

# Double Talk

"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

A Publication of The  
Tandem Club  
of America



JANUARY / FEBRUARY 2008

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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

What do TCA members do?

Deadline for the Jan - Feb, 2008 Issue is December 1, 2008

## Who Does What?

**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:

2007

November - December

September - October

July - August

May - June

March - April

January - February

2006

November-December

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## From the Editors

Can it be? 2007 is almost over? Yes, this year is rapidly coming to a close. It will soon be the Holiday Season, and we hope that whichever Holiday you and your family celebrate, that the days will be wonderful, and that only good things will be coming your way.

Ending the year is always a time to look back and reminisce about the year just ended. It's a time to remember the good times, the great rides, the fantastic rallies, and the friends you've ridden with during the year. You had a great time, too, didn't you? We even made it through the year without any major mishaps (something we couldn't say for the last two years). We're healthy, and we're enjoying riding even more, meeting up with all the friends we've made over the years of being part of the Tandem Club of America, and including the new friends we always make at the rallies we attend. And this year was certainly no different.

As this year ends and the new year starts, it's time to start planning again – what tours/rallies will we be attending? Where will we meet you this year? What new adventures and experiences will come our way? Whatever happens, we're looking forward to it, and we hope to share it with as many of you as we can. We'll be using the TCA Calendar of Events to assist us in our planning, and we encourage you to do the same. It's possibly the most comprehensive listing of tandem-specific events you can find in print anywhere! And usually you can find a write-up of the events shortly after they happen. Check out the calendar, and

if an event looks interesting, don't waste any time! Several of the events completely filled in only a few days after Doubletalk arrived in the mailbox. Don't be the one left out in '08!

As always, we'll close this editorial by inviting you to send us your articles (with pictures, if you can). Pictures should be fairly high resolution and should NOT be embedded in your article. Please send your photos as separate files, properly identified either in the file name or in an accompanying e-mail) and your letters. We love all of them, and we really do try to use all that's appropriate and pertinent to our members. We can accept them via e-mail or via good old-fashioned snail/mail, whatever you're most comfortable with. Just send them to us however you can.

Ride on!  
Jack & Susan

## KIDS!

Here's your opportunity. Please send your pictures, drawings, poems and articles to the Editors. We will feature your material in the next issue.

Need an idea? Try a free verse word poem. Use a tandem related word.

Stokers come in all **S**izes

Some are very **T**all

The keep the tandem m**O**ving

Some have **K**idback cranks

I like it wh**E**n they smile

Their legs are always **R**evolving

As they sit upon the rear **S**addle



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## Larry Black Wins Silver!

Under a bright sunny sky with a mild breeze out of the north, the Mt Airy Bicycles men's tandem team crossed the line for a silver medal in the USA Cycling 2007 National championships.

The event was for the age 110 years combined. With Larry Black as captain and Steve Ruckert as stoker, the team completed the tricky and challenging 24km course in just over 36 minutes. The legendary top-ranked Chip Berezny and teammate Andy Buck captured the gold by a margin of four minutes. In his first tandem race since 2000, Black is pleased with the results, especially since he has trained less than a quarter century, 25 miles, for the tandem race.

"Well, I guess you might say that my wife helped quite a bit during the riding we did on the Santana Tandem rallies this past Spring." said Black, who turned 57 a few weeks ago. "Linda and I volunteered to help out as hostess and mechanic sup-

port for the rallies, and the attendees were so good we had some time to go on the rides. Linda had good reason to take it easy- it got me in better shape!"

"It's quite a change going from tandem provider to racer" remarked the still-recovering owner of Mt Airy Bicycles - one of the world's largest tandem dealers and the place that has helped supply championship and medal-winning tandems to athletes for many years. Black was inspired by two such athletes- the NCVC team of Ron Sutherland and Bernie Sanders- who have been borrowing tandems that have won them gold and silver medals and stars and stripes jerseys on several occasions.

"It was very sad to see my friends Ron and Bernie suffer a puncture at this year's event" said Mr. Black in a sobering tone "they had a great chance for another pair of jerseys."



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## Eastern Tandem Rally 2007

The 2007 edition of the Eastern Tandem Rally was held at Atwood Lake Resort near Dellroy, Ohio over the weekend of August 10-12, with 72 teams attending. This is one of the best rallies we've been to in recent memory. The accommodations, the food, the riding and also, the WEATHER were just perfect. Team Dolan (Lee and Alan) did a beautiful job on this one!

We arrived about noon on Friday and rode a 28-mile fairly hilly route (from a choice of four routes) on reasonably smooth and quiet roads. After a quick shower and nap, we went to dinner at the Lighthouse Bistro on Lake Atwood. Most folks in our group had the fantastic mussel appetizer - flavor to die for! In fact, the mussels were so good I had them for my main course. Other teams stayed at the lodge and enjoyed the great food in the restaurant there. Friday night we all enjoyed the customary ice cream social and got well acquainted with many teams from Ohio and those who made the trek to Ohio.

Saturday, we opted for a 53-mile ride (from a choice of six) with a nicely catered (make your own deli sandwiches) lunch stop at mile 31. They even had ice cream bars for dessert! The roads were smooth all day, and they had a minimum of traffic. This longer route included a couple of 50mph down hills that allowed us to coast over the next roller - great stuff! Saturday afternoon included a swap meet, primarily stocked by Mel & Barb

Kornbluh from Tandems East, and Jack & Susan Goertz from Tandems Limited. These two dealers seem to show up everywhere east of the Mississippi! There were also a few offerings from several non-dealer attendees, too. It looked like Chuck & Bonnie Dye (from Rochester, NY) brought all their old cycling clothing from their closet. Some of it looked like it had never been worn.

Saturday dinner was outdoors, overlooking the lake with a beautiful sunset. Dinner was provided by the resort and was as good as any we've had at the many rallies we've attended. The chef at Atwood Lake Resort clearly knows how to please a cycling crowd. The numerous buffet choices were cooked to perfection. Later, we learned the chef was an avid cyclist himself, and he knew how much cyclists enjoy good food, and how much they can pack away. After dark, there was a marshmallow roast over an open fire with guitar and singing by Mark Cook (DOGS - New Jersey). We were too tired to attend, but word was, it was a very nice evening - thanks Mark!

Sunday, after our multi-choice breakfast, we rode a 51-mile loop - again on smooth roads with very minimal traffic. How did they find all these remote places? After a flat tire and some timing chain problems on our tandem, we still managed to make it back for a great lunch and to say goodbye to all.

Great job by the Dolans and all their volunteers!! You've kept the bar very high for those hosting future ETR's!

Ed & Karen Hass  
Reston, VA

## Eastern Tandem Rally 2007



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## Tandem Rally Fever

We caught the rally bug this riding season! It started in August, 2006, when we booked our first rally for 2007 while attending the Midwest Tandem Rally in Cedar Rapids, Iowa. We had such a great time at MTR 2006 that we immediately booked MTR 2007. As the winter months in Minnesota progressed, we continued to plan for the 2007 riding season—anxiously awaiting the snow to melt and our first rally of the season to soon follow. As TCA members who have enjoyed reading all the articles in DoubleTalk, we felt we needed to give back by sharing one of our own biking adventures. Our plan was to submit an article spotlighting our favorite rally of 2007. As the season went on, it became increas-



Biking across the Trestle Trail Bridge during the COWS Spring Rally

ingly difficult to pick just one rally to write about, so here is a brief description of every rally we attended in 2007 as each one provided many wonderful memories, new friendships, and interesting avenues.

## COWS Spring Rally

Our first rally was scheduled May 18-20 in Appleton, Wisconsin. Wisconsin's Couples on Wheels Tandem Club (COWS) were responsible for organizing this three-day spring rally, a trial run for the upcoming MTR07. We stayed at the host hotel, the Paper Valley Radisson, a beautiful place for all rally attendees to gather with ample inside storage for our bikes. The usual ice cream ride took place on Friday. It was exceptionally warm and the various ice cream stops were much appreciated.

Saturday's route took us across the Trestle Trail Bridge which spans Little Lake Butte des Morts. We biked 70 miles on well-marked routes surrounding Appleton in 70° temperatures under clear blue skies—what more could a biker ask for?

Saturday evening was a time to socialize and share our riding adventures with other tandem riders. A short club meeting was held following a pasta supper and then more socializing.

We awoke Sunday to threats of rain so opted to have breakfast in our room and head back to Minnesota with wonderful first-rally memories.

## Canadian Tandem Rally

Look out Canada, here we come! The Canadian Tandem Rally was held in Owen Sound, Ontario, May 25-28. The rally was planned, hosted and organized by a wonderful family of tandem enthusiasts, the Vandeveldes, who happen to own and operate MBS Tandems in Mississauga, Ontario, Canada. We ar-



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rived at the host hotel on Friday, May 25 ready to ride as we had just spent 20 hours on the road journeying to Ontario. Friday's ride was very scenic as we biked past Inglis Falls, one of the seven waterfalls in Grey County. Canadians are not used to seeing tandem bicycles and to add to this oddity, recumbent tandems showed up in increasing numbers. We fit right in with our Rans Screamer.

We really enjoyed each opportunity to gather with riders from all over the US and Canada. Social gatherings, a formal banquet with entertainment, gourmet breakfasts, lunch stops and prize drawings were all part of this all-inclusive venture.

Saturday's route took us around the Georgian Bay with lunch being served by the Kemble church ladies, adorned in bike helmets in our honor—what a fun group.

Sunday's ride was a total of 56 miles, taking us out to Sauble Beach—no sunbathers today as it rained on and off with temperatures in the 50's. We had a final evening meal with our rally friends as we would not be riding on Monday because of the long journey back to Minnesota. Another great rally comes to an end.

## **Prairie State Tandem Rally**

We got our "kicks on Route 66". Springfield, IL was the home for the PSTR held June 15-17. Our rally hosts were the CATS from Chicago. They were using this rally as a trial run for MTR 2008. We arrived in Springfield on Friday and unloaded the bike to begin a 26-mile ice cream ride. This unique ride took us through many historical

sites—a real treat for this history buff! We went through Oak Ridge Cemetery where Lincoln is buried and past the only home Lincoln ever owned. The ice cream wasn't bad, either.

Saturday's ride was hot, hot, hot—so hot that the pavement was sticking to our bike tires. We rode for 68 miles and then returned to the host hotel in time for a quick dip in the pool before gathering with the rally group for a picnic supper and some socializing.

A wonderful Father's Day ride was planned for Sunday. The streets were very quiet as Springfield becomes a ghost town



Dennis at Oak Ridge Cemetery during Prairie State Tandem Rally

on the weekends. We biked past the Lincoln Village and toured Lincoln's home and then headed back to the hotel to pack and make the journey back home.



Canadian Tandem Rally attendees in Owen Sound, ONT



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## LOONS Tandem Rally

This rally hosted by the Twin Cities Tandem Club (unofficially known as the LOONS) was held in Rochester, MN with the task of gathering route ideas for MTR 2009. Finally, a tandem rally close to home—only a 30-minute drive. The rally events started on Friday, July 20 and wrapped up on Sunday, July 22. We biked with the group on Friday and Saturday and put on a total of 100 miles in the two days of biking. On Saturday, all routes joined for lunch at the historic



Captain Dennis and Stoker Deb ride with the LOONS in Rochester.

Hubbel House in Mantorville. This is always a wonderful way to get to know other tandem riders and the conversation was great! We continued our route after lunch and decided to stop for an ice cream treat with a few other riders we recently met, and then we took the Douglas Trail from Pine Island back to Rochester to finish the day's route. After a short rest

back at the hotel, we all gathered again and went to supper. Following our meal, we said our good-bye's, as we did not plan on riding with the group on Sunday. The rally may have been small in numbers, but it was large in memories. Since the rally was close to home, we were able to form tandem friendships with plans to bike together again, soon.

## Eastern Tandem Rally

We traveled 18 hours to get to the Atwood Lake Resort in Dellroy, OH to begin the three-day rally themed "Where EAST meets midWEST," held August 10-12. We chose to attend the rally this year as it was being held at a resort close to our Midwest territory. The rally is usually planned near the East coast. The accommodations were superb with the entry fee including two nights' lodging, the ride fee, and all meals except for Friday's dinner—and the meals were awesomely made by the resort chef and his staff with a biker's diet considered. The non-biking community in and around Dellroy were a very special group. They were always excited to see us, and they stopped to chat and offer directions whenever needed. One local resident was so concerned for us when we had some bike trouble along Saturday's route that she offered her home as we awaited SAG support. Yes, we did have our first major breakdown. We do travel prepared but who breaks a skewer? We did not have a spare. We called back to the hotel to seek support and relay what our needs were and it wasn't long before Deb and Ernie (owners of Ernie's Bicycle Shops of Ohio) came to our rescue by offering the skewer

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from their own bike so that we could continue the route—some bikers really will offer the shirt off their back, or parts off their bike, in this case.

The Saturday evening banquet was an event to remember! It was held on the lawns of the resort overlooking the lakes. Red and white tablecloths dotted the terrace with grills and dessert tables all around. Corn on the cob was grilled on the spot by our own resort chef, Matthew Ridgeway. Also served were potatoes, vegetables, fruit and three choices of meat. We dined with Canadians from Winnipeg and a couple new to tandem rallies. Many rally attendees had heard about our need for SAG support earlier in the day and we began to feel quite famous. Following supper, we gathered on our deck with tandem friends to chat and watch the sun set.



The ETR banquet setting was fantastic!

We rode again on Sunday with rally friends from CTR. This was only a 29-mile route but the hills made up for the lack of miles—but downhill runs are great fun! Thus ended another great tandem rally, one we will remember for the many feet of climbing. We had plans for



Dennis awaits SAG support for a broken skewer during ETR.

an extended stay at the resort to continue biking the area for a few more days. As the rally riders packed up to leave, we felt a real sense of aloneness which took a bit to shake but we began to look forward to the next rally when we would see all our tandem friends again.

## Midwest Tandem Rally



We found ourselves back in Appleton August 31 awaiting registration to begin for MTR 2007, hosted by the COWS of Wisconsin. As members of COWS, we were assigned volunteer positions throughout the event. We still had plenty of time to ride, eat, and socialize. The

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MTR teams assemble prior to Saturday's mass start.

weather really cooperated to enhance the rally experience.



Over 400 tandem teams were in the line-up at the mass start on Saturday including approximately 70 tandem recumbents. The escort out of town was a site to see! We put on 71 miles, getting back in time to attend some of the

planned seminars. We then prepared to get ready for a night out with five other tandem teams.

Up early again to ride today. No time to rest! We fulfilled our duty in the bike storage area and then went out to ride 53 miles. One steep climb took us to the

top of High Cliff State Park. The climb was rewarded with a glorious view at the top. This park was also our lunch stop for the day. All food was prepared by Kwik Trip (convenience stores popular in Wisconsin)—it's amazing how good those sandwiches taste after a ride. We then headed back to the host hotel to get ready for the banquet. The food was great, the entertainment—oops! When planning an event such as this, you always have to be prepared when things go afoul. The COWS made gracious apologies as they were also surprised by the comic material.

Monday was another day of riding. We began riding at 6:30 am—we like to view the sunrise from the tandem. It was a beautiful, 25-mile breakfast ride through the suburbs of Appleton. We got back to the hotel early to pack up and head for home. The COWS did a wonderful job of organizing the rally and we already have our reservations to attend MTR 2008 to be held in Springfield, IL hosted by the CATS.



Dennis and Deb at High Cliff State Park

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## COWS Fall Tandem Rally

Our experience gained after attending six rallies this season prepared us to plan and organize the COWS Fall Rally. We choose Arcadia, WI as our host city for the rally and set the date for September 28-30. The announcement of our agreement to host was posted shortly following the COWS Spring Rally so we had all season to plan and prepare for our tandem friends to join us biking the hills and coolies of Trempealeau County. We blocked 20 rooms at the Draft Horse Inn and then proceeded to map various routes near Arcadia.

The Friday social ride introduced the riders to the hills of Arcadia as the route took them up-up-up to Hansen's Holdup, a very unique bar & grill on a cliff high above Arcadia.

Saturday riders had a choice of three different routes ranging from 30 to 70 miles. The weather channels were announcing a 10% chance of rain which usually means — slim chance. I will never bet on that again. We did get rain for most of the ride but the riders were really trouper,

some even choosing the 70-mile route in the rain. When all the riders got back to the hotel and had a chance to warm up, we gathered for snacks, drinks, and games. The rain did not dampen our spirits. We then made supper reservations for 28 back to Hansen's Holdup — this time by car. We all had an excellent time with grill owners, Guy and Nancy, who expertly handled our group on such a short notice.

Sunday was to be the last rally ride of our season. We biked the hills up to Independence to have breakfast with seven other teams wishing to challenge themselves. It was a beautiful morning with clear skies — a wonderful finish to a rally filled with support and friendship.

Tandem riders climbing one of the many hills in Trempealeau County, WI during the COWS Fall Tandem Rally.





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It is now near the end of November and we watch the temperatures drop here in Minnesota. The snow flurries have already begun but we anticipate being back on our bike in four short months to prepare for the start of another rally season. We look forward to seeing you all back on your bikes in the spring!

Deb and Dennis Veerkamp  
St Charles, MN



## Tandem Trip in Tazmania

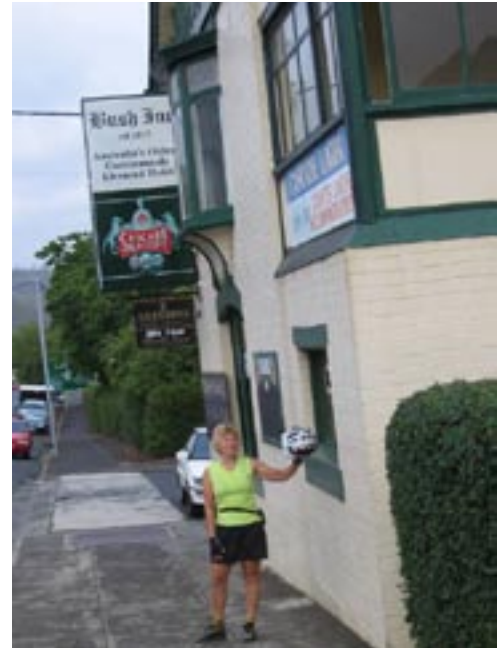
continued from Nov/Dec 2007 issue of DoubleTalk – Ron and Marge are continuing their Tazmanian journey.

19<sup>th</sup> Feb Wayatinah to New Norfolk 80km/424km total

We had trouble sleeping as it was quite warm in the tent, and the rain made quite a noise throughout the night. Marge woke with a sore back which took over an hour to ease, with the help of four Ibuprofen tablets. (Where would we be without them?)

We got the tent dried out and all packed up by mid morning and decided to ride until we got tired, then pack it in for the day. I shortened the reach and lifted her bars up to the maximum allowed which she said made an improvement.

We had a light headwind, and apart from a couple of short snorters, most of the ride into New Norfolk was moderate. We stopped at a gas station in Ouse (pronounced Owse) and had another excellent breakfast of tomatoes, eggs, thick



sliced bacon (practically unobtainable in North America,) and coffee. A few kilometers later in Hamilton, we met up with a group of about 50 riders coming from Hobart on their way to Devonport in the other direction. They had some nice bikes, including a very pretty Cannondale tandem tricked out with front shocks, disc brakes and skinny tires. We of course spent way too much time chatting with the group, who told us that there was a long uphill, and then 20 km of downhill, well they only told us half the story about the up hills.....

Suffice it to say when we got into the town we had had enough and found our way to the Information Centre, on top of a hill, where we met a charming lady who directed us to the Old Bush Inn, one of the oldest pubs in Australia, and full of rustic charm. In the process of unloading and storing the bike we lost the top back bag which, of course contains all the necessities of life, however, it soon turned

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up, laying in the middle of the sidewalk where it had dropped as we were handling the bike up the kerb into the hotel. Whew!

The town is situated along the banks of the Derwent River and has been a commercial centre since the earliest times of colonization, but like so many places, new industry is passing it by, and they are having to rely more and more on tourism. I think they should do very well.



## 20<sup>th</sup> Feb New Norfolk to Hobart 43km/467kmtotal

We had a good night's rest, and were up early to take the continental breakfast at the Hotel. We were then on the road again in cool temperature and low cloud. After crossing the Derwent, we took the B10 towards Bridgetown. We figured this was a better option than the A10, with less heavy traffic. The downside was that it was very rolling. We took things steadily as Marge's back still gave twinges and re-crossed the river at Bridgetown and followed the bank to Gratton where we stopped in a Casino for a cheap and excellent cup of coffee. We got onto a well laid out bike path along the trail of an old railway line, to complete the last 18km into Hobart, by



which time the sun had come out and it was pleasantly warm.

At lunchtime we bought some very tasty fish and chips down by Elisabeth Quay before going to the Port Arthur Cruise office to see if they would take us and our bike one way to Port Arthur. "No problem, not even if it's a fully laden tandem, No problem if the sea is rough we'll make sure it's properly tied down. Be here by 8am tomorrow, and there'll be no problem." Magic, that transaction saved us about 90km round the coast, the majority of which we would have to have backtracked.

The next job was to find accommodation. Our first choice, a place called the Pickled Frog turned out to be full, so we ended up in Central City backpack-





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ers where we got a very adequate double room for \$62 including the use of a communal kitchen.

A quick shower and off into town to explore. Hobart is situated at the foot of Mount Wellington

(1270m) which, due to the level of micro waves on top, is rapidly becoming famous for cars not starting, quartz watches stopping and other weird effects. We gave that a miss. The town its self, is a quaint mixture of old and new, it is the state capital and the bureaucratic centre of the island. It is very clean and bustling and a nice place to visit.

We put on a few miles walking round town, and after a couple of beers at the famous Murphy's pub, we retired ready to get up early tomorrow.

21<sup>st</sup> Feb Hobart to Donal-  
ley 40km/507km total

We had a very disturbed night due to the comings and goings of folks during the early hours as they got up to go to the airport etc. Marge's back still hurts so we planned an easy day. Take the cruise, then a short day on the bike.



We made the cruise with plenty of time to spare and took a few photos of the harbor. The crew took over the bike and lashed it as promised to a gangway making it, as promised, no worries for the rest of the trip.

The weather and sea conditions were ideal as the catamaran nosed out of the harbor past replica sailing ships of old. Once out into the sea, the skipper kept up a continuous commentary on the local history, flora and fauna, geography etc

We went surfing in Ship's Cove, one of the most extreme surfing beaches in the world, (Don't tell anyone it was on a 57meter Catamaran.) and saw fur seals and Dolerite cliffs rising like 200m high needles from the sea.

As we arrived at Port Arthur, we passed a replica of the Endeavour, Captain Cook's ship, and cruised gently into the old port. The crew from the Boat gave us a really good time and the whole process was really worth the money, nothing was too much trouble.

There were penal ruins to explore which we did and picnics to eat, which we did, and in a more sombre vein, we looked over a site where there had been a massacre of 35 tourists in 1996 by a madman with a gun.

We poured over the map and decided that we would go up the peninsular to Donally to camp and visit a Tasmanian Devil Park en route. The sky looked threatening, but rain held off as we rode up a nicely rolling road in very light traffic. The Park was very interesting and we



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It was our most expensive day today \$265. We will have to starve tomorrow.

## 22<sup>nd</sup> Feb Donalley to Triabunna 58km/565km total

We got up early again due to hydraulic pressure after a night of steady rain. The water proofing worked very well and we were dry as a bone. We went down the road to the local town conveniences then shopped for lunch. We breakfasted on omelets at the “Devil’s Kitchen Cafe” in Donally and all I can say is that every traveler should be so lucky. They were excellent both in taste and presentation. We took the A9 to Copping then decided to go with the Skipper’s recommendation and go north on the C320 through the Wielangta Forest.



We got a good work out on the well surfaced dirt road climbing up through the clouds. As the gradient eased, the road split and we took the track through the forest. The road was rough, with liquid mud on the top centimeter. A little later it would become very hilly with the descents on the limit of braking and the climbs on the limit of riding. It all made for a very technical ride with the fully laden tandem. Fortunately, due to the warm, misty weather there was next to no traffic so we had the pick of the width of the trail., never the less it was an exhausting experience. After about an hour and a half, the trail improved and turned into a superb ride. We passed along the coast and had glimpses of lonely beaches of white sand. The last few kilometers were on a good road and by mid afternoon we were in Tribunna at a somewhat overcrowded site. The good news was that it had nice flat grass and a cooking shelter. We had a long chat with a couple from Queensland who were on their way to live in Hobart. We wished them luck.

## 23<sup>rd</sup> Feb Triabunna to Swansea 54 km/619km total

As the ride to Swansea was only short we were in no hurry to leave and said, “Goodbye” to just about all the other campers. It was a warm, misty morning and after about 5km we encountered a short sharp shower. The road was very well surfaced, nicely undulating with climbs to test one’s stamina. We dallied at the tessellated bridge built by convicts in the 1820’s. As in the rest of the ride, there was next to no traffic. Over the sea



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we could see the Hazard Mountains, blue and stark as the sun beat back the mist. Perfect. We rested a couple of times en route and ate hot cross buns and got to Swansea about 2pm. We had a very disappointing milkshake, bought provisions for supper and set off for the local camp site. Everywhere looked very sere and in need of rain. Creeks were dry and even major rivers were very low. Today's ride was the first where the majority of the country is being used for farming, mainly arable, cows and sheep. The other thing worthy of note was the number of wild animals killed by traffic, very sad.

Marge pedaled hard today and we went very well but somehow the result is I'm absolutely knackered. Must be my age!

We ate bangers and mash for supper and under threatening skies, we retired early and listened to Diana Krall. Mmmm, zzzzzzz

24<sup>th</sup> Feb Swansea to Coles Bay 60km/679km total

We heard some rain in the night, but the site was very quiet and we both slept very well.

We cooked eggs in the cook house and were on the road by 9:30 am. The first 10 km were easy, then we had 4km of stiff climbing and then downhill to the turnoff to Coles Bay. The fields looked parched and long legged sheep eked out an existence behind high electric fences. We thought perhaps they had been crossed with kangaroos to give woolly jumpers. We passed a fully tricked out Landrover with an overland trailer which had lost its kitchen unit all over the road. We later found out that they were on the road for 7 weeks and they had just finished their first. After we had a picnic at the Information, we turned towards Coles Bay with high expectations for the last 27 km, however, we were both very tired and fighting a significant headwind and with 15km to go we were down to 7kph. We stopped for scroggin (Oz for Trail mix) and a drink which gave us the where with all to allow us to limp slowly and painfully into the campsite. We were lucky enough to get a caravan and booked for two nights, then to the camp shop for groceries and a pint, or



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two of cold beer. Back in the caravan, I did some maintenance to the bike, which consisted of tightening the boom tube Allen screws and taking some slack from the headset. This says something about the design of the bike which had been completely taken apart for transport prior to re-assembly in Melbourne.

The sun came out in the afternoon and we took a walk round the village down to the beach where we saw a couple of sting rays in the shallows.



25<sup>th</sup> Feb Coles, Wineglass  
and Hazard's Bays 21km/  
700km total

We woke up early to a spectacular morning and ate bacon sandwiches while planning the day. First we would bike up to the lighthouse and then go to see the world famous Wineglass Bay.

The lighthouse was at the top of a Promontary and the road to it was very steep which caused us to get off for 150m or so and push, however, we were paid back with spectacular views of the rocky cliffs and deep blue of the ocean. The Government has spent a lot of money improving the pathways to make them accessible to the average person and this is

something that every country could learn from. We took our quota of photographs and then made our way back down to the trail head for Wineglass Bay.

We locked the bike to a railing and set fort to go to the "Lookout". There has been a lot of work done on the path and in

some places it is better set up than the stairs in my house, however in the heat and with the 200m climb it was quite an effort.

We got to the Lookout in about an hour and reveled in the splendid view of Wineglass Bay, then having snacked went downhill to find out first hand what the sand felt like between one's toes.

The path in this stretch is not quite so good, but we were soon there having met a young man who told us the next bay along, Hazzard's bay was just as pretty and not to be missed. We had our lunch on the sand and duly set off towards Hazards. This 11km roundtrip was a highlight of our time on Tazzie and should be a must for all able bodied visitors to the area.

The ride back to the camp was uneventful and we dropped into the pub for a couple of pints and bought a bottle





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of McWilliams Hanwood Estate Merlot 2005 which we can really recommend. As may be expected, I made supper, a chicken Tikka Masala, under a fine alcoholic haze, (Don't tell my Mother!)

but it came out just fine. A very fine day, however, if this is a rest day.....

26<sup>th</sup> Feb  
Coles Bay  
to Bichenu  
42km/742km  
total



Another beautiful morning in Paradise. Marge made the tea, and I made a breakfast of Meusli, bacon, tomatoes, fried potatoes and toast. I not sure how healthy this is, but it certainly gave us a good start to the day. Everything in moderation I say!

We went round the block to view the whole of Cole's Bay a peregrination which lasted all of ten minutes and took in spectacular views of the Hazards and Coles bay city



centre.

We headed off into the wide blue yonder at an easy pace. We were soon in Bichenu, which is not really remarkable for anything except for being voted, "The Best Kept town in Tazzie 2003," and

that the campsite is run very well and the wardens are a very friendly couple.

We set up camp and spent the afternoon chatting and eating. We went down town and watched the fishing boats come in, and then in gathering gloom, ate a middling supper in Porks Restaurant. It is noticeable that the folks that live here do not have the same joie de vivre that the people in the south have. Maybe they're tired after a long tourist season.

27<sup>th</sup> Feb Bichenu to St Helens  
82km/824km total

We woke early to a cloudy morning but were soon packed and ready to go. It is sure that we are now "in the groove" with regard to setting and breaking camp as we know what each of us is to do, and how to do it. Once more the temperature was perfect, but there were threatening clouds. The riding was excellent, good road surface, with some testing undulations which rewarded us with spectacular views over the coast, and with the hint of a tail wind we made good progress. Our new found source of calories, hot cross buns, were once more brought into play to keep our energy up but we stopped in Scaramanga for a cold drink and met up with a guy who is in a penny farthing bicycle racing club. Although he had been riding bikes for many years he was on his first bike tour. He gave us a firsthand account of the terrible bush fire that went through the locality last Christmas. It was fed by dry ground fuel and fanned by very high winds and at some points it was measured to be advancing at nearly 100kph! It was a miracle that there were

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28<sup>th</sup> Feb St Helens  
to Wellsborough 47km/  
871km total

It rained hard all night, and we woke to find our sleeping bags a little wet at the foot ends. This will give us a good reason to stay in a pub tonight. We got up early to dodge the showers then under clearing skies, we ate a lazy breakfast at the “Town Store and More”

no lives lost. The local gum trees are very resistant to fire and throw branches out of the trunk very soon after the fire. By the time we passed by only the tops of the trees were showed signs of being burned, the ground cover was complete and most trees had lots of new shoots. He left us as we stopped for a photo shoot, and it took us 16km to catch him back. A little competition certainly makes the miles pass quickly.

We checked into the Big 4 campsite which we thought was very expensive; however, their facilities were really good, and extensive. As we were putting up the tent, it came onto rain quite hard, the first we had had during the day. Our neighbor, a gentleman from Queensland, came over and asked us if we liked fish as he had some spare. He ended up giving us a large local specimen caught that morning. They were very helpful preparing it and we ate it with a very nice local white wine in the luxurious kitchen accommodation while watching the rain fall in torrents and listening to the earth whisper “Aaah.” At dusk the clouds parted and we had a beautiful sunset to cap the day.

We tried to book the pub in Derby, but had no luck, so settled for a shorter day, and decided to stay at “the nastiest Pub in Tazzie- The Wellsborough Hotel” This appellation turned out to be completely untrue.

We arrived there having ridden through some warm showers and over the Branxholm Pass (600m), through a temperate rain forest called the Branxholm Mrytle Forest wherein there very large bright green ferns and very large Mrytle trees which together made





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another magical experience.

We ate an adequate lunch at the pub and spent the afternoon eaves dropping shamelessly on the comings and goings of the local community.

We met a guy called Phil the 'Roo Shooter, who was employed to cull the local population of kangaroos who were threatening by virtue of sheer numbers to decimate the local national forest of saplings.

A young Dutchman called Martin was camping in the adjacent paddock and popped in for a beer. Very interesting character, he had cycled in 47 countries and was on his way around Australia. We wished him luck.

As always we retired early and this time listened to some traditional music by a Canadian band aptly named "Finest Kind"

We found a good campsite next to a BBQ within 50m of the beach.

## 1<sup>st</sup> March Wellsborough to Bridport 80km/951km total

Our bed was very comfortable after



all the camping so it was a little difficult getting up, but we

smelled the breakfast cooking and that was all we needed to get a move on.

We sat down to a good Ozzie breakfast of eggs, bacon and all the trimmings and we were on the road by 8:30am noting that Martin, the world traveler was still in his tent.

Pretty soon we were climbing and topped our first pass of the day, a mere 373m then continued over hilly country to Derby which we entered with a thrilling downhill. (No wonder the lady from last night was not having fun!)

We sat in a café in the quaint tin mining town drinking two very good "flat whites" during a passing shower, then met up with Martin. For the next few miles we tried to guess where the next shower would occur, putting on and taking off our jackets every kilometer. We watched as the sky got really heavy, but we managed to get a good picnic lunch before the rain started in earnest. The good news was that the rain was warm, and not at all uncomfortable to ride in even though it was very heavy. Traffic was light and the road had a very wide shoulder so we rode on regardless through arable farm land and temperate rain forest. We eventually arrived at Scottsdale very dehydrated so we paused at the Lord Hotel and had a beer and a comfort stop. We met up with Martin one more time, he was sat under a shop awning waiting for the roads to dry up. He decided to follow the classic route through Launceston so we bade farewell one more time as our road took us north in sunshine towards Bridport. The next 20 km sped by as we slowly descended towards the sea; there was only one short

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climb of any note before a long down hill into town.

We showered and washed our stuff and I re-pegged the fly to make it more rain proof as we were expecting more rain in the night. We cycled back into town to pick up provisions then cooked and ate supper in a beautiful evening.

## 2<sup>nd</sup> Mar Bridport to Batman Bridge 81km/1032km total

The rain never materialized and we had a really good night's sleep. So we were up early to watch the sun rise, it was such a beautiful day. The B82 passes through rolling country with only one pass near Lefroy. This is the first time that we have spent more time in the big ring (42 tooth) than any other, nevertheless, it was still very demanding. We planned to take the water taxi from Georgetown which was shown on our map, however, when we asked at the Information centre, it turned out the taxi was not running this week due to maintenance. We rode into town and had a so-so lunch at a pizzeria while we decided what we were going to do. In the end, we decided to ride to the Batman Bridge (25km) and camp there tonight. We backtracked on the A8 which was very busy with cars and trucks and after our recent experience of having the roads to ourselves, we did not find it pleasant. One highlight though, was that we met up with a couple that we had met at the Bush Hotel in New Norfolk, and we stopped by the side of the road and passed a happy 15 minutes chatting about our experiences and plans. On the

road again and with one final climb and descent to Batman Bridge we arrived nicely tired. We spent the rest of the afternoon making tea and resting in the warm sunshine.

The camp site, is not official, but it does have water and toilet facilities, and is nicely spaced for biking to Devenport from Bridport.

The bridge is a very pleasant design, only slightly marred by a line of high tension power lines.

Except for the heavy traffic on the A8 and B73 in the late afternoon, we had a very pleasant day.

## 3<sup>rd</sup> Mar Batman Bridge to Devonport 83km/1115km total

We spent a noisy night with the possums raiding the "Possum proof" rubbish bins. We took a quick breakfast and set off to Exeter in brilliant sunshine. There was very little traffic today, Saturday, and crossing the beautiful Bridge was a very pleasant experience.

We met up with some touring bikers who were, to my mind very unfriendly and not at all like the rest of the folks we'd met, I guess it takes all sorts.





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Ron and Marge toast the completion of their Tasmanian journey

We breakfasted in the Bakery in Exeter and stocked up on super sandwiches for the journey. Traffic was very light, we saw three trucks all day, and after a long climb up to the water shed at Frankford we had a stop to wait out a very heavy

shower at a gas station café. It was down hill to Saxon Bridge and we were half way there. The terrain was rolling with a few 100m climbs en route through cool temperate rain forest and arable pasture. The closer we got to Devenport the drier the land became but after a long climb, we heard thunder and the sky clouded over and sprinkled us with very cold rain drops. We put our rain kit on and ate a snack, whereupon, it stopped raining and a couple of kilometers later we stopped to take them off. We followed the signs to the ferry, which took us onto the A1, which we later found we did not need to do. We could have stayed on the B73 all the way to the ferry and thus could have avoided the high density traffic on the A1. We found the terminal on the Eastside of the river and booked a cabin on the ferry. We found a very nice restaurant where we had a celebratory glass of local wine and joined in a long chat with two charming tourists who were very comical and a joy to be with.

Today the riding was tough, but very good and an excellent alternative to the route through Launceston.

There was a long delay to get on the boat and we met up with Martin one more time who reported that the ride through Launceston was nothing special. We also talked with a young man who was about to take the sailing ship Endeavour to Sydney. We finally got on board and spent a fine evening, eating, drinking and chatting with Ozzies on holiday until late in the night; always so rewarding an experience.

4<sup>th</sup> March Melbourne to Ormond 15km/1130km total

We awoke to the captain telling us that we were nearly there and to get ready for disembarkation. We made our way down to the bike, which had been carefully stored in the office of the loadmaster with Martin's, and one other. We exited the boat with no problems and found our way to the IGA café near the dock where, as has become our custom, we ordered two hot flat whites and waited for the day to warm up. The café was the centre of activity for bikers and dog walkers and we had a pleasant hour chatting and enjoying the experience. About 7:30 we started the last leg of the ride back to Ormond.

We were soon in Ormond, sitting and drinking tea with Herb and Joan and enthusiastically telling them of our excellent adventures.

Ron and Marge Trumper  
St Bruno, PQ





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## Five New Tandems in Eight Years: My Experience

Continued from the Nov/Dec 2007 issue

The next chapter in this story started on April 14, 2006- Good Friday. I was home that day. Ten months earlier I had gone to part time in my work as a rheumatologist. I don't go to the office on Thursdays and Fridays. I was doing some work in my yard and needed a tool so I went into the attached garage through the back door. There was dust in the air. The central vacuum was running and I thought it was leaking dust into the garage. But then I saw that there were flames coming from the engine compartment of my red 1998 Ford Explorer. Flaming gobs of molten material were dripping onto the floor of the garage. The dust was actually smoke! My immediate concern was for explosion because I had a container of gasoline in the garage as well as two cars and a rototiller with gas in their tanks. Sydney and our housekeeper were in the house. I ran in and got them out. We called 911. Smoke was pouring out around the edges of the front doors of the garage. Then, in a somewhat comical twist, we heard the fire engines coming but then the sirens stopped. Very shortly we heard a train on the tracks behind our house and we knew that the fire trucks were having to wait for the train. The train passed and the sirens started again. Seven units were soon at the house. The firemen went right to work. They dragged a hose through the front door and on into the garage. Then they had to use fire

axes to break through the garage doors. Soon the fire was out! One of the firemen went into the house and found our two cats and took them to the EMS unit where they were given oxygen. They were fine. A lot of neighbors came to see and to offer help.

We called our insurance company. They would send out a contractor to secure the garage and plan cleanup and reconstruction. We should not move anything until inspectors had a chance to see what happened. The firemen left and the neighbors went home. The contractor's men came, boarded up the garage door, and put on a temporary lock. Sydney's car had been rolled out to the driveway by the firemen but they couldn't budge my Explorer, so it stayed in the garage. The contractor's men left. Everyone was gone. Sydney and I were sitting on the curb de-



Bikes upside down a few weeks after the fire. A melted helmet and other debris are seen. Red Rover is in the foreground and the Santana behind. Rusted chains and corroded cranks are not obvious in this black and white rendition of a color photo.



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ciding our next move when our accountant drove up. He gave us our completed tax return and went over it with us. It was April 14<sup>th</sup>. Several times since then he has recalled how forlorn we looked that day just sitting on the curb. Things could have been much worse! The fire happened during the day when we were at home. No one was hurt. The house could be cleaned up. We were lucky.

The fire is part of this story because all of our bikes were in that garage. In fact, they were hanging from the ceiling right over the car that burned. Red Rover got the very worst damage. But all the bikes looked bad. The frames were covered with thick soot. Plastics, like cable housing, saddles, drink holders, computers, and helmets, melted. The Explorer's driver side front tire had burned and probably accounted for a lot of the soot. Some soot came into the house and had to be cleaned up but most of it stayed in the garage. The garage was sheetrocked so no wood burned. For weeks we lived on our screen porch and in the master bedroom which was furthest from the garage and did not get any soot.

Our insurance company was wonderful on all they did for us. They cleaned up the house including a lot of painting. We had replacement value on the contents of the house so we could be reimbursed for things we replaced, including our bikes. At first I thought the bikes might be salvageable but they weren't. I posted on *Tandem@Hobbes* about the fire and got good feedback especially from Alex Nutt who advised that a fire in a closed space like ours could do a lot of unseen

damage and that I should try to get the bikes replaced. Our insurance company decided early on that everything in the garage was a loss so repairing the bikes was never an issue. The extent of damage to metal surfaces became more apparent as time passed. Eventually all steel surfaces, such as hammer heads, screw drivers and bike chains rusted while aluminum and stainless steel corroded to a dull finish with pits. Painted surfaces were dulled by the soot which was baked on by the fire's heat and could not be wiped off. Sydney's car was declared a total loss because of smoke damage. Insurance paid us for the used value of both cars and also paid an estimated depreciated amount for the contents of the garage. We could later submit claims for replaced items.

Why did the Ford Explorer catch fire? I quickly learned that Ford had already recalled large numbers of F150 pickup trucks, Expeditions, and Lincoln Navigators for spontaneous fires believed to be started by a switch which turns off cruise control when the brake pedal is depressed. These switches were always powered, even with the key out, so a fire could start anytime. Brake fluid could enter the switch through a deteriorated seal, complete a circuit, and start a fire. Brake fluid is flammable. Twice during the year before the fire I got a brake fluid warning light, found the brake fluid low and topped it off. Some of the lost brake fluid probably went into the cruise control switch. Four months after our fire, Ford recalled 1998 Explorers because of spontaneous fires caused by cruise control switches.

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Here, I will summarize our experience with the Santana. We rode it from July 2001 until April 2006 for a total of 4 or 5 thousand miles. We took the bike to France, New Zealand, 3 Northwest Tandem Rallies, 3 Midwest Tandem Rallies and several other trips which required flying. I liked everything about the bike except the multiple shifting and chain derailment problems. The ride was great. The couplers worked perfectly. The bike was fast. Packing it into the backpack travel cases was difficult but I could do it. I accepted the shifting problems as a challenge and made some good progress on that. We had a lot more experience with this bike than any of the other four.

We were ready for tandems number four and five. I decided on a Da Vinci for our travel bike. We had ridden with a couple who had one on our New Zealand trip and saw how well they climbed. They liked their bike. I wanted a bike with 26 inch wheels for easier packing. I thought the independent pedaling feature would allow us to stay on the bike longer. I decided on a steel frame. By this time I had given up my prior emphasis on the weight of a bike. A few years earlier Sydney went on a diet and lost weight. I was proud of her and she looked terrific. This provided an opportunity to see if we were faster at a lighter weight. Well, we weren't any faster so I decided to quit worrying about a little extra weight in the bike. I ordered the Da Vinci from Mel Kornbluh (Tandems East) and was given July 2006 as the expected delivery date. We had enough value in the Santana and other fire losses including a kid's bike and a trailer bike that I was able to add a child



Jim with the DaVinci, Slippery Elm Trail, Bowling Green, OH. 2006

kit and package of extras to the Da Vinci. This package included a two tone fade paint job (silver over red), Wound Up carbon fiber fork, Chris King head set, a rear disc brake and titanium spindles.

We were also entitled to replace Red Rover, so I bought a 2005 Cannondale road bike from Mel. He had it in stock so was able to send it in a few days. Cannondale no longer made the economy MT800 model which was Red Rover so insurance would pay for the higher end Cannondale road bike.

It was mid May 2006. An inspector from Ford had finally gotten out to look at the fire scene. The two cars and contents of the garage were hauled off. It was sad to see all those beautiful bikes go out as trash but that is what happened. Sydney and I had not ridden for over a month. We decided to replace our single Trek comfort bikes and bought new ones from a local bike shop along with new



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helmets. We took our first ride on these bikes on May 21<sup>st</sup>, 2006. We didn't have either of the new tandems yet. The ride wasn't good because Sydney crashed and fractured her collarbone. Her new Trek helmet may have saved a head injury as it was significantly deformed from hitting the ground. There were plenty of contributions to the accident in which her front wheel touched my rear wheel then she went down. I later wrote a summary of her accident for Trek after I learned they would replace a crashed helmet if details of the crash were provided. This is what I wrote: She seldom rode single bikes and was usually on the back of a tandem so she wasn't used to steering, braking, and handling emergencies. She wasn't in the clip-in pedals which she was used to because the Treks came with flat pedals. She didn't have a helmet mirror because our mirrors had melted in the fire. The accident happened when she looked behind her for cars and got too close to me. She wasn't used to looking over her shoulder because she usually had a helmet mirror. We got to see EMS again for her trip to the emergency room.

The new Cannondale arrived a few days after the accident. It stayed in its shipping box until October. The DaVinci arrived in July disassembled and in two cardboard boxes. I got it ready and put on the child kit. I was able to ride it a little with our 5 year old granddaughter during a visit later that month.

Sydney had the first of two surgeries on her collarbone in early June and the second in September. Between the surgeries she was in pain and pretty disabled.

After the second surgery, her progress was rapid. She quickly recovered to play tennis again. With a lot of apprehension, she was willing to get on a tandem. We took the DaVinci on its first flying trip to Ohio in October where we rode with friends and rode only on hike-bike trails. The rides went well. Sydney regained some confidence. The bike performed well and we liked it. Packing it into the backpack cases was a lot easier than the Santana because of the smaller 26 inch wheels, an easily removable fork, and its different geometry. The narrower width of the rear dropouts compared to the Santana also helped in getting everything into the cases.

Since then, we have mainly ridden the DaVinci. It has been on three flying trips. We really like it. The steel frame is comfortably flexible. We like the independent pedaling. It allows us to rest when we want. Starts are easier. The arrangement of the brake and shift cables and their anchors to the frame are innovative and easy to use. This also adds to ease of packing the bike. There are a few negatives. I have trouble telling which chain ring I am in. The DaVinci uses 4 chain rings which provides a very wide range of gears which is good but the size and number of chain rings doesn't allow use of a Shimano Flightdeck computer which has been my preferred way to easily know what gears we are in. Sydney can look down and tell me but that takes time and doesn't work with other stokers like our granddaughter. The DaVinci is heavier than the Santana by a few pounds, which makes lifting it to the garage ceiling harder. Finally, I have found water in the

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coupler on the downtube of this bike. I can see that water running down the tube can go inside the coupler's collar then into coupler itself. I have just started to tape this coupler to seal it from water. I plan to spray *Framesaver* in vulnerable parts of the frame in an effort to prevent rust. I have had no derailment problems with the DaVinci. That has been a real pleasure. Also, after flying somewhere and reassembling, the shifting has been perfect.

We have ridden the new Cannondale only a few times. It has the same stiff ride as Red Rover. We have had no problems with it. The shifting has been reliable. It is our backup bike and will be our "heavy weather" tandem with its aluminum frame and no couplers. I have gone up the learning curve with the disk brakes on both new bikes but I am feeling more comfortable with them and they are working well. After riding the Da Vinci for five months then trying the Cannondale again, both of us really missed the independent shifting of the Da Vinci.

I will close with a quick summary of the five tandems we have owned and ridden. First came Red Rover, a Cannondale MT800, in 1999. It was always reliable and a great bike at a great price. It was destroyed in the fire. Next was a Bike Friday Tandem Traveler XLT in 2000. Our brief experience with this bike was of broken chains and flat tires. The frame was more flexible than we like. It was easy to pack for flying trips. We sold it. Next, in 2001, was our Santana Sovereign with S&S couplers. It had several vexing problems with shifting and chain derailments which I



Jim and Sydney with the new Cannondale road tandem, 2007.

partially solved. Otherwise, we liked it. It was destroyed in the fire. In 2006 we got a DaVinci Global Venture which is currently our primary tandem. We are pleased with this bike. Tandem number 5 is a 2005 Cannondale road bike which we like and which is serving us as a backup for local use. We took both new tandems to California, Christmas, 2006 when we drove. We like the new Cannondale.

We look forward to more tandeming and trips and hope to see you on the road.

Jim Wild  
San Antonio, TX





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## Hills, Haze, Heat, and Headaches

In the summer of 2007, we toured the Canadian and Northern Rockies. The title is motivated by the four most prominent memories we have of the trip: lots of climbing, lots of smoke in the air, high temperatures, and lots of logistic problems.

### 4 - H

Adventure Cycling Association, located in Missoula, Montana, is noted for their touring expertise. They research long cycling tours in North America, and they publish maps that are astonishingly good. Jill and I decided to do one of their routes, The Northern Great Parks Route. This route is about 750 miles of cycling along the spine of the Rockies from Jasper, Alberta to Missoula, Montana.

We are not new to multi-day tours. We usually travel light, cycling from motel to motel carrying a handlebar bag and a rack trunk only. We usually average 80 mile days, with some exceeding 100 miles, and others falling as low as 60 miles.

This trip presented a couple of logistic problem that we had not faced before.

The route spends a great deal of time in parks, making motels hard to get or expensive. The problem was to deal with this without having to go off-route to find a town.

The Rockies are awfully far from Baltimore, and we decided that it would be better to fly, rather than spending enormous amounts of time driving. The

problem was how to get the tandem, and gear to the start in Jasper, and to and from the finish in Missoula.

These problems were solved, slowly, over a period of several months before the trip. An immense number of reservations were made, for every motel on the route. All accommodations were reserved because the route takes you through high tourism areas, where procuring accommodations en route could be problematic, if not impossible. Transportation reservations were also made, along with various agreements with local businesses to accept shipments.

On paper, here is what our itinerary looked like: We would fly to Edmonton, stay there one night, and then the next day take the train to Jasper. In the meantime we would preship our tandem to Jasper, where it would be waiting for us. We purchased a reusable crate from Crateworks to ship our bike, and arranged that Freewheel Cycling in Jasper would receive and hold it for us. The plan was to arrive in Jasper, have them assemble the bike, and stay in Jasper overnight. The next day we would start our trip. We would take six days to cycle to Waterton National Park, where we would take a rest day, and then continue cycling three more days to Missoula. In the meantime, before leaving Jasper, we would ship our crate and flight luggage to Missoula, where it would be waiting for us when we arrived. We would stay in Missoula a day packing and shipping the tandem, and then fly back home to Baltimore.

OK, so here is what really happened!

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About two weeks before the trip we packed and shipped our tandem to Jasper via UPS. We then watched in horror as it sat in Winnipeg for several days, waiting to clear customs. When it finally did clear customs it was only a day or two before we were scheduled to leave for Edmonton. In fact we got on the plane not knowing if our bike would be waiting for us in Jasper or not.

Our arrival in Jasper was a bit hectic. By the time we arrived in Jasper the train was an hour and a half late, giving us about two hours only until the end of the business day. In that time we needed to pick up the bike at the bike shop, assemble it, and arrange to ship our luggage and crate at the mail store. Upon arrival Jill waited at the train station for our luggage, while I ran to the bike shop, and discovered that our bike had arrived just that morning. Talk about close calls! We frantically unpacked and assembled the bike, and then ran down to the mail store, packaged up the luggage and crate and filled out forms, finishing up about five minutes before closing.

If this trip doesn't sound very enjoyable so far, things actually do get better once we start biking. On our first day of biking we started out of town, after an early breakfast, only to realize that in the frenzy of the day before I had forgotten to tighten the pedals. So we spent an hour going from gas station to gas station looking for someone who would lend us a crescent wrench. After we finally got the pedals tightened, we headed up the Icefield Parkway, passing through a little cold light rain on the way up to Sun-

wapta Pass, the first of seven passes we would be doing. We stopped at the visitors center at the pass to take the requisite pictures of the Columbia Ice Field, and then went screaming downhill to our first nights accommodations; Rampart Creek Hostel, which is a primitive hostel, meaning no showers. On arrival, we realized I had miscalculated the location of the hostel, and it was about ten miles from the nearest restaurant. So we decided to have a Power-Bar dinner, and tank up in the morning at breakfast.

The morning of our second day was cold; a lot colder than we expected. After watching a large bear wander through the grounds, and getting our bike ready, we mounted up and started toward the breakfast stop. We were ice cubes when we arrived there. But after breakfast, as the sun warmed things up, the day turned into a picture perfect day. We climbed



Jill at Bow Lake



# DoubleTalk

We were battling wind and hearing rumors about road closures due to fire. . .

over Bow Pass, and descended into Lake Louise, passed a black bear feeding on the side of the road, and continued on to our stop at the Castle Junction Hostel. This hostel is a very nice hostel, compared to Rampart, and has showers and laundry facilities. A pleasant, flat four mile ride down the road got us to a restaurant for dinner.

The next morning was cold and clear again. The hostel host was kind enough to give us a couple of pairs of thin gloves from his abandoned lost and found stash, which helped keep our hands warm until the sun took over. This day we left the Icefield Parkway, and headed into Kootenay National Park, climbing first Vermilion Pass at the entrance, and then Sinclair Pass as we exited. From there the route descends into the Columbia River Valley, out of Alberta, and into British Columbia. The night's destination was the town of Invermere, a pleasant little town on the shore of Lake Windermere.

On our fourth day we were scheduled to ride south along the Columbia river, and then take a nine mile detour off-route to stay in Cranbrook, where there was a good selection of motels. This day proved to be the most taxing day of the trip. A constant southwest wind was blowing up the Columbia Valley during the whole trip, making progress tedious. The British Columbia roads were in poor shape, or at least the shoulders were, which was the part we were using. The traffic was also a bit on the heavy side. And the record heat in the valley was staggering. We limped into Cranbrook, badly beaten up by the heat and the wind.

The next day was the beginning of a new travel pattern. From this day on, we would wake up early, usually between 4:30am and 5:00am, and bike thirty miles or so before breakfast, in an attempt to get as many miles in before the heat of the day. This strategy actually worked well. The morning was cool, and we arrived at our destination, Sparwood, in mid-afternoon, just as the temperatures were starting to soar but before they had been able to deplete us as badly as the day before. Arriving in Sparwood, we discovered that the motel we had chosen had no air-conditioning. However, the proprietor was nice enough to let us out of our reservation, and we went down the road to a nicer hotel with all the modern amenities.

From Sparwood we biked over Crows Nest Pass, back into Alberta, and onto good roads again. We were still battling wind as we continued south, and we were hearing rumors of road closures due to forest fires. After struggling through a forty mile section of the route with no towns or services, and bumming water off of a motorist, we arrived at the entrance to Waterton National Park. The sky was filled with smoky haze from nearby fires, as we rode off-route six miles to Waterton Township, inside the park, for the nights stay.

Many accommodations in this region do not have air conditioning. The area usually has much cooler weather. When we got to our motel in Waterton, we were handed an electric fan for our room. After getting past that disappointment, we spent two nights in Waterton, giving



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ourselves a well-earned rest day. We spent our time walking around town, exploring restaurants, and marveling at the super-tame deer that saunter down the street leisurely grazing on grass, and ignoring the tourists as best they can.

We left Waterton early in the morning and started our longest and most challenging day. This day was also the most scenic day, as evidenced by the fact that we probably took as many pictures this one day as we did on all other days of the trip combined. The day started with a climb up to Chief Mountain Pass, and the border station, where we left Alberta behind and entered Montana. We descended into the St Mary River Valley, entered Glacier National Park, and slowly climbed up to the summit of Logan Pass. On the decent we spent a fair amount of time riding behind cars that were cautiously creeping down the road on which we could not pass. It was only a short amount of time before our rear hydraulic brake blew out. We stopped and tightened it to its maximum, and we were able to restore it to just-barely-operational. The brake remained like this through the rest of the trip.

After riding through some construction, on the way down, we arrived at Lake McDonald for a late lunch, and then exited the park. It was about this time we discovered that I had made a mileage calculation error, and rather than a 109-mile day, we were facing a 119-mile day. Jill was a little upset about that, and a tedious gravel section didn't help matters. But we survived, and we pulled into our motel in Columbia Falls. **AND IT WAS AIR CONDITIONED!**

The last two days of the ride were down the Swan River Valley. These days were uneventful, other than having a bit of trouble finding breakfast on the first day, then having to take a detour because of a road closure, and discovering we had a worn-out tire that went flat about twenty miles outside of Missoula. We stayed one night in the smoke filled valley, at Condon, a small town about half-way down the valley.

After working our way through Missoula, we arrived at our motel. Now the real logistic headaches started piling up on us. We discovered that our crate and air-luggage had not arrived. After a frantic hour of phone calls we learned that they were still sitting in Edmonton, unable to clear customs because of lack of crucial paperwork. From the motel we were eventually able to arrange the release of our freight, and redirect it to Baltimore. It eventually showed up at our



Jim at Logan Pass



# DoubleTalk

We learned a lesson about logistics the hard way.

house about six weeks later, after a few more snafus.

In the mean time, we went down to the local Missoula Wal-Mart, and bought wardrobe for the flight home. The next day we went to a local bike shop, Big Sky Cycling, dropped our tandem off, and arranged for them to pack and ship it back to Baltimore, and on the following day flew home.

So, that was our trip. We learned a lesson about logistics the hard way. The lesson is; if you are going to fly internationally, shipping a bike is going to be a problem. It's better, no matter how hard it is, to fly with the tandem. If you do ship, it's a good idea to allow an extra three to four days for your freight to clear customs, and remain accessible by phone in case your shipping company needs to contact you.

The route we did is, in general, a good route. The roads in British Columbia are a little dicey, but the roads in Alberta and Montana are good cycling roads. There is a distinct lack of bicycle shops on the route, so if you are going to do it, you should make sure your bike is in good shape before you go. Also in the parks you will be faced with a limited availability of services like motels, restaurants, and other food. This problem requires phone time before you leave, to find availability, and make reservations.

Jim Gil de Lamadrid  
Jill Zimmerman  
Baltimore, MD



## Mid-West Tandem Rally 2007

This was our first Midwest Tandem Rally and our 4th tandem rally since starting to ride tandems two years ago. We've been to the Tennessee Tandem Rally last year and again this year (TTR is limited to 50 teams) and the Eastern Tandem Rally (ETR07) with only about 70 teams.

We thoroughly enjoyed being around the approximately 440 tandems (there were 889 riders, which included several teams on triples and at least two quads that we saw. The Tennessee Tandem Rally has a mass start with a police escort, and its 50 teams formed a double pace line which stayed together for quite a while both times we've been there. MTR also had a mass start at its Rally, starting at 9:00 am, and it a very different situation from TTR. The mass of bikes filled the street for one block - and then we were all off in a mass. It soon collapsed into taking just the right hand lane and there were smaller groups of 2 or 3 or 4 or 5 tandems together. If there were any long double pace lines, I didn't see them. I loved seeing the great variety of brands of tandems and the number of families with children, some quite young, participating in the rally.

There were "standard" triples and Bike Friday triples. One of the quads was an S & S coupled Santana Cabrio, with a horizontal top tube so that the bike could be assembled as a tandem, a triple, or a quad. The other quad was a non-coupled Co-Motion. Both were very neat ma-

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chines. We also met a couple on a ZONA carbon tandem without a lateral tube and painted in a cow theme with the riders in matching (COWS) attire.

Coming from relentless heat in the 90's and humidity in southern Indiana, it was very refreshing to have some 80-degree weather with low humidity in Appleton, WI. We drove up Friday after work, going across Chicago at the tail end of rush hour and we didn't arrive until 11:30 our time (10:30 Wisconsin time) so we missed the Ice Cream ride.

We did the long 69-mile route on Saturday, and the long 67-mile route on Sunday. Both rides were very nice. Compared to our home in southern Indiana, I would call the ride flat to very mild hills, but for those who lived in the absolutely flat parts of Illinois or northern Indiana, it had some hills. Sunday had the "biggest" climb into High Cliff park. Sunday's ride had some stiff winds of 15 - 30 mph, which caused a lot of people to choose the medium route of 50 miles instead of the longer route.

The cue sheet for the longer ride used a very small font size - it was hard for my stoker to read. I believe the cue sheets were made on a spread sheet and it appeared that as the number of cues went up on the short, medium, and long rides, the spreadsheet was asked to fit to one page so the letters got smaller and smaller and smaller. The mileage got off by almost 3 miles during the middle of the ride, which coupled with the small size of the letters was a little frustrating. The Dan Henry's were the smallest I've seen on a ride in many years. Anyway - we did

fine - but the cue sheets could have been much better for us.

We loved meeting and visiting with different people. For example, we met a couple - Randall & Barb Angell - who quit their jobs in Michigan a few years ago and rode their tandem from the arctic circle to Florida in five and a half months, and then relocated to new jobs in Seattle. On Sunday we connected with a couple who rode similarly to our style, and we pulled each other through the headwinds and flew with the tailwinds on the long ride - we were the first riders to the mid-point rest stop on the long day - it was a great day of riding. We met a family on two tandems with a parent and child on each one. The young son turned seven on Sunday and it was a joy to watch him stand on the rear of the tandem when they were going up the hill to the park - a true turbo charger in a small package.

I wasn't impressed with the food at the lunch stops, but it fresh, and it was served quickly. It was certainly adequate to the task of getting us back home. The snacks at the sag stops (which were at the same location as the lunch stops) were very good. The banquet food Sunday night was excellent and I enjoyed being there as a very large group and hearing about next year's MTR in Springfield, IL. They had a clever and interesting presentation.

I didn't expect entertainment at our banquet because I guess I skipped reading that detail. There was a comedy troupe. Honestly, my first thought was that it was some of the riders who had agreed to do some skits and routines, but they

shouldn't have and then it went downhill from there. I felt sorry and awkward for the families with children. It was definitely "R" rated. We've already been assured that the entertainment for MTR2008 will be "Family-Rated" and appropriate for everyone.

Being around 440 tandems and triples and quads was wonderful and when we left we got to come back through Chicago when it wasn't rush hour and that was good too. We will go again next year to Springfield, IL. The year after in 2009 will be in Rochester, MN. That will be too far away for us but I'm sure it will be fun too.

Greg Mongold  
Bloomington, IN



# DoubleTalk

## TANDEM CALENDAR

### TANDEM CALENDAR

February 22 – March 2, 2008. **Spring Bike Camp.** Lake Wales, FL. We welcome any one who would like to join us as we get away from Michigan and the north and down to some warmer temps and better riding to start the upcoming season. This group has been made up of many different levels of riders, but mainly focuses on getting base miles and having a good time. We ride anywhere between 20 and 60 miles each day, with at least one day off in the week. For lodging information and answers to questions please contact Pat at [bikemomL@comcast.net](mailto:bikemomL@comcast.net) or Pat Lohrengel, 18346 Beverly Rd, Beverly Hills, MI 28025

April 5-6, 2008. **Sebring Tandem Rally 2008.** Sebring, FL. Moved into April in hopes the rain clouds will stay away, this favorite early season rally gets your legs spinning in warm climes. A great way to kick off your riding season. Hosted at the Kenilworth Lodge in Sebring, FL this allows you to sample the best in Florida cycling. Pre-registration is required. Room reservations: 800.423.5939 [www.kenilworthlodge.com](http://www.kenilworthlodge.com) Rally info from [lindamarie7@juno.com](mailto:lindamarie7@juno.com) 561.683.2851

April 18-20, 2008. **Alabama Tandem Weekend.** Anniston, AL. Alabama Tandem Weekend takes an unusual turn this year. We celebrate the connection of the Chief Ladiga trail to its Georgia counterpart. Plans are for a Friday ride in the Anniston area. Saturday morning we load our gear into a truck, then ride our bikes to Georgia. We spend the night and return to Anniston on Sunday. Hal & Judy Yarborough and Jack & Susan Goertz 205.991.7766 [Jack@TandemsLtd.com](mailto:Jack@TandemsLtd.com)

April 25-27, 2008. **Southwest Tandem Rally 2008.** Tulsa, OK. We learn that Oklahoma is not flat! There are some hills in northeastern

Oklahoma, but our organizers avoid the steep ones. A spirit of fun will prevail for SWTR 2008. Expect food, games, great rides and plenty of opportunities to socialize with your favorite tandem friends. More information as it becomes available. Bob & Jo Carol Williams, [wetandem2@cox.net](mailto:wetandem2@cox.net) 918.446.3255 or [SWTR2008@cox.net](mailto:SWTR2008@cox.net) [www.denlynmor.com/SouthWestTandemRally2008.htm](http://www.denlynmor.com/SouthWestTandemRally2008.htm)

May 16-18, 2008. **COWS Spring Rally 2008.** Ellison Bay (Door County) WI. Riders can look forward to excellent riding and accommodations, fine food, and a memorable ride while enjoying one of Wisconsin's most scenic areas. Make your reservations at the Wagon Trail Resort & Vacation Homes in Ellison Bay. Register for the rally at [www.couplesonwheels.com/rides\\_spring2008.php](http://www.couplesonwheels.com/rides_spring2008.php) Greg & Nancy Miller

May 16-18, 2008. **Georgia Tandem Rally.** Albany, GA. Full details as they become available will be at [www.georgiatandemrally.com](http://www.georgiatandemrally.com). Roger Strauss or Eve Kofsky 770-565-4150 [info@georgiatandemrally.com](mailto:info@georgiatandemrally.com)

May 24-31, 2008. **International Tandem Rally 2008.** Loches, Loire Valley, France. What better way to explore the Loire Valley than in the company of a bunch of British and other tandem teams. Camp or cabin, the choice is yours. Five days of riding with evening activities. Organizer Neil has put together several previous International Tandem Rallies. Pre-register – early because the event does fill up. [Neil@Tandem-club.org.uk](mailto:Neil@Tandem-club.org.uk) or include a SASE and mail - Neil Wheadon, Brook Cottages, High Street, Lower Coldeford, Somerset BA3 5LS

TBA. **Tennessee Tandem Rally 2008.** Alcoa, TN. We ride in the foothills, with optional extra climbing available. Lunches, a dinner and socializing included. Registration Form

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and additional information will be available January 2008. Tim and Sharon Patterson, tteaminseam@bellsouth.net 865.809.2476 or 865.983.9126 before 10p eastern. www.thetandemlink.com/TTR

June 13-15, 2008. **MATES 2008.** Flemington, NJ. This year we will be exploring central western New Jersey in and around the Flemington Area. The routes are a combination of rolling farmlands and the longer rides venture up into the hills of Warren and Somerset Counties. The host hotel is the Hampton Inn in Flemington. Pre-registration is required. Look for registration materials at www.EasternTandemRally.org Mark Cook and Cheryl Prudhomme markscook@gmail.com

July 4-6, 2008. **Northwest Tandem Rally 2008.** McMinnville, OR. 30 miles southwest of Portland, July 4 weekend. The venue will be fantastic. Come enjoy some of the best cycling routes in Oregon's Willamette Valley. Set the date aside, and use this as your inspiration for more miles. Info, as it becomes available, can be found at www.nwtr.org or e-mail nwtr2008@verizon.net

August 1-3, 2008. **Eastern Tandem Rally 2008.** Durham, NH. The details are still being finalized. This should be a very popular event. Check out the website EasternTandemRally.org for the latest. Susan Hollinger Hollinger5@comcast.net

August 23-30, 2008. **UK National Tandem Rally 2008.** Market Rasen, Lincolnshire, England. Market Rasen is a small market town on the west of the Lincolnshire Wolds. The school, in which the event will be based, offers plenty of room for camping and caravanning. We are expecting to arrange catering provided by the school for pre-bookable breakfasts and evening meals (dependent upon interest).

Route planning is in progress and will offer short, medium and some long rides through the varying landscape of Lincolnshire and the Wolds. Booking forms will be available in the February 2008 Tandem Club Journal and on the website www.tandem-club.org.uk Ian, Jo & Eamonn Postlethwaite Ians987@aol.com 01427 880117

August 22-24, 2008. **Southern Tier Tandem Rally 2008.** Elmira, NY Pre-registration is required. Three days of riding in the company of your tandem friends. For more information Rich & Lindsey Shapiro, 607.732.4859 or sttr@gtgtandems.com

August 29 – September 1, 2008. **Midwest Tandem Rally 2008.** Springfield, IL. MTR heads to the Land of Lincoln. Our hosts are the Chicago Area Tandem Society, a group well experienced in hosting Midwest Tandem Rally. The town is fun, the riding is great and with a central location your friends will be there, so come join the party. Pre-registration is required. Mary & Phil Kohl nojokemary@comcast.net 630.789.8181 registration form and more info at

## Tandem Touring: NY, VT, Ontario

Lakes, Wineries, Farmland, Rolling Countryside  
Maps / cue sheets / bag transfer / lodging / some dinners

Canada's Lake Country: June 28 - July 6, 2008

Lake Champlain (VT&NY): July 19 - July 26, 2008

Southern Tier (NY) Tandem Rally: August 22 - 24

Lakes of Chautauqua: August 2 - 10, 2008

Custom Group Tours Available

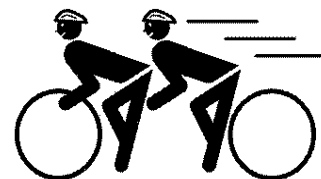
www.gtgtandems.com/tours.html

*Gear-To-Go Tandems*

*Elmira, New York*

*607-732-4859*

*Tours@gtgtandems.com*





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www.mtr2008.org

September 6-18, 2008. **DATES Tandem Tour in Maritime Nova Scotia.** Non Dates members welcome, pre-registration required. Nova Scotia has 4,750 miles of seacoast and we'll cycle both the Southern and Northern shores. Think of sandy beaches, rugged cliffs, pristine lakes, dramatic coastal headlands, lush farmland, quaint fishing villages and lighthouses. We stay in nice country inns most nights. John McManus and Brenda Cole john\_j\_Mcmanus@yahoo.com or www.doubledates.com

September 19-21, 2008. **Southern Tandem Rally 2008.** Bowling Green, KY. We are planning a great weekend of ridin' and socializin'. South Central Kentucky has some of the best cycling roads in the country and plenty of sites to see, including the Corvette museum and Mammoth Caves National Park. Host hotel Hampton Inn of Bowling Green (270.842.4100) Pre-registration is required. Anne & Kent Ellis 270.796.8625 Tandem.ellis@insightbb.com

September 21-25, 2008. **Southern Tandem Rally Post Tour.** Mammoth Cave, KY loop. Four days of riding following STR in Bowling Green. The loop will take us to Elizabethtown and Campbellsville. Pre-registration is required. Pat and Jack Deacon 859.278.4790 or 352.751.5850 j.a.deacon@earthlink.net

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

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

## TCA Tandem Hospitality Homes

Are you willing to become a TCA Hospitality Home? If so please fill out the form to the right. If you would like to discuss what's involved, give me a call and we'll talk about it.

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.

mail form to: Phil Mortello  
11701 E Calle Del Valle  
Tucson, AZ 85749

TCA Member No. \_\_\_\_\_ (from your label)  
 STATE \_\_\_\_\_ TOWN \_\_\_\_\_  
 First Names \_\_\_\_\_  
 Last Name(s) \_\_\_\_\_  
 Street Address \_\_\_\_\_  
 Zip Code \_\_\_\_\_ Evening telephone \_\_\_\_\_  
 e-mail \_\_\_\_\_  
 Daytime Telephone (optional) \_\_\_\_\_  
 Bedroom or tent site \_\_\_\_\_

homes@tandemclub.org

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## Classifieds

**FOR SALE:** Borthwick Touring Tandem, 21.5" x 17.5" Double-buttend Cromoly frame, sealed bearings throughout. Phil Wood hubs, Aria drum brake, Esge fenders, racks, lights, panniers, etc. Extra set of wheels w/tires. Excellent condition. Asking \$1500. Bob Kanis, Rochester, NY (585)-865-2736 01/08

**FOR SALE:** Cannondale 1997 MT 900 "Los Dos" 24 speed in stunning mango with blue anodized trim in excellent condition and lovingly maintained. Measurements from the crank's center to the top of the seat post are 22" for the Captain and 20" for the Stoker. The approximate standover height for the Captain is 33.5" and for the Stoker 30 inches. Captain is 6'3" with a 32" inseam and the Stoker is 5'6" with a 29" inseam. Fork: Halson (mounted), Cannondale Pepperoni also included; Drive train: front - Shimano Deore DX and rear - STX RC; Brakes: Shimano V-brakes with Servo wave action levers; Shifters: Sacks (Grips); Petals: Coda clipless; Wheels: Sun Rims Rhino Lite; Tires: IRC Metro; Coda stoker shock absorber seat post with Terry La Gella saddle; includes stand and 2 bottle holders. Less than 500 miles, selling due to Stoker's health. Handles like a dream and is fun to ride. Will email photos. Email: dwag42@yahoo.com. Cost \$2200 new, selling for \$1200 plus shipping. All sales final. 01/08

**FOR SALE:** Calfee Tetra Tetra all carbon tandem (medium in size). Candy apple red translucent custom paint, Zipp Speed Weaponry carbon cranks, Easton carbon seat posts (captain and stoker), Race Fast carbon bars (captain and stoker), Reynolds Ouzo Pro Carbon tandem Fork, Chris King Head Set, Record 9 Carbon Shifter and Brake levers Dura Ace Brakes with Zipp carbon pads, Campy Racing 9 Speed Deraillieur, Mavic Cosmos Front & Rear Wheel, New 12/25 Campy rear Cog and new chain, Terry Fly Tita-

nium seats (captain and stoker), Speedplay pedals, Cat Eye Wireless stoker speedo and cadence, Conti Gator-X 23c front and rear tires. Weight of this bike is only 26 lbs. Serious inquiries only. \$2490 + shipping. Or will deliver to a purchaser within a reasonable distance of Hot Springs Village, AR. Jeff Hollansworth, (501) 984-1212 (AR) 01/08

**FOR SALE:** Santana Elan road tandem completely equipped for touring. Beautiful flet brazed cro-mo frame finished in a raspberry pearl powdercoat. Custom front and rear racks plus 4 bottle cages all finished in the frame color. Wheels are 48 spoke 700C with Phil Wood FSA hubs. Bottom brackets are also Phil Wood. Shimano 21 speed indexed drivetrain set up with wide range gearing to accommodate long climbs with full loads. Bar-end shifters. Pedersen SE (self energizing) rim brakes and Aria drum brake assure confident stopping power on long descents. Suspension stoker seat post. Stronglight roller bearing headset. Frame size is 22" front and 20" rear and fits captains 5'10" to 6'4" and stokers 5'0" to 5'10". This bike has been expertly maintained and is ready to go. Call 585-352-1906 to arrange a test ride. email: robertfuss@aol.com. Make a reasonable offer. (NY) 01/08

**FOR SALE:** 1995 DAWES DOUBLE EDGE - MTB Tandem, British made Reynolds 653 steel tubing, 18"/16". Purchased in England for 1200 GBP. Suitable for family ride with child. Includes stoker crank: Super Gucci 130/150/170 Triple Hole Child/adult Cranks with TA Specialist chainrings 44/32/22. Also offer daVinci Designs Child short crank kit (\$225). Drive train is Shimano XT set, 8-sp 12-28 cassette, San Marco Rolls Saddles, Shimano M323 clip pedals. Used many years, but excellently maintained. Not used recently, since my child has grownup. Pictures on request. garagesale\_ozaki@mac.com. West Bloomfield MI. Asking \$500.00+shipping. 01/08.



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**FOR SALE:** 1998 Burley Samba Softride tandem – “Cool Silver” paintjob, 26” wheels, road configuration, sized for a 5’11” captain and 5’3” stoker. Located in Pensacola, FL. Best offer. Contact Les and Janet at 850-937-0143 or [diaconalminister@juno.com](mailto:diaconalminister@juno.com). 01/08

**FOR SALE:** 1993 Green Santana Arriva, Medium size, 8-sp, 12-32 XTR Cassette, XTR derailleurs, bar end shifters, rear rack & bag, 54-42-24 chainrings, 40 spoke Araya wheels, new chains, bottom brackets and Ti cassette, wireless Vetta computer, Zefal fenders if desired, Brooks and Vetta saddles, and Edco rear hub. Meticulously maintained for \$1400 plus shipping. Contact Burton Gregg at 918-622-4977 or via e-mail [grejb@swbell.net](mailto:grejb@swbell.net) (OK) 03/08

**FOR SALE:** 1994 Trek T100. Complete Deore with 21-speed Rapid Fire shifters. Very good condition. XL frame Captain 60/Stoker 55 Computer, bottle cages, seats, clip and clipless pedals, all new cables. Great starter, or second tandem for riding with friends. \$700.00 OBO + shipping Rick (904) 829-9649 (FL) 03/08

**FOR SALE:** 1993 Santana Sovereign Triplet, Classic steel direct lateral, w/nivichrome fork, 21 X 20 X 18 1/2, Campy 8-speed w/3 chain rings, Ergo shift/brake levers, Campy cantilever brakes and an optional Phil disc brake (incl.), 48 spoke wheels on Phil hubs, Top Line (mfg. for this triplet) cranks, Phil bottom bracket spindles, Chris King headset – threadless, (3) VDO computers wireless, capt. & wired, stoker & midshipman, SPD pedals, Salsa quick release seat collars, adjustable midship & stoker stems. This bike is a dream to ride and can be very fast or the perfect bike to introduce a child to family cycling. Selling because wife can no longer ride. Photos avail on request via e-mail. Asking price \$3,500 obo. Contact Dane Clark 949-951-3191 or e-mail [teamworktandem@cox.net](mailto:teamworktandem@cox.net) (CA) 03/08

**FOR SALE:** Travel case for midsized tandem, Santana, etc. Extra heavy duty Cordura fabric with leather reinforcements; remove able cardboard stiffeners. Especially useful for airline travel to linear or circular self contained tours as this is ship able. Excellent for self contained tours accessed via airlines, both linear or circular-return. It has been used on two Santanas: one with 27” wheels, extended, “rhino”, head & steerer tubes; also with a Santana Encore with 26” wheels and an extended “rhino” steerer tube. It was very useful. Further details available. \$375. Contact Matthias or Susan Kurzrock, 2673 Cassandra Court, Walnut Creek, CA 94598 or ph: 925-465-4611 or via e-mail to [mkurzrock@astound.net](mailto:mkurzrock@astound.net) (CA) 03/08

**FOR SALE:** Many parts/accessories for tandems. Kreidler Tandem roller frame extenders. \$55.00; Belt for Kreidler “Head wind unit. \$12.00; “Head wind” unit arm, build your own! \$15.00; Seatposts, all alloy, single fixing bolt; Shockposts, 29.8 mm by Santana/Tamer for tandem., 2 Tamer offset shockposts 29.8mm, one new; Santana /Tamer XC shockpost, straight, no setback or stiction. Standard fixed seatposts: 29.8 mm x 330 alum or black; 27.0 x 200; 26.8, 26.6 x 270, 26.4 x 270 Sakae TCO, 25.0. Outrigger seat post, 26.6 mm fixed seat post: 26.6 x 180L x 100 mm cc extension. Steel, 4” posterior extension (for stoker). Requires conventional clamp; used with a 1980’s Santana. Seatpost spacers & clamps for Ideale, Brooks, etc; Santana Derailleur hanger, new. Be prepared for shipping damages. \$24.00; Stem, gooseneck, 1.25”, ±15 degrees, 9-cm. steel, one x 2 bolts; from Santana tandem. \$22.00; Stem, gooseneck. Much more. Interested? Send an e-mail to [MDKurzrock@Astound.net](mailto:MDKurzrock@Astound.net) and ask for the complete list of tandems and parts for sale. (CA) 03/08

Non-commercial Classifieds are free to TCA Members. Please include your member number with your ad. Classified advertising rates available upon request. Send a SASE to the Editors.



## TCA MERCHANDISE

**ALL SHIRTS ARE EMBROIDERED WITH THE  
TANDEM CLUB OF AMERICA LOGO**

Knit men's style - 3 button front Polo (K421) - sizes M, L, XL - \$27.00

2 XL - \$29.00 / 3XL - \$31.00

Knit women's style - v neck johnny collar (L431) - size S, M, L, XL - \$ 25.00

Plus 1X p- \$29.00 / Plus 2X - \$31.00

Knit shirt color options - Blueberry, Banana, Navy, White

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Denim; sizes Ladies XS-XL; Men's XS-XL; Youth XS-XL - \$21.00

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Men / Woman/Youth Denim/ Knit Color \_\_\_\_\_ Size \_\_\_\_\_ \$ \_\_\_\_\_

Men / Woman/Youth Denim/ Knit Color \_\_\_\_\_ Size \_\_\_\_\_ \$ \_\_\_\_\_

Men / Woman/Youth Denim/ Knit Color \_\_\_\_\_ Size \_\_\_\_\_ \$ \_\_\_\_\_

Shipping: \_\_\_\_\_ shirts \_\_\_\_\_

(\$10.00 to a residential address or \$7.00 to a Business / 1-3 shirts; \$3.00 additional for 4-6 shirts)

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Mastercard Visa credit card # \_\_\_\_\_

3 digit validation code from back of card \_\_\_\_\_ expiration date: \_\_\_\_\_

Signature (required for cc order) \_\_\_\_\_

Mail completed form to: **TCA Merchandise, 180 Industrial Blvd, Suite P, McKinney TX 75069**

Questions? Yvonne Hensley or Beth Hobensack, merchandise@tandemclub.org



# DoubleTalk

## Tandem Dealers

**TANDEMS, LIMITED.** Selling America's finest tandems, Bushnell, Cannondale, Co-Motion, KHS, Rans, Santana, more. 2220 Vanessa Drive, Birmingham, AL 35242-4430. (205)-991-5519 e-mail: tandems@mindspring.com or www.tandemsltd.com 01/08 (431)

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**TANDEM CYCLE WORKS,** Denver, CO. Largest tandems-only shop in the U.S. Test rides ANY TIME, no appointment necessary. NUMBER ONE Co-Motion and Calfee dealer. Burley, and Ellsworth, too. 1080 S. Gaylord St., Denver, CO 80209. Phone: 303-715-9690. E-mail: TandemDOC@TandemCycleWorks.com. Web: www.TandemCycleWorks.com.. 11/08 (55256)

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Co-Motion, Bilenky, Cannondale, Burley, Rans recumbent, Bushnell, Green Gear, Wheels, parts, accessories, child conversions, travel tandems & triplets. 86 Gwynwood Dr, Pittsgrove, NJ 08318. Phone: (856)-451-5104. E-mail: tandemwiz@aol.com Web: www.tandemseast.com 11/08 (59214)

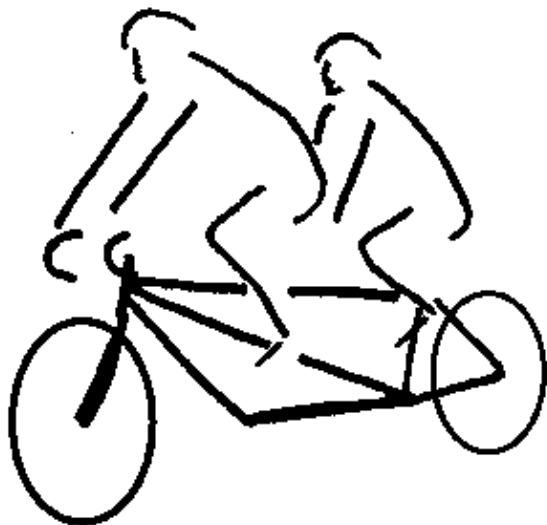
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A TCA  
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# TCA MEMBERSHIP APPLICATION / RENEWAL



## Dues

United States \$15.00/yr

Canada 20.00/yr

Other International \$25.00/yr

All dues are quoted (and must be paid) in US Dollars  
2 and 3 year memberships are encouraged

## Membership

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

Tandem Club of America  
Smith Doss & Claude Monnier  
10708 Cambium Ct  
Raleigh, NC 27613-6304

Membership No. (from your mailing label) : \_\_\_\_\_

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

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

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

City, State, ZIP: \_\_\_\_\_

Phone (Including Area Code): \_\_\_\_\_

E-mail: \_\_\_\_\_

Tandem Make: \_\_\_\_\_ Year: \_\_\_\_\_

Color: \_\_\_\_\_ Style: \_\_\_\_\_

DoubleTalk is now available on tape for those that are legally blind. Please check here if you prefer to receive  
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TCA PATCHES ARE AVAILABLE AGAIN! \$4.00 per patch until they run out

Amount enclosed: \$ \_\_\_\_\_ for (1) (2) or (3) Years + \$ \_\_\_\_\_ for \_\_\_\_\_ patch(es)

### MAIL TO:

**Tandem Club of America, 10708 Cambium Ct, Raleigh, NC 27613-6304**

(Multiple-year memberships, 3 year maximum, are accepted at Dues Rate X Number of Years)

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

