprised him with a cake which was also decorated for FART's anniversary. Thanks Bonnie! Now that everyone was stuffed, no one wanted to ride up to the summit for the night ride down Patterson trail, opting instead to ride around the lake. When we got





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back, those that didn't ride had a bonfire started.

Sunday Mike, Natalie and Nicole had to leave as did Chuck and Bonnie. It was a bit on the gloomy side, but the rain held off until dinnertime. The rest of us decided to check out some abandoned roads on Indian reservation land in adjacent Salamanca NY. After climbing up almost to Stone Tower, we rode down an abandoned park road to get into town. From there it was flat. Once out of town and onto the abandoned roads we encountered a number of large puddles on the dirt roads, some of which were quite deep. We were able to ride around many of the puddles but some we had no choice but to ride through. The kids wanted to go to Thunder Rocks after our ride and climb the glacial erratic rocks there so we headed back to the park. Rob and Monique who left later than the rest of us, met us out there as we finished up lunch. They had broken their freewheel,

and ended up walking for miles before snagging a ride back to the park from a guy with a pickup truck.

The rain stopped after dinner so a few of us decided on the traditional ride up to the summit. Since it had been raining, most didn't want to ride down the trail in the wet leaves

and dark so John and Arienne along with us, and Mark and Rob on singles rode UP Patterson trail, something we had never done in the dark, having always come down it. Anthony, Katy and Chris rode up the road instead. About half way up the trail it started to rain harder and harder. It wasn't too noticeable in the woods, but they said it was pouring on the climb up the road. We met them at the top and even though we left at the same time, they made it down the trail faster than we did on the road. Rob's light died part way down the hill so we had to stop so he could borrow a light from John which probably explains why we got back after them. It was very foggy at the top and made for a very spooky ride downhill. So much for a campfire tonight.

Monday we woke to rain. Rob and the boys headed home, Rob and Monique were going to borrow a rear wheel from someone so they could ride but decided to go home instead while the rest of us headed up a paved park road to ride a dirt road back down. It would be a short ride so we could be back to have lunch (leftovers), clean up and head out by 3pm. With all the rain the night before, the dirt road was quite muddy. Brian could hardly see out his glasses, there was so much mud spray.

But we had a wonderful weekend. Other than a timing chain that repeatedly broke, and a broken freewheel, there were only a few scrapes and bruises to deal with. Most of the time there were 6-8 tandems on each ride along with 1-2 singles. There was a lot of pedal swapping, handlebar adjusting and captain swap-



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ping as stoker kids were fitted to different captains depending on who was riding what. When Rob asked JB what were his favorite 3 things about the weekend, he answered without hesitation “the first day, the second day and the third day!” How cool is that?

We always seem to eat more than we ride, this is my favorite bike weekend of the year. This year we had great weather, great riding, great food and best of allGREAT company. Everyone helps with clean up and what looks like an impossible chore after dinner is done in no time. Thanks to everyone for helping, even the kids! They are awesome riders and a joy to be around. Hopefully next year Rob and Monique will get to ride the entire weekend, Dave won't be breaking a timing chain, the new single track trail will be rideable and the weather will again cooperate. Maybe we will see you there?

Karen and Brian Managan
Rochester NY



TANDEM CALENDAR

Every Tuesday, Thursday & Saturday. **Florida Panthers Tandem Club tandem rides.** The Villages, FL. If you're in the area please stop by and join us for one of our regular rides. <http://floridatandemclub.org>

April 4-6, 2014. **Alabama Tandem Weekend 2014.** Andalusia, AL. A new venue, new hosts, same deal. No registration fee, make your hotel reservation or find another place to lay your head – there has been an RV contingent the last couple of years; let the hosts know that you are coming. <http://alabamatandem.blogspot.com/2013/05/2014-alabama-tandem-weekend.html> or on Facebook

April 4-6, 2014. **Sebring Tandem Weekend, 2014.** Sebring, FL. A great tradition will continue. Dates are being set now. <http://www.floridatandemclub.org>

April 17 – 21, 2014. **Tandem Club of the UK Easter Weekend Rally.** Leicestershire, United Kingdom. The first of 3 major event weekends this might just be the event you want to key your British vacation around. www.tandem-club.org.uk

TCA Tandem Hospitality Homes

Are you willing to become a TCA Hospitality Home? If so please head to the TCA website, 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. You will need some basic information such as your e-mail address, your address, and contact information.

editor@tandemclub.org



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TANDEM CALENDAR

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

May 2-4, 2014. **Southwest Tandem Rally 2014.** Little Rock, Arkansas. Yes, we'll spell out the state name. We want to make sure that you're not headed to Alaska. We'll kick SWTR off with a tandem rally first (as far as we know) a night ride that includes coffee and dessert. For Saturday and Sunday we've found some great routes. Come join us and knock Arkansas off your state list. It really is a great place to ride. info@swtr2014.com www.swtr2014.com

May 16-18, 2014. **COWS (Couples On Wheels) (WI) Spring Rally.** Plover/Stevens Point, WI. Planning has begun and room blocks have been arranged. Watch the website for more details. Pre-registration is required. http://www.couplesonwheels.com

May 24-31, 2014. **Tandem Club of the UK National Rally.** North Wales, United Kingdom. Camping or other lodging a rally in the UK would be a new and different event to enjoy. www.tandem-club.org.uk

May 29 – June 1, 2014. **Georgia Tandem Rally 2014.** Athens, GA. NOTE CORRECTED DATE Keep your eyes on our web page www.georgiatandemrally.com

June 20-22, 2014. **MATES.** Mt Jackson, VA. A great small town the riding should be fantastic. Come join in the fun. www.easterntandemrally.org

July 4 weekend, 2014. **Northwest Tandem Rally 2014.** Pendleton, OR. A return to a great venue. Subscribe to our mail list for updates. You can sign up from our website: www.nwtr.org

July 18 – 20, 2014. **Eastern Tandem Rally 2014.** Burlington, VT. and the spectacular surrounding Champlain Valley. We have some great rides planned and some special events. Keep your eye on the ETR website. This will be an unforgettable rally! Add a few days and really explore the

area. www.easterntandemrally.org

August 16-23, 2014. **International Tandem Rally 2014.** Brittany. Check out the website for all the details as they become available. www.tandem-club.org.uk

August 29 – September 1, 2014. **Midwest Tandem Rally 2014.** Fort Wayne, IN. Rally 'Round the Fort! The 2014 Midwest Tandem Rally will be hosted by HOOTs (Hoosiers Out On Tandems) The Fort Wayne Downtown Hilton hotel is our host hotel, with many dining and entertainment venues in the downtown area, you'll be able to park your car on Friday and not get back in until you leave on Monday. The Friday ice cream ride and Monday breakfast ride will follow Fort Wayne's extensive trail system with routes of 20 - 25 miles. On Saturday and Sunday, the mass starts will be escorted out of town to follow routes of 30-70 miles on scenic country roads, with multiple SAG stops and lunch provided for all participants. Contact us with questions, call (260)387-7978 or check out our website, www.MTR2014.org for more information.

October 23-25, 2014. **Southern Tandem Rally 2014.** Columbus, GA. Columbus has really turned into an exciting city. You may want to bring your kayak to try out the new white water course. We'll provide you the opportunity to ride the new riverfront bike trails. www.southerntandemrally.org

TBA, 2014. **Fifth Annual Florida Tandem Rally.** The Villages, FL. The Florida PANTHERS are already making plans for the 2014 FTR. It's not too early to save the date for this last tandem rally of the season, a chance to get in some serious riding before winter blows in. Watch for details at www.floridatandemclub.org.



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FOR SALE: Bilenky tandem, 60cm x 53cm. 24speeds. 1998 model, with less than 1500 miles on it. Always garage-kept when not being ridden. Bike is in near-new condition. Leather saddle. Rim brakes, rear disk, Columbus tandem tubing, mostly Shimano components, including Deore XT rear derailleur, cantilever brakes, and bar-end shifters. 40-spoke wheels, laced to sealed bearing hubs and shod w/Continental tires. 24 speeds. Also included is a car-top carrier that fits perfectly on our Yakima crossbar system, but should fit Thule or any other 2-bar system. \$1800 + shipping. Bike is in Southport, NC. E-mail Tyler Phillips, tyler@jiller.com for more info.

FOR SALE: Santana Sovereign. Purchased new in 1998, rebuilt for Rohloff hub in 2005. 50cm x 44cm size, beautiful Plum color. New Formula Hydraulic rear brake 2005 w/right lever. Chris King headset, titanium bottom brackets, Rohloff 14-speed internal rear hub w/Rohloff shifter. V-Brakes: front-Shimano w/right lever, rear-Avid w/Dia-Compe dual left lever. Shimano Ultegra front derailleur w/left bar-end shifter. Shimano tandem 170 mm crankset w/54T/39T chainrings, 40T timing rings, and Wipperman Conex SS chains. Velocity Dyad 700c rims. Hadley sealed front hub. Kore 70 mm front stem. Santana adjustable stoker stem. Tamer shock stoker seatpost. Terry Fly Captain saddle. Serfas Stoker saddle. Road bars w/ cycle computers front & rear. Rear rack and five water bottle cages. \$2500.00 OBO + shipping. Bill Rider (Southern CA) 909-238-7855 or via e-mail to brbikerider@gmail.com.

FOR SALE: Co-Motion tandem in great condition. Medium size steel frame w/S&S couplers. Phil Wood hubs laced to Mavic rims. Magura hydraulic brakes, and much more! Asking \$3,000, Contact Howard Aduss via e-mail (howardaduss@sbcglobal.net). Located in Chicago, IL.

FOR SALE: 1992 Santana Arriva, medium frame. Bar-Con shiftlevers. Drum Brake. Dark Blue paint. Child stoker kit & rear rack included. In good shape, but does need some TLC to put it back into tip-top shape. Asking \$700. For more information, contact Theresa Ansted via e-mail to theresa_ansted@yahoo.com. Bike is in IN.

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 Oversize Tandem Case (\$450). Contact Jim Fleisch by e-mail @ jaflesch@lawggf.com or call @ 312-346-1080 (IL). Pictures are available. (IL)

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.

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E-mail edgardal@hiwaay.net. Bike is located in Huntsville, AL

FOR SALE: Santana Sovereign. Purchased 1998. Rebuilt for Rohloff hub in 2005. Color: Plum. Captain position: Medium top tube – 50 cm seat tube. Stoker position: Medium top tube – 44 cm seat tube. New Formula Hydraulic rear brake 2005 w/right lever. Chris King headset. Titanium Bottom Brackets. Rohloff 14-speed internal rear hub w/Rohloff Shifter. V-Brakes: front-Shimano w/right lever, rear-Avid w/Dia-Compe dual left lever. Shimano Ultegra front derailleur w/left bar-end shifter. Shimano tandem 170 mm crankset w/54T/39T chainrings, 40T timing rings, and Whipperman Conex SS chains. Velocity Dyad 700c rims. Hadley front hub. Kore 70 mm front stem. Santana adjustable stoker stem. Tamer shock stoker seatpost. Terry Fly Captain saddle. Serfas Stoker saddle. Road bars w/ cycle computers front & rear. Rear rack and five water bottle cages. \$2500.00 OBO + shipping. Bill Rider (Southern CA) 909-238-7855 brbikerider@gmail.com.

FOR SALE: Used BikePro/Pedal Pack USA tandem hard case with extras. Cost new is \$680 plus shipping. Asking just \$350 plus shipping. Case is in very good but used condition. The extras include a blue tarp, never used; Velcro straps to hold everything firmly in place during transport of the bike; two-person color coded checklist for assembling and disassembling the bike (and photos of the bike in the case). Also included is a bike stand that allows you to take the bike frame out of the case, install the wheels, and then place it on the stand for the rest of the assembly process. The case is being sold “as is” and the sale is final. Both a medium frame and a large frame Santana Sovereign tandem have been transported in the case without incident (not at the same time of course). John Mattsen. E-mail is mattsen2@comcast.net. (MI)

FOR SALE: Selle Anatomica saddle. This latest and greatest saddle just didn't work for me. Titanico model, black, watershed leather. Made for riders up to 160 lbs. Manufactured on 5/10/12 (we have the original packaging and the saddle adjustment instructions). New \$189.99. The saddle is in good condition, no scratches on the rails or marks in the leather; I used it for less than a year. For details on this model, see <http://www.SelleAnAtomica.com/products/titanico>. For sale \$100. Contact DATES member Janette. R.Thompson@gmail.com, 817.919.9592. (TX)

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

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



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GEAR-TO-GO TANDEMS. NY & northern PA's largest Tandem Dealership located in Saranac Lake, NY. Santana, Co-Motion, Calfee, Burley, Rans in stock. Test rides by appointment. Saranac Lake tele: (518)-891-1869; Rich@gtgtandems.com Check our website: <http://www.gtgtandems.com>. 05/14

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