

Double Talk

"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

A Publication of The
Tandem Club
of America



MARCH / APRIL 2008

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Region 1 (AZ, CA, CO, HI, NM, NV, UT)
- **Bob & Lois West**, 4324 Paradise Dr,
Carmichael, CA 95608 (916)-961-5193

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NW Overlook Dr, Corvallis, OR 97330
(541) 745-7612

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Paul Campbell & Cathie Bishop, 1604 S
Fairmount, Sioux City, IA 51106 (712)
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McManus & Brenda Cole**, 922 Easton
Pl, Dallas Tx 75218 (214) 321-6085

Region 5 (MI, WI) - **Chuck & Nancy Garber**,
615 Kalamazoo St, South Haven, MI
49090 (269) 767-3920

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60041-9410 (847) 587-6234

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Springfield, VA 22151 (703)-978-7937

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01945 (781)-631-3239

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03079 (603)-898-5285

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Thouret & Audrey Gordon**, 88 Doug-
lasbank Rise SE, Calgary AB T2Z 1K7
(403) 281-6494

Region 13 (ON, PQ) - **Dave & Brenda
Vandavelde**, 2964 Keynes Crescent, Mis-
sissauga, ON L5N 3A1 (905)-824-9364

Region 14 (NB, NF, NS, PE) - **Alan Davidson
& Lynell Withers**, 20 Cascade Dr, Hali-
fax, NS B3M 1Z3 (902) 457-4030

Double Talk

A publication of the Tandem Club of America

An International Club for Tandem Enthusiasts

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Send articles to: Jack & Susan Goertz, 2220 Vanessa Dr, Birmingham, AL 35242-4430

editor@tandemclub.org



DoubleTalk

What do TCA members do?

Deadline for the May - June, 2008 Issue is April 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

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.

Editors: **Jack & Susan Goertz**, 2220 Vanessa Dr, Birmingham, AL 35242
editor@tandemclub.org (205) 991-7766

Secretary: **Arly & Sandy Aronson**, 1627 Jasberg St, Hancock, MI 49930-1219
secretary@tandemclub.org (906) 932-9852

Membership: **Smith Doss & Claude Monnier**, 10708 Cambium Ct, Raleigh, NC 27613
membership@tandemclub.org (919) 847-8437

Treasurers: **Al & Sue Berzinis**, 99 Bender Ln, Delmar, NY 12054-4331

Merchandise: **Yvonne Hensley & Beth Hobensack**, 180 Industrial Blvd, Suite P, McKinney, TX 75069
merchandise@tandemclub.org (972) 562-8588

Hospitality Homes: **Phil Mortello**, 11701 E Calle del Valle, Tucson, AZ 85749
homes@tandemclub.org

Webmaster: **Brian Speck & Cindy Milhoan**, 315 W Glendale St Bedford, OH 44146-3233
webmaster@tandemclub.org

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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March / April 2008
www.TandemClub.org

From the Editors

In the January issue, I mentioned that TCA was accepting membership renewals (and new memberships) via our TCA website (www.tandemclub.org), using PayPal. Well, I have egg on my face! While we thought we had set it up so that it was easy to use, and was working, we were wrong! PayPal isn't the easiest company to work with, and we (TCA) had made some changes in the background. To cut to the chase, PayPal had stopped working last year, and we didn't realize it! We hope it's been fixed now, and you will find it easy and convenient to use. We apologize for taking so long to realize what the problem was, and we truly believe we've got it fixed and working by now. If you try it and it does not work, send a quick e-mail to our webmaster (webmaster@tandemclub.org), letting Brian & Cindy know about your problem so that we can get it fixed and working. Brian & Cindy work very hard, keeping up our website, and they don't get the praise/recognition they deserve. (For the record, it wasn't Brian & Cindy's fault that PayPal had quick working for TCA. It was a combination of many things).

It's March as you read this column, and we think the weather may be ready to cooperate and let us ride more. With the winter floods in the southwest and the Midwest, the snows in the upper Midwest, and tornados in the southeast, it seems like there have been plenty of reasons why many of us haven't yet started serious riding yet. With springtime almost on us, it's time to start planning our return to the road. Check out the TCA

Calendar and make your plans now to attend some of these great events. There's sure to be one near you. We – your editors – are working to put our travel plans together, and it's definitely looking like it will be a good year for tandeming.

As you make your travel plans, think about sharing your adventures with others. Be sure to take some pictures, make a few notes, and we encourage you to put together an article about your trip when you return back home. Of course, the last thing you need to do with that article is send it, with its pictures in a separate file, to us so that we may share your adventures with other members of the TCA. Go ahead, make us jealous! Have a great time, and we'll be envious of your good fortune. (Note: We love to receive your articles electronically, as an e-mail attachment. We can read almost any format out there, but plain text always works well. Send any pictures in high resolution as separate files. Do not embed your pictures in your article.)

We hope to meet you somewhere, someplace in 2008, and that you only have tailwinds and downhill in your future. Oh, and don't forget to send us your articles (with pictures, if possible). Remember, send your pictures in fairly high resolution (at least 200dpi), and don't embed them in your article. Send them as separate files, please.

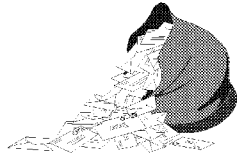
Ride on!
Jack & Susan

Use Pay-
Pal to renew
your
membership



DoubleTalk

Dear DoubleTalk,



Three and a quarter years ago Sari and I bought a DaVinci tandem. This was our first bicycle since either of us were in high school. We retired this past Dec 31.

Two years ago we started doing our weekly grocery shopping by tandem. The total trip is about eight and a half miles and includes stops at four separate stores. We make the trip rain or shine, but not in snow. We pull a Bob YAK single wheel trailer and have rear panniers. Needless to say, we are noticed by other shoppers and the store clerks.

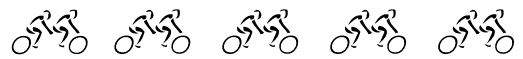
Our goal is to ride the tandem more miles than our car. So far we have almost 9000 miles on the tandem. In the same period we drove the car 13,000 miles. We generally meet our goal locally, but have one or two trips to visit Sari's parents each year. This is a 1200 mile trip.

On March 1, this year, we are planning a cross country trip. We are designing the route now. Starting near Philadelphia, PA, we will go to the New Jersey shore, south to a point near to New Orleans. From there we will follow the Adventure Cycling Southern Tier route to San Diego. Then take the coast route to Astoria, Oregon. From there we will take the Lewis and Clark trail to St Louis and then generally east back to the starting point. We will spend nights in a combination of motels, camping and with friends and anyone else who will put us up. We plan to post pictures and commentary on our website as we go at <http://pat.steuber.com>.

Perhaps when we get home we will have material for a full article.

Thanks,
Pat Steuber
Springfield, PA

[Ed: Pat, we're looking forward to that full article!]



Dear DoubleTalk,

My wife and I live in New York City. There does not seem to be a New York city tandem chapter How does one go about starting one?

Ed Pino
New York, NY

[ED: Ed, use the annual membership list, which you should have recently received, and contact other TCA members who live in the area near you. Suggest a neutral meeting area (casual restaurant, pizza parlor, etc) and an agreeable time for a casual meeting. Be prepared to discuss what you want this club to be, and go forward. Listen to suggestions from others, and put it all together. Most clubs exist only when the members are doing things they enjoy, like riding their tandem with other teams. Meets are really secondary, and for most clubs consist mainly of a winter-time meeting to set the annual rides calendar (be sure and let DoubleTalk know the calendar information) and possibly a few social events scattered through the year, held in conjunction with rides. Good luck, and keep us posted.]



DoubleTalk

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www.TandemClub.org

Dear DoubleTalk,

I am organizing a tandem, triple, and quad team for the MS150. This ride is a fund raising ride to be held the weekend of August 8-10, 2008, for the Multiple Sclerosis Society, Vermont Division. I would really like to roll out at least a dozen tandems in support of MS. The ride is a well-supported double loop based out of Castleton State College. Saturday is a beautiful 75mi loop going south through Rupert VT to Dorset VT and returning by beautiful Lake St. Catherine. Sunday the loop goes north along Lake Bomoseen and further north into farm country. Each day has 25mi, 40mi, 75mi or 100mi options. MS Society provides Saturday night dinner & Sunday morning breakfast. There is also a post ride cook-out Saturday & Sunday. I plan to have a tailgate party Friday night for the tandem teams. Lodging is available at the college by reserving at registration time. Minimum entry/fundraising is \$250/person. MS150 website has many helpful tips for fundraising. For more information contact me kins11320@verizon.net

Brian Kinsman
Essex Jct. VT 05452
Ph: 802-872-7169.



CLUB NOTES

The DATES (Dallas Area Tandem EnthusiastS) pass along the following sad news.

We have been notified that Virgil Fruth passed away on Thursday, February 14, after many years of battling cancer. He and his wife Jeanie, who predeceased him, led HATS (Houston Area Tandem Society) from its infancy for over 10 years. They originated the Valentines Ride to celebrate cycling as a couple and sharing that special day with other couples. It is only fitting that this weekend's event will now be known as the "Virgil and Jeanie Fruth Memorial Ride".

For everyone that ever knew Virgil, this is a great loss to everyone in the cycling community. He always had a story to tell and a smile on his face! And although he was less active in HATS after Jeanie died, he continued to attend every Valentines Ride, whether riding with his daughter or just showing up for the gift exchange and cobbler!!!! We will all miss his cheerful spirit.

Tandem Lives

Two wheels, independent, but moving in the same direction

Chains that do not bind, but connect and empower

Talking to one another about changes in direction and bumps in the road

Powered by two hearts, each picking up the slack when the other flags,

Maybe a dent or two, serving to remind us that we aren't perfect
- But still beautiful

Together we go places and do things that we could not do apart

Steve Colvin, Houston, TX



DoubleTalk

Southern Kentucky Tandem Rally (SKyTR)



Hosts Kent & Anne Ellis get us started.

SKYTR was a great weekend. A great thanks is offered to Anne and Kent Ellis, our hosts for the weekend in Bowling Green, KY. Twenty-three teams attended including teams from Washington and Florida the last weekend in July. Some chose to ride Friday from Cave City while others did a social 10 mile ride.

Friday evening featured a cook out at a local park about 2 miles south of the host hotel in Bowling Green.

We chose the 70-mile route for Saturday. Since that wasn't long enough for us, we added to our ride by riding to the start at Basil Griffin park on the southeast side of Bowling Green from the host Hampton Inn. This route to the park involved some traffic, as it went by a "Open on the

Weekend Only" Flea Market. From the start, we rode about a mile or 2 before the roads emptied of cars. From then on, the routes' rolling hills, smooth roads, and light traffic made great riding. Our sag stop was at a Shaker village. For those of us who were doing the long (70-mile) option, we had a 20 mile loop which returned to the Shaker Village. Smart idea, using the same location for two sag stops! This 20-mile loop had two good climbs, but the scenery of southern Kentucky made the extra work worthwhile. Many of the roads were narrow and would be called lanes here in Indiana. Lunch was just a few miles down the road from Shaker Village at a Dairy/Local restaurant that served some great sandwiches on home-made bread.

Saturday evening, dinner was on our own. Teams got together and hit the town, looking for great food. After dinner, Kent & Anne invited us all to their home for dessert and to watch the tour. We enjoyed talking tandems and bicycle rides with the other teams.

On Sunday's ride, the route out was hillier than Saturday, but again the roads were smooth with little traffic. The sag stop was at a park on top of one of the climbs, and we had the option of a ten mile loop from there to extend the ride. We chose to skip the loop so we could shower at the motel before check out.

All the sag stops had fresh fruit, cookies, and water. The ride was well done with excellent route markings and roads and the Ellis' hospitality was appreciated by all.



The sag stop at a Shaker Village included tours if you chose.

DoubleTalk

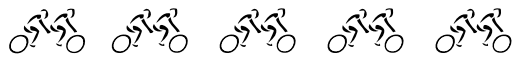
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If you missed out on this year's SKy-Tr, you can enjoy an expanded version by signing up for the Southern Tandem Rally 2008, to be held in Bowling Green next September (see the TCA Calendar for dates). Just don't expect for everyone at STR to be invited for dessert at Kent & Anne's house!

Sheldon and Martha Hall
Greenfield, IN



It's always easy to stop for ice cream!



Southern Tier Tandem Rally 2007

For those not in the know, the Southern Tier Tandem Rally is not another southern rally. It takes place in Elmira, New York, which is in the heart of the area in New York state known as the Southern Tier. Hosted by Rich & Lindy Shapiro, owners of Gear-to-Go Tandems, it is limited to 50 teams and is run out of their beautiful home/shop.

Most teams stay at the Elmira Holiday Inn, with some using a nearby campground. The rally started without us Friday afternoon with a couple of short routes that mysteriously lead to an ice cream stand. Friday evening there is a wine tasting of the products from the nearby Finger Lakes region. As we arrived in town there was a nasty thunderstorm that knocked out power to much of Elmira but it just missed the rally party, thus allowing the white wines to remain at optimal temperatures for our arrival.

Saturday rides start out at 9:30, and there are a variety of routes to choose from. Mileages ranged from about 18 mile to 60 miles. With the different routes, you also were able to select your choice of terrain. Some routes had optional cutoffs to shorten them or avoid a particular climb. We rode our usual route



Rich welcomes the tandem crowd to Elmira, New York

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along “Creeky Crawly” which is 38 miles, with a shorter 31-mile option. Weather was sunny in the 60’s and a pretty steady 15mph wind for the first 2/3 of the ride (a 3.5 mile downhill, usually negotiated at about 30 mph with braking became 17



Ice cream refreshes riders - both young and older.

mph without brakes). We ride 2 tandems with each parent captaining and the kids stoking. We arrived back at Chez GTG Tandems where the all day foodfest was in its early stages. Each team is asked to bring a side dish while Rich mans the grill, turning out plate after plate of BBQ ribs, hot dogs and such. New dishes are brought out continually during the day so it pays to stick around to see what emerges! The 20+ children present kept themselves pretty busy swimming, playing ping pong and generally just running around.

Sunday’s rides get out 30 minutes earlier than Saturday’s rides, and we did the 31-mile Chemung Valley route (18 & 39 mile versions were also offered), while other teams did 50+ mile rides. The 31-mile route is mostly flat with only one climb of note. There are a couple of 6 mile long segments that are flat and straight where you could just put your heads down and all out pedal. At the 27-mile point there was a very popular ice cream stop with mini golf and some goats. Very few teams rode past the place! The food scene was repeated at our end-point and folks showered, ate, and left as their schedules demanded.

Teams at this rally run the spectrum from families with young children (one team pulled their 2 young girls in a trailer) to “A” riders on the latest big bucks tandem who must average 50 mph (at least it looks like that as they pull away from us). It’s low key relaxed and has many repeat attendees. This was our 6th year. As usual there were many Santanas and Co-Motions, as well as a smattering

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of most other brands including Bushnell, Bilenky and Burley. The Bushnell was S&S coupled with STI brifters whose cables went to a linkage that controlled hydraulic disc brakes-really interesting. There was a Santana quad and several triples; one a CoMo PerisCope and another a Bike Friday. The only negative I can think of is that I usually end up looking in the shop part of the house and buying stuff. Last year my wife got in there, too, and we left with matching tandem earrings for her and my daughter. This year Rich nailed me for a carbon fiber Thud-buster seatpost but no price is too much to pay to make my stokers' tush happy!

Thanks to Rich and Lindy for a great weekend-good job with the weather this year!

Len Diamond
Ridgewood, NJ



Flying Vacation

For those of us with limited vacation time, traveling by private airplane has wonderful advantages. Instead of spending precious days driving to and from a picturesque destination, flying into a small private air strip takes only a few hours, and if you enjoy flying, dancing among the clouds sure beats eating dust on the road.

But there are reasons why so few of us fly privately. It's beastly expensive, and when you arrive at your destination you have to come up with ground transportation, which can sometimes be difficult to find, and is almost always another painful expense piled on top of the sky-high costs associated with the plane. This past summer, with a lot of help from my friends, and a bit of sleuthing on the Internet, I was able to come up with a creative solution to these problems. It resulted in the best vacation I've ever had.

Let me introduce the players. We four live on the Island of Oahu in Ha-

I was able to come up with a creative solution... It resulted in the best vacation I've ever had.

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DoubleTalk

waii. I'm Barton Cox, and my wife is Beth Cox. We ride a new Zona tandem with S&S couplers. Our traveling companions are Bill Rothe and Rebecca ("Becca") Horne, who ride a Montague Tri-Frame folding tandem. I'm the only one who's retired, so I do the planning before, and the article writing after.

In 1995 I
sorrowfully
sold my part
interest in a
Piper Chero-
kee...

Beth and I met Bill and Becca doing weekend rides with the Heavy Breathers here in Honolulu. The Heavy Breathers are one of the riding groups sponsored by the Hawaii Bicycling League. After one such ride we four got together for dinner and got to know each other. I especially remember asking Bill what kind of work he did, and he said he taught aviation (*He teaches aviation!*). Then I asked if he were a certified flight instructor (CFII), and he said, "Yes." (Oh joy!)

In 1995 I sorrowfully sold my part interest in a Piper Cherokee 180 aircraft before moving from Austin to Hawaii. Private flying isn't very practical here, and you need to be a multi millionaire to afford a plane capable of making the three thousand mile trip across the Pacific to the mainland. We're not rich. So – much as I love (love!) private flying – I figured giving it up was a price I could bring myself to pay to live in paradise. On the other hand, *knowing a CFII who rides a tandem, that* rekindled a dream...

Searching online for hours I was able to find a Piper Cherokee Six that could be rented from South Bay Aviation at Torrance Airport, just an hour's bicycle ride south of Los Angeles International (LAX). Bill and Becca were up for a flying/bicycling vacation, and by sharing

expenses it became doable. A Cherokee Six is an older (1968) single engine airplane that accommodates six passengers with a large baggage area aft of the seats. Removing the rear two seats doubles the baggage area giving us plenty of room for the bikes and our luggage. No cars on this trip; just tandems and an airplane.

We rendezvoused at South Bay Aviation on Sunday, July 15, 2007, and got to know the owner/manager there, Richard Seals. Nice guy. Fortunately, because of Bill's expert flying skills, we were able to qualify (satisfy the insurance people) to rent the aircraft without spending several days in training. Takeoff for Sedona was scheduled for Tuesday the seventeenth. That left a couple of days to ride in the Las Angeles area.

There's a long bicycle trail that runs along the beach from Redondo Beach up past Venice Beach. For info, see: www.la-bikepaths.com/SoBay.html For two days we rode up and down the length of that wonderful trail. It forks at Marina Del Rey, with one path heading north along the Los Angeles River for miles, while the main path continues along the ocean beyond Venice Beach. Because Beth and I arrived at LAX with our tandem in suitcases, we rented a car for a day until I could get the bike put together. When we returned the car to the rental place at LAX we took our bike, and hopped on it to meet Bill and Becca on the beach trail at Marina Del Rey. We had a street map of the area, and since the distance was just a couple of miles as the pelican flies, we figured no problemo. Bad idea. Take it from me, going from LAX to Marina

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Del Rey on a bicycle is not recommended for tourists.

Thank God for the Las Angeles Police! We met the nicest officer. We showed him our map and he laughed and laughed. I was hoping he would mark the route for us on the map, but instead he drew us a detailed map specific to our needs. He practically took us by the hand, and a good thing too considering the complexity of the route. Bill and Becca were waiting for us, and we rode up past Venice Beach, and then back down to Torrance. At dusk we stopped for dinner at a wonderful Italian restaurant with open-air sidewalk dining on checkered tablecloths. A sidewalk café is ideal when you haven't brought locks for the bikes.

Tuesday's takeoff was smooth and uneventful, and it was nice that Bill was handling the Air Traffic Controller's instructions which were coming thick and fast over the radio as we navigated the blizzard of traffic above LA. Once we cleared the snow-capped mountains, we could kick back and enjoy the scenic beauty of the desert southwest.

It took a little over three hours to fly to Sedona. We stayed at the Kokopelli Inn, fourteen miles south of the airport on Hwy 179. It was all downhill, all the way to the hotel. The airport is on a mesa high above the town. The airport road is steep, and you really notice it with panniers and backpacks loaded.

It was our first visit to Sedona, and the heat surprised us. The airport is at 4,830 feet, and I had thought that much altitude would cool things down. We

were wrong. On Wednesday Beth and I decided to ride the sixteen miles from Sedona to Cottonwood east on Hwy 89: thirty-two miles roundtrip. Piece of cake. (A urinal cake maybe)

Fortunately, on the way out we met Andy Barrett, a bicyclist from Phoenix riding alone. He was returning to his campsite above Cottonwood, and would be taking his pickup back into Sedona. We enjoyed riding with him, and made plans to meet for lunch at Tlaquepaque (a hacienda-style mall with upscale shops, galleries and restaurants) just below the mesa where we landed at the Sedona Airport.

The sun was beating down mercilessly. It was 102 degrees in the shade. Beth and I drank everything we could get our hands on. We must have consumed four gallons between us. Along the road into town parched bones were peeking out from the hardpan sand, and we began to wilt like tropical plants left out in the desert sun. Would this be our final ride?

Thank you, Oh Great Spirit! Andy arrived in the nick of time and drove us the remaining five miles to Tlaquepaque. It's always good to make friends on the road.

Wednesday evening our stokers were expressing a bit of anxiety about the prospect of the climb back up to the airport in the morning. We would be fairly heavily loaded, and that airport road did seem awfully steep coming down.

Our original plan for Thursday, July 19th, was to take off early from Sedona and fly down to Peoria, Arizona to meet

Thank you
LA Police!



DoubleTalk

Ruidoso, NM is nice and cool in July

Bob Davis, maker of our masterpiece Zona tandem; have lunch with the Maestro, and then fly to Ruidoso, New Mexico. Well... what with hitting the wall on Wednesday, thinking about that pull up to the airport, and the total amount of riding involved (62 miles, mostly loaded) I came to my senses. We called Bob and cancelled lunch. I still hope to meet him someday. I can't say enough good things about the bike he built for us.

The uphill schlep to the Sedona Airport wasn't nearly as difficult as we'd feared. Yeah, it's a bit steep, but the hard climbing is only about a mile in length, and there are places where it levels out enough so you can catch your breath.

Ruidoso is nice and cool in July. The altitude at the airport is 6,814 feet, and I guess that extra two thousand feet (higher than Sedona) makes the difference. We would be staying in Ruidoso ten days, so we could leave things locked in the airplane and ride back and forth as needed. The setting of the Ruidoso Airport is the most beautiful I've seen. Off to the North is Sierra Blanca at twelve thousand feet, and to the east is the peak of Capitan at about ten thousand feet. Southern New Mexico got a lot of rain in 2007, and everything was lush and green. All the pine beetle damage from previous drought years had completely disappeared. The streams were full, and the alpine meadows were lush with wild flowers. It was so quiet you could hear the smallest airplane's engine ten minutes before it arrived.

My family has owned the same cabin on the river in the Upper Canyon of Ru-

idoso since 1953. It's got rough bark logs outside, a cozy fireplace inside, and a spacious deck in back overlooking the noisy river below. There's room for ten cars to park beneath the pine trees in front, but during our stay there would be only one car parked, on only one evening, when an army buddy from the 60s came over for Bar-B-Que.

We did the usual things people do on alpine vacations. We enjoyed seeing bears and squirrels and chipmunk and deer (animals not seen in these islands). Bill caught a big mess of trout in the stream out back. We had a fish fry one night and served more trout at the Bar-B-Que with the steak the next night. We ate lots of Mexican food in the fine restaurants in town. The reason we could eat so much is because we rode so much.

The day we arrived we rode a total of thirty-eight miles: Fourteen from the Kokopelli Inn to the Sedona airport, and then twenty-four from the Ruidoso airport to the cabin. All of that distance was fully loaded, at altitude, up and down mountains. And that was one of our lighter days.

We rode every day (including rides during a couple of downpours). Most of our riding began by heading north out of town on Hwy 48. Sometimes we'd turn left off 48 and follow the ski road up to the switchbacks where it gets really steep, and turn around. By far our favorite place to ride was along the airport road (also known as the Billy the Kid Trail and County Rd 220). To get there take Hwy 48 past the ski road turn-off, past Alto Village, up and over Alto Pass, and

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about a mile down the descent there's a sign on the right for the airport. Turn right. From that point it's about twelve miles to the airport, and traffic is light. There may be one car every two or three minutes. The shoulders are wide and smooth. It is so quiet you can hear the whistle of a hawk at a thousand feet; the air is clean and the scenery spectacular.

The last Thursday we were there (July 26th) the four of us took along a local bicycling friend, Beth Hubbard, and made a day of it. We rode past the airport and through the old town of Fort Stanton. If you're interested in the history of that area stop by the Ft. Stanton graveyard (you can't miss it). As you go in the main gate turn left, and there you'll find a plaque with all the historical details going back to the mid-1800s.

A few miles past Ft. Stanton, County Rd. 220 dead-ends into Hwy 380. Turn left, and about a half mile down 380 is the Village of Capitan. We'd hoped to have lunch at the Green House, but they only serve lunch on Sunday, and we'd have needed reservations anyway. The good news is that on down the road (BTW, Hwy 380 becomes Smoky the Bear Blvd. as it goes through the Village of Capitan) about a quarter of a mile on the right is "Calamity Jane's." The cuisine may not be haute there, but the pizza is delicious, and the owner, Terrie Rubelius, and her friendly staff treat visiting bikers right. The spirit of Aloha lives in Capitan at "Calamity Jane's."

There's a reason the main drag in Capitan is named "Smoky the Bear Blvd." Capitan is the home of Smoky. And, yes,

there is (well, technically speaking, *was*) a Smoky the Bear. There's a museum dedicated to Smoky in the heart of town. It's definitely worth a visit. Yeah, yeah, usually that sort of thing sucks, but in this case it's actually worth it. Anyway, roundtrip out to Capitan and back to the cabin was 65 miles. The altitude, and the vertical climbs add a bit of challenge, but nowhere near the challenge of 102 degrees of dry heat.

As I come to the end of this article, I find myself experiencing a little of what I felt then: Jeez, I don't want it to end!

We rented a car for the last evening so we could drive the fifty miles up to the Lodge at Cloudcroft, New Mexico. No trip to Ruidoso is complete without dining at Rebecca's Restaurant in the historic old (1899) Lodge. What a feast! Beth was celebrating a special anniversary, and we sang to her as our waitress fired up the bananas Foster at our table.

The next morning we all went our separate ways. Beth took off commercially for a tightly scheduled flight out of LAX Sunday morning. Bill, Becca and I flew the Cherokee north to Las Vegas, New Mexico where we said our good byes. I attend a men's retreat in the remote mountains above Las Vegas for a week every year. Bill then dropped Becca off in Las Vegas, Nevada to spend some time with her daughter, and returned the plane to its home at South Bay Aviation in Torrance. What a wonderful vacation!

Barton Cox
Honolulu, HI

Rebecca's
Restaurant
- What a
FEAST!



DoubleTalk

Senior Couple Discovers Tandem

We tumbled to the ground trying to get off the tandem while it was stopped. I realized then that riding a tandem is kind of like flying a plane. The riding is easy. It's the takeoffs and landings that cause problems. More on that later.

As an experienced cyclist, I thought I was fully prepared for the tandem experience. How tough can it be to ride a bike with two people on board? I have been riding a road bike regularly for the last 25 years and have ridden well over 1,000 miles a year including lots of big rides like the "Hotter n'Hell" in Wichita Falls,

TX, plus a ride across my home state of Arkansas.

I love cycling. When I met my wife three years ago, I kindled her interest in cycling. We are both in our 60's, and we like to workout and stay fit. A tandem seemed like a great idea. However, my wife hadn't ridden a bike since she was a child, but as they say, "You never forget how to ride a bike". She learned quickly on a hybrid bike, and for our honeymoon I convinced her to spend a week riding through the Loire Valley in France with three experienced riding friends.

After enjoying (surviving?) a week-long trip on a bike, we started talking about how much fun it would be to ride a tandem. This way we could truly ride together, talk to each other, and she didn't have to worry about steering, shifting, etc., plus she could do some sightseeing from the stoker position. We talked to a couple of bike shops and found a great deal on an almost new, bright yellow Cannondale with less than 300 miles on it.

Now for the test ride. Just getting out of the shopping center parking lot was a real test. We had to maneuver through a grocery store parking area with lots of cars moving about. Fortunately the drivers quickly recognized how wobbly we were on the big bike, and they got out of our way. The best place to ride from the bike shop was a hilly ride through a neighborhood with lots of twists and turns, but fortunately, a neighborhood with not too much traffic. We quickly found out that a tandem is not anything like a single bike. It demands much more



Randy and Sam Oats - ready to ride.

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thought and attention. Turning the beast was more involved than I expected. In fact at one point in the ride we had to dismount and walk the bike across a busy intersection and then point it in the right direction to make sure we wouldn't fall in the middle of the street or hit the curb. It was quite an experience. However, after the ride my new bride was so excited about the prospect of riding a tandem that she actually bought the bike, and put her trust in me to figure out how to ride this thing and have fun doing it. While it has been a steep learning curve we have had a lot of fun. Here is some of what we have learned together on the same bike in our first 600 miles.

Starting and Stopping

As I said, it's like flying an airplane. The flying is easy -- it's the takeoffs and landings that are scary. With plenty of good instruction from the previous owner, we mastered the starting process pretty quickly. I straddle the bike and lock the brakes while she mounts on the back and gets clipped in. Then I clip in my left foot and we shove off with a couple of pedal strokes before I clip in with the right foot. That's the easy part. Stopping and getting off without embarrassing ourselves has been a little tougher. While we have not actually crashed the bike, we have fallen a couple of times while stopping, and it always seems to be at the end of a ride in front of other riders. The whole thing about putting a foot down and balancing the bike while the stoker gets off has been a painful experience. But I think we have mastered it now by discussing when to clip out and having both of

us put a foot down at the same time on the same side.

Clipless Pedals

While I have ridden clipless pedals for years, my wife was uncomfortable with the thought of her feet being attached to the bike. However that changed after a couple of rides when she found it difficult to match the cadence when I stumbled through a major gear change that suddenly had our pedals turning much faster than anticipated. Having her feet clipped into the pedal works much better, and it's easier for her to keep her feet in the correct position. It also helps a lot if the captain warns the stoker of a major shift, especially on the front chainring when we shift into the granny gear. Which brings up the next lesson learned: **communication**.

Communication

On a single bike, by yourself, you don't have to communicate with anyone about changing gears, stopping, starting, turning right or left, or much of anything else. But as I quickly found, that's not true on the tandem. Riding a tandem is a lot like a marriage: if you want to have a positive experience, communication is critical! The stoker doesn't know when you plan to stop or turn unless you tell her/him, and if you don't, it can create real problems. Just try to turn left when the stoker is leaning right and see what happens! The bike doesn't want to turn. If you plan to stop, it's helpful to warn the stoker in order to avoid falling over like a child on a new bike without training wheels. It also helps to warn about major shift changes, which cause a change

Riding a tandem is a lot like a marriage: if you want to have a positive experience, communication is critical!



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The stoker has a cute yellow horn...

in cadence. It's a very frustrating experience for the stoker to suddenly have to change cadence without any warning. It can cause the stoker to come off the pedals and create some significant instability on the bike. And finally, remember the stoker can't see the bumps in the road, but she will surely feel them. I found it's a good idea to always warn the stoker about a bump, and, when possible, to provide enough warning so the stoker can come slightly off the saddle. Trust me on this. To keep your stoker happy, you need to communicate everything you do before you do it.

Best Advice We have Received

I believe it was the former owners of the tandem that told us the most important thing about riding a tandem is, "The stoker can do no wrong". The stoker is placing all her trust in the captain. The stoker can't see the road directly ahead and has to trust that the captain knows what do and will get the tandem team safely down the road, having fun while doing it. If the stoker needs to stop and rest, then it's time to rest. If the stoker wants to slow down, then use the brakes. It's the sole responsibility of the captain to earn the trust of the stoker. Failure to do so will result in a very expensive piece of two-wheeled art hanging in your garage growing cobwebs.

The End Result

We have not completely mastered the tandem in 600+ miles, but we are having a great time. We are much smoother on the bike, and we have gotten in sync with each other's movements and pedaling style. The stoker has a cute yellow

horn (matching the bike of course) that she puts to good use when we are on a trail with pedestrian traffic. We have also bought Camelbacks for longer rides because it is much easier to drink without reaching for a water bottle. Recently we spent a weekend riding in Cajun Country (in Louisiana) with our friends from the France trip, and we rode 75 miles during the weekend. A week later we followed that ride up with our longest tandem ride to date, a 50-mile charity event that we finished before lunch! Not bad for two senior newlyweds on a tandem who are having a great time riding together.

Now with some successful experience under our belt, we look forward to participating in some of the tandem rallies we have read about in DoubleTalk. We have named our bright yellow bike Daisy and you can look for Team Daisy at the Tulsa Rally in 2008. After that who knows where Daisy will take us next.

Randy Oates
Little Rock, AR



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RAMROD

History and Description of the Ride

Organized by the Redmond Cycling Club of Redmond Washington, **RAMROD**, (Ride Around Mount Rainier in One Day) is the Pacific Northwest's premiere one-day ultra-marathon cycling event. It combines the incomparable scenery of Mount Rainier National Park with a challenging course featuring 10,000 feet of climbing along a course of over 150 miles. RAMROD was first held in 1984 with 52 cyclists starting the 156 mile ride, with only 45 of the riders finishing. As the popularity of the ride has increased since its inception, the National Park Service has established a cap of 800 riders for the event. This led the Redmond Cycling Club to establish a lottery system to select the individuals who get to ride in the event. Normally the cut off date for putting a name into the lottery is 31 March, and the event is always held on the last Thursday of July. The cost is reasonable, about \$80, and includes typical meal, T-shirt and SAG support that you would expect on any well organized ride.

In 2005, I recklessly entered the RAMROD lottery when encouraged to do so by a colleague from work. He lives in Seattle and has ridden many of the rides. In fact his wife, a former professional triathlete, has been the first female finisher multiple times, once completing a 156-mile course in a jaw-dropping 8 hours, for a 19.5 mph average. (Don't forget about the 10,000 feet of climb or the fact that 8 hours is the total time, start to finish, so she either didn't stop,

or she rode faster times while on the bike). Needless to say, I was nowhere near this level, and at the time I entered the RAMROD lottery, my longest ride ever had been about 106 miles. I assumed that luck, or lack thereof, was on my side. Since I'm the kind of person who fails to match a single number on the occasional lottery ticket that I buy, I figured that I could demonstrate my male bravado by entering the lottery, and then secretly hoping that fate would save me from what I assumed would be a grueling day on the bike, were I to be selected. Of course, fate knows all the tricks we try to play on her, and she cannot be out-foxed. Early in April of 2005 I received an email that said, "Congratulations, you have been selected in the RAMROD lottery". So in what was my first RAMROD, I borrowed a LiteSpeed (single) from my father, and traveled to Seattle in late July for one of the most spectacular bike rides of my life.



Francis and Edgar Dalrymple



DoubleTalk

Did I intend to ride RAMROD 07?



Edgar rides RAMROD 2005 on his single.

I departed the starting line at 0530 AM and crossed the finish line 1630 (430 PM, or 11 hours start to finish). Amazingly enough I still felt fresh, and remarked that I could have ridden further. Below is a photo that I took of myself with a disposable camera, while riding. It can only hint at the beauty of the scenery for those who have never visited Mt Rainier National Park. I rode the ride again in 2006. At the completion of this ride, I told myself that it would be my last.

During the winter of 2006, severe storms struck the area around Mt Rainier. Many of the roads were washed out and are still under repair. There was talk of canceling RAMROD. The following was posted on the cycling club's website:

"In November of 2006, the park suffered extensive flood damage. Many of the roads have become impassible, campgrounds have been destroyed and scores of trails have been wiped out. With that in mind, RAMROD will still be held, but the route had to be changed and its focus will be to raise funds to help rebuild the park. The Redmond Cycling Club wants to do its part to help rebuild our park! This year RAMROD 2007 is being held as a fundraiser for Mount Rainier National Park."

By the time the 2007 registration came around, my wife (Frances), daughter (Maggie) and I had been riding an aluminum Santana Triple for 5 years. We used the bike for annual family vacations with my father, mother, and brothers. The Bike Ride Across Georgia (BRAG) was traditionally our big family ride of the year. As a family, we loved the time

spent on our triple, and even got a little publicity when the Huntsville Times did a story on the 3 of us and our bike. Nonetheless, since our daughter was now almost 12, rides on the triple were becoming less interesting to her. Frances and I, on the other hand, had seen our passion for cycling -- both solo and on the tandem -- grow. Since neither Frances nor I were ready to give up the tandem, in November 2006, we had ordered a new Co-Motion Speedster Co-Pilot. We received the bike in January and had put several hundred miles on it by March. One day in March, Frances asked me if I intended to ride the 2007 RAMROD ride, but I was noncommittal. It is an expensive trip to travel from Huntsville, AL to Seattle WA for a bike ride. I had done the ride twice, and didn't feel that there was a compelling reason to do it a third time. In addition, even in March, it was still up in the air if the ride would be held. When it was finally announced that RAMROD would be held, it was also announced that 2007 would be a year in which tandems would be allowed. Frances naively asked, "Do you think we could do RAMROD on the new tandem?" I told her that I felt sure we could, but that it would still require both luck, we still had to be selected in the lottery, and lots of training. Suddenly, I had a compelling reason to do my third RAMROD.

In April of 2007 I received an email much like the ones in 2005 and 2006 which stated, "Congratulations, your tandem team has been selected in the RAMROD lottery."

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Training for the Ride

The knock against tandems, mostly by those who haven't ridden them, is that they are a disadvantage on climbs. No doubt we have all seen lots of tandem teams crawling up hills, and some of us may have even been riders on those teams. I think there are many reasons that contribute to this. I'll avoid addressing the demographics of tandem teams for reasons that are probably obvious to most readers of Doubletalk. However, it is my belief that a well-trained tandem team can climb well. The main factors in climbing ability are the strength of the riders, their ability to jointly maintain the needed power output, and the weight of the team and the bike. While it seems that most tandems manufacturers are afraid to publish the weight of their bikes (I have 2 tandems and don't know, and can't find, the weight of either) my guess is that the Co-Pilot is the approximate equivalent of each of us riding a bike of around 18-22 pounds. While not as light -- on a per rider basis -- as a carbon bike, which can be as little as 15 pounds for a single bike, there isn't a formidable weight penalty for riding a tandem. Any weight penalty can be compensated for by a training program that could take this much body weight off the riders. This leaves the matter of strength, and the capacity of the team to manage their effort such that they can gain the maximum efficiency out of the team, and avoid depleting one of the riders. To climb well, both riders have to be riding well.

Our training plan was to ride a lot of miles, do a lot of climbs, and ride both

our tandem and single bikes. By gauging Frances' progress at climbing on her single bike, I could tell more about her individual fitness than I could with her on the back of the tandem. Fortunately, we live near the base of a climb in Huntsville (Monte Sano, about 4 miles up at around 6%) and she could come home from work and make the climb, which she did several times a week. These climbs gave her lots of confidence, and over time, she began to show signs of enjoying making climbs on the bike. A good mental state is key to climbing well.

By the end of BRAG in June, just a month before RAMROD, we had done 3 centuries on the new tandem. We did the 4 Hills Century in Huntsville, the traditional BRAG century on the Wednesday layover day, and a century in the BRAG Spring Tune Up, in Madison Georgia. We also went to North Georgia and rode the 6 Gap Century Route, much of which has been used by the Tour of Georgia organizers. (This is a great area to ride, and you have the added bonus of seeing faded paint on the road with names like "Lance", "Popov", etc. from the inaugural Tour of Georgia). In July we went to Asheville, NC for a wedding. While there, we climbed from the Oconalufte Visitor's Center, near Cherokee, NC, up to Newfound Gap (approximately 16 miles and 3500 ft of climb). On the 4th of July we climbed from Asheville to Mt Mitchell (approximately 30 miles and 5000 ft of climb). Our last training ride, on the Saturday before RAMROD, was a 93 mile ride around Madison County, AL, that included 3 of the 4 climbs from the 4 Hills Century. By now,

... 3 centuries under us!...



DoubleTalk

Travelling was no problem with our S&S tandem.

our legs were ripped and our climbing motors were getting in top form. Overall we did over a thousand miles on the tandem, and another 500 miles on our single bikes. I estimate that we climbed in excess of 30,000 ft in our 6 months of training.

Packing The Bike

I bought the Co-Pilot version of the Speedster, the one with the S&S frame couplers, specifically for a trip like this. Despite this, no tandem team that I had talked to on the road had ever disassembled and traveled with their bike. While the bike manufacturer and dealer made it all sound pretty easy, I was concerned about disassembly time and getting the bike to fit in the cases. I was also concerned about the cable tension following reassembly, and how the shifting might be impacted by the process. In short, there were a lot of unknowns, and I couldn't find anyone with direct, first hand experience with the task.

I'll admit to be disappointed with the "training disk" that Co-Motion provided with the bike. The disk contained a computer video complete with soothing background music. It showed the basic steps in a very simplistic manner. It contained several elements of what we call in my line of work "negative training". Nonetheless, after about one and a half hours, the bike was taken apart, padded, secured with cable ties and in the cases. There was ample room in the 2 hybrid cases for the bike, and the tools that I would need to do the reassembly. The hybrid cases were recommended by Co-Motion as the best choice based upon their experience

with bikes damaged in transit. I assumed the hard shell case would provide the better protection. However, since Co-Motion asserted that their recommendation was based upon real data, as an engineer, I was persuaded to go that route.

Like most of us traveling with a bike, I dreaded the encounter with the airline baggage counter. I think we all agree that the \$80 charge that most airlines add on to your ticket price, just because you are transporting a bike, is a total rip-off. Most bikes in a case, even with tools and accessories weigh less than the 50 pound limit for checked baggage. Even overweight bags are charged based on a sliding scale that is relative to the overage, which by no means jumps straight from 0 to 80 dollars. So, I planned my encounter by playing a game with semantics. Technically, neither of the cases actually contained a bicycle. I imagined, that if challenged, I would offer to give the bike to the individual who could try to assemble the contents of either of the cases into something that could be ridden. I could honestly say that neither case contained a bike. As it turned out, my scheming was all for naught. We rolled the cases up to the counter (they handled very easily with their retractable handles and built in wheels) and the agent weighed them, (about 45 pounds each) put the tag on them and put them on the conveyer belt with nary a word about the contents. I was pleased to see that upon arrival, the bike was secure and undamaged.

Reassembly of the Bike

Since our hotel was about 20 miles from the ride start in Enumclaw WA,

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and since I was not going to assemble the bike on the morning of the ride, I had to plan to assemble it, and then transport it to the start of the ride. Clearly I couldn't get a fully assembled tandem in either the trunk or the back seat of our rental, a Mercury Marquis. My solution was to assemble the rear section and the mid-section of the bike in the hotel the night before, and transport this assembly in the back seat of the car on the day of the ride. I could then put the front section in the trunk. My final assembly on the morning of the ride would only involve connecting the front section's 3 S&S couplers to the rear, pre-assembled section, and to reconnect the quick release cable connectors. It took me about 45 minutes to assemble the two back sections in the hotel room on the night before the ride. There was about another 20 minutes required to do the assembly of components on the front section (handlebars, wheel, and brake).

At Last, The Ride Begins.

We had a 0400 AM wake up call on Thursday. We quickly put a few things in the car and drove toward Enumclaw. We arrived a little before 0500 at Enumclaw High School. The plan was to hit the road by 0530. However, inflating tires, doing the final assemble, adjusting saddle height, all took longer than planned, and we hit the road at about 0545. By this time, 500-600 of the 800 riders were ahead of us, and we would be spending the rest of the day among the last 200-300 riders on the course.

It was cool, but not cold. I guess it was between 55 and 60 degF. We both wore regular summer bike shorts,

short sleeve jerseys with arm warmers, and a lightweight, packable wind shell that could be removed later. It was also damp and foggy, but we were plenty warm. After a couple of flat miles going through the town of Enumclaw, we started the first, and longest climb. I was greatly relieved, and a little bit surprised to find that the bike shifted perfectly. I had made no changes to any of the cable tensions. I just reconnected the quick release cable connectors and the braking and shifting worked as if the bike had never been taken apart, shipped across the country and reassembled. I was sold on the S&S coupler system and Co-Motion's design of the Speedster Co-Pilot. Ahead were 55 miles of climb and 5600 feet of elevation gain. The first rest stop was 26 miles ahead, at about the halfway point on the climb. We were glad to see that there were several other tandem teams who would be out on the road with us.

Many things in the Pacific NW exist on a grand scale; enormous trees, tall mountains, and as we found out on our

No adjustments required!



Long gentle descents were a pleasure.



DoubleTalk

Watch
out for
the “rock”
trucks!

ride, giant rock trucks. When we started the ride, the organizers warned us to be on the look out for rock trucks. We were told that they were still repairing storm damage in the park, and that the drivers were hauling in rock, but knew that we would be on the road. Great, I thought, there will be gravel flying from the trucks causing possible injuries, or at the least creating hazards for flat tires. After about 30 minutes the first rock truck passed us. It was a normal sized dump truck, hauling a trailer with a bed that was as large as that on the truck. Together, the truck and the trailer contained exactly 2 “rocks”. I suppose boulder was a more appropriate word. I was relieved to know that I would not have to worry about these rocks bouncing out of the back of the trucks, but it re-emphasized how devastating the damage to the park must have been.

The first 1.5 hours, riding to the first rest stop, we felt as if we were riding in a tunnel. Giant fir trees 150 ft tall lined both sides of the road. It was still dark, cool and foggy. The roads were in good condition and the traffic was light. We occasionally grouped up with other cyclists to ride in a group, but most of the first section was spent riding alone. We passed the cafes in the town of Evergreen, where we could smell bacon and coffee. While it was tempting to stop, we kept pushing the cranks, gradually climbing.

At mile 26 we came to the rest stop, the sun came out for the first time, and best of all we got our first view of Mt. Rainier. Mt. Rainier is an active volcano, with 26 glaciers, and with an elevation

of 14,410', it is the 21st most prominent peak on Earth, just ahead of K2 at number 22. (Prominence of a peak is different than elevation, but if the reader can figure out how the difference is calculated, please contact the author to explain). On March 2, 1899, President William McKinley established Mount Rainier National Park as America's fifth national park. A view of the summit of Rainier is an awesome, inspiring and a somewhat rare sight. Given the typical rainfall of the area around Puget Sound, clear views of the mountain are likely on only about 80 days a year. July is one of the best months for views of the mountain, and as we rolled into the rest stop for our first break of the day, we had a spectacular view.

We parked the bike and the first sensation was one of warmth, of feeling the sun on our face. While we had been warm enough riding, it was damp, cool and shady, and the warm sun felt great. While we were now half way to the lunch stop at the Park Lodge (Sunrise), the grade of the climb would be increasing from this point on. And while we had already climbed 26 relatively easy miles, that was still 26 miles of climbing with about 29 more miles (total) to go to lunch. I like climbing a great deal, but I was aware that by the time we got to Sunrise, we would have been climbing for over 5 hours. At that point, we would still have 2 climbs left to go, and I began to worry about too much of a good thing.

After our refueling stop, we had a few more miles on the road, and then we would turn off the Washington State

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highway, and would enter the park gates. We knocked those miles out quickly and were excited to make the turn toward Sunrise. We had not had any other views of the mountain since the rest stop, and I was beginning to miss the view. I remember from my past years, on a different route, that views of the summit helped me manage the fatigue, and kept me motivated to climb. After a slight downhill, our first in 3 hours, we crossed the White river and began the last 17 miles of our first climb up with another 2000' of altitude gain to go.

After about an hour of climbing, I began to feel my legs start to go. I asked my stoker how she was doing, and as she always does, she said, "Great!" Maybe she was, but I was struggling. One problem I've often had with my wife as my stoker is getting her to give me an honest assessment of her status. She wants to be tough and show that she can hold up her end, and I appreciate this. However, as captain, I want to know the true status of my team, including my daughter when we are on the triple, so that I can plan the pace, breaks, route, distance, etc. In this case, I eventually concluded that Frances was doing fine, but I needed a break. Reluctantly, I pulled over and told her I needed a rest. We would find out later, that I was probably working harder than she, even accounting for the differences in our strength and conditioning, and this is not a good arrangement for a tandem team on such a long, arduous ride.

I rested for about 20 minutes, and then we resumed climbing. There were lots of excited riders coming down the

mountain at this point. It was fun to watch them smile and enjoy the serpentine descent. It was good that there were only a few cars since there were slow-moving bikes ascending, and fast moving bikes descending. The drivers were all cautious and slow, and the whole event played out safely. We finally came around a hairpin curve called Sunrise Point, and from there we had amazing views of the Cascade Mountains. After a mile or so of climb, we got the "money shot", the eye-popping view of the summit of Mt Rainier that we had been cycling toward for over 5 hours. It was another 2 miles to the lodge and the rest stop. There were grassy, alpine meadows on both sides of the roads, and they were in full bloom with many types of wild flowers. The grade flattened out and we reached speeds in excess of 12 mph for the first time in hours. Our spirits soared. We were warm, nearing our lunch break, staring straight at an ancient volcanic cone over 800,000 years old. We could feel the cool, dry air coming off the glacial ice, with a backdrop of sapphire sky. We stopped pedaling, coasted to a stop, and dismounted the bike. We asked a fellow rider to take the photo below. We shared a quick hug, and then headed to the feed station to eat everything in sight.

We spent about 45 minutes at the lunch stop and then hopped back on the bike. The Speedster is a very agile tandem and it handled magnificently during the descent. Due to the numerous tight switchbacks, we did not obtain very high speeds, and we did not exceed about 40 mph on the way back down to the park gates. On the traditional RAM-

Mt Ranier -
what a view!



DoubleTalk

Ahead of us was 25 miles of descent to the finish.

ROD route, descending from the lodge (Paradise) on the other side of the park, speeds in excess of 50 mph are common. Nonetheless, in the all too familiar way that these things go, 2 hours of climbing was undone in about 25 minutes of descent. We exited the park and headed back toward our next climb.

We descended back down toward Enumclaw and turned off toward Crystal Mountain. This was a short climb of less than 15 miles, but despite the long lunch break, followed 40 minutes of descent, I felt like turning back after only a mile or so of the climb. I once again asked my stoker how she was doing, and she said, "Great". So on we pressed, but it was not fun for me. We got in low gear and plugged along until we reached the rest stop at the ski resort. There was a restaurant there, and I got a cola drink, hoping for some energy. We descended, once again to the Washington State highway that led to Enumclaw. After about 10 miles of descent, we came to the turn off for the 3rd and final climb. This time, I didn't ask my stoker how she felt. I just told her that I could not do another climb. We had already done of over 8,000 ft. of climb, and my legs didn't have any more climb in them. She agreed, although to her credit, she really wanted to complete the full course. This was one feature of the 2007 course. Since each climb was an out and back, riders could opt out of any or all of the climbs. On the traditional route, which was a loop, a rider either completed the route or boarded the SAG wagon.

Just past the turn off to the climb we by-passed was the deli-stop. The deli-

stop is the big food stop of the day. Volunteers make ham or turkey sandwiches, with choice of cheese, chips and cold soda. We grabbed a sandwich and sat on the grass in the sun. After wolfing mine down, I lay back in the grass and napped for about 20 minutes. I felt great, and even thought briefly about riding back up to the turn and doing the third climb, I ignored that impulse. Ahead of us was 25 miles of descent to the finish. Despite the fact that there was a 10 mph headwind, we rode fast. Other riders struggled to hang our wheels, but they had a hard time of it. It was all downhill from here.

We pulled into the starting point at Enumclaw high school at 500 PM, just over 11 hours after starting. A friend met us at the finish line. We took advantage of the showers at the school, and went out to a Thai restaurant for dinner. After eating we were completely relaxed, and at ease, tired, but not exhausted. We had completed 127 of the 144 miles, and climbed over 8,000 feet. We had spent a great day together, in the presence of one of the most sublime natural views in the world.

We still haven't figured out how to train to better equalize our effort on the tandem during climbs and long rides. I tend to get more fatigued than my stoker on these rides. If anyone has any ideas on how to better train a team to climb such that both riders work and tire at the same rate, then my stoker and I would both thank you.

Edgar Dalrymple
Huntsville, AL

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Winter Thoughts

Bicycle Route Design In The Comfort Of An Easy Chair

For most cyclists who live in the Midwest, Northeast, or other less than idyllic climates, winter is the time we hunker down and take spinning classes or look at catalogs to ease our lust for the open road. Some of us even dream about new routes to take and different ways to get back. For those of you who like to design cycling routes, I have a few new tools that may make things faster, easier, and more accurate.

The old method of designing a new route was pretty much trial-and-error. You would select a starting point and destination, look at various maps to find what looked like a reasonable route, and maybe even check topographical maps to make sure you weren't climbing a cliff along the way. If you had a GPS, you could use that to plot what might be the best route. Then you would set out on your bike (or car for longer routes) to check the quality of the roads, potential hazards, changes to the topography that weren't on old maps or GPS databases, and alternatives that were more easily seen in person. In general, it sometimes required a lot of backtracking to find the best route. On a bike, that could be fun (or not), but in a car with gas at its current price, it could get expensive.

What has significantly improved the process is the Internet and specifically Google Maps. If you haven't experienced this yet, just log on <http://maps.google.com> and try your hand at getting a map for any specific location you desire.

Augmenting this is the satellite capability, where Google will replace a map with a satellite image of that same location just by clicking on the Satellite button. Now there are still some drawbacks to this system. First, the maps and images are usually a couple of years old. In areas undergoing a lot of expansion and building, they are going to be out of date. Second, in many rural areas, the satellite images are not highly detailed and you might not be able to zoom in to determine exactly where the restrooms are in the state park. But for urban and suburban areas, those images are frighteningly detailed.

The next development is the advent of Google Mashups. Google has generously allowed other web sites to access the Google maps, to the point where they can show them as if they came directly from the alternative web sites. Additionally, they can access the topographic information, so they can determine the elevation of any particular point on the map and the distance from one point to the next. This is only straight-line distance, so if you are following a curvy road, you have to identify lots of short segments to stay on the road around the curve, but the total distance is still pretty accurate. Some of the sites have implemented a "follow the road" program which identifies all those short segments for you and draws the line down the road. You have to be careful, because sometimes it gets to your final point by a different route than what you expected, but it generally does fairly well. If you are using bike trails, they don't show up on the maps, so you have to identify points along the trails using the satellite view. Luckily this is pretty

Google Mashups



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How long is your route?

easy to do. At least around Chicago most of the satellite images were taken during the winter when you could see the trails through the trees. Finally, only one of these sites saves the lengths of individual legs. Generally they display just the total distance from the start of the route. So for each leg where you need an intermediate mileage, like when you turn from one road to another or have a rest stop, you need to record – on paper – the total mileage to that point. You can then go back to the last recorded total and determine the length of the last leg. Since they almost all work that way, it becomes pretty natural and I have some help for that, too.

The other thing to remember is that, depending on how long your route is, the scale of these maps can sometimes be difficult to read. You may have to print off several different maps of different segments of the route at much higher magnification so you can read street names and critical landmarks. At this point, there is not any easy way to stitch these maps together and printing them out is one of the more frustrating aspects of this process. Having a single large map of your route is wonderful, but for rides longer than about ten miles round trip, the scale is generally unreadable. So you will probably have several maps to cover the entire route.

I have found six sites that use Google maps for drawing bicycle routes. They all have different strengths and weaknesses, so you may not use the same site for all the routes you design. As with anything, a lot of this is personal preference. I'll go

through the criteria, so you understand what the sites actually do.

Instructions – Since each of the sites is slightly different, if they offer some sort of help or instructions, you should read them first. After you have tried a few of them, it may be pretty intuitive, but there are always some idiosyncrasies.

Route Creation – Obviously this is the most basic function of all these sites. You select a starting point, sometimes by clicking on a record button and sometimes by just clicking on the starting point. Then select the subsequent points along the route. If you are creating a cue sheet, you will need to note the total mileage at every point where you turn or there is some significant point on the route. We have a busy state route that you have to cross using a tunnel that is often partially flooded. Crossing the highway on foot will get you a very hefty fine. This is the kind of thing where a map is nice, but a cue sheet is a lifesaver. It is also the kind of thing where a mileage indication is extremely valuable. Some of the sites give you the option of plotting the exact same route back to the starting point. Since it is always double the mileage, it may or may not be valuable for you.

Road Following – This is a very handy feature, if you are following roads. Bikes don't always do that. Fortunately, in the sites that have it, it can be turned on and off. If you follow a road for a while and then turn on a bike path or through a parking lot or just go cross-country, remember to turn it off at the point before you leave the road and then turn it back

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on when you get back to a road. I have compared it with selecting the points manually and I have found no difference in the calculated distance, even over some long and complex routes.

Satellite Imagery – This is a feature of Google Maps that is essential whenever you leave the marked roads. Only one site doesn't have it and it is primarily for GPS units. One drawback if you try to ride a bike trail with GPS navigation is the GPS will keep trying to turn you back onto a road. For the rest of the sites you can plot your route points using the satellite imagery and get very close to your actual path and distance. I've actually discovered bike trails that I didn't know existed by looking closely at the satellite images. Of course, I'm a retired Air Force pilot, so I have some experience interpreting aerial maps. Still, there is a lot of information on those satellite pictures.

Mileage and Metrics – Each of the sites shows you the total length of route you have selected in miles or kilometers. Where you select that option varies between the sites, but it is available if you look for it. Since some of these sites cover Canada, Europe, and the Far East, you should select the most appropriate standard.

Calories – This gives you some estimate of the calories burned on a ride. It obviously does not account for things like wind, which can be a big factor.

Accuracy – The sites keep track of total miles or kilometers for the route specified, but they don't all keep the same accuracy. Some show totals to the tenth of a mile, most to the one-hundredth,

and one keeps mileage to the closet one-thousandth. If you think about that, that is just short of six feet. Now, if I can get both my wife's and my bicycle computer to agree within a tenth of a mile on a ride, I feel pretty lucky. And we are riding a tandem, so I think we are going about the same distance.

Elevation Chart – The elevation charts give you a good idea of the type of terrain your route follows, but the presentation looks considerably different among the various web sites. As the route gets longer or the amount of elevation change gets larger, some steep climbs and descents may not be as obvious as they would be over shorter or flatter routes. Still, this can give you some advance warning of topography.

Map Scaling – Another function inherent with Google, map scaling is critical when printing out maps so that the street names can be read. Since the maps can't be "stitched" together currently to make a larger map, you can at least print out several maps at the same scale that show different parts of the route.

Route Storage – All the sites let you save a route. Some of them assign a name which you must remember if you ever hope to see your route again. Some let you name the route and retrieve it that way.

Route Publication – While you can store a route, that does not mean you want to share it with the world. If you wish to publish the route, some sites let you keep it private and some automatically open it up for anyone who signs in. On one site, you can only see the routes



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you have created. So you have to choose carefully where you enter your routes. Those sites that do allow you to publish the route generally have fairly extensive libraries of routes that you can search by state or city name. The rides may come from all over the world, so this is another opportunity if you are planning a bike trip outside your local area.

GPX Export – GPX is a language format that is pretty well accepted by all of the GPS manufacturers. If you have a GPS, you can probably import either a ride you have designed or one from the library into your GPS and use it to navigate.

CSV Export – This format can be read into any spreadsheet program. This can be handy if you want to massage the information into a cue sheet, but don't have a GPS.

GPX Import – If you have already ridden the route and recorded it on your GPS, you can download the route into the web site using the GPX format. This

is an easy way to add rides that you do on a regular basis.

Cue Sheets – While the map is important and allows you to get back on the route once you have gotten off, good cue sheets will keep you on the route and give advanced warning of things that never appear on a map. While these sites allow you to make accurate determinations of distances, they don't provide you with the best cue sheets. These take a little more effort, but the basic information comes from the planning efforts on these sites.

Cue Sheet Export – This function eliminates any errors in transcribing the information from the web site. You will still have to manipulate the data to put it in your desired format.

There are six sites I have worked with in no particular order. The chart below gives at least a basic view of the functions available on the sites:

www.gmap-pedometer.com – This was the first site I used. It works for both cycling and running, which is prob-

Bike Route Design Sites

	Instructions	Route Creation	Road Following	Satellite Imagery	Mileage	Metrics	Calories	Accuracy	Elevation Chart	Map Scaling	Route Storage	Route Publication	GPX Export	CSV Export	GPX Import	Cue Sheets	Cue Sheet Export
http://www.gmap-pedometer.com	X	X		X	X	X	X	1/1000	X	X	X		X				
http://www.mapitpronto.com	X	X	X	X	X	X		1/100	X	X	X	X	X		X		
http://veloroutes.org	X	X	X*	X	X	X		1/10	X	X	X	X	X				
http://bikeroutetoaster.com	X	X	X		X	X		1/100	X	X	X		X	X		X	X
http://www.bikely.com	X	X	X	X	X	X		1/100	X	X	X	X	X		X	X	X**
http://www.mapmyride.com		X	X	X	X	X	X	1/100	X	X	X	X	X				

* In beta testing

** Cut and paste works

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ably why the distance calculations are so highly accurate. It does not have road following, which slows things down a bit. It also only allows you to have access to the routes you have created. This is fine if you are just documenting your routes, but you might want to check out the other sites and see what others have found in your area.

www.mapitpronto.com – This site does have road following and an extensive library of routes that others have created. The search facility on that library seems pretty good and you can expand or contract your criteria to get more or fewer routes. As of this writing, they have almost 1400 routes from all over the world.

www.veloroutes.org – This site is still under development by a programmer/cyclist in Seattle. It has some potential, but I think it has to mature a little before it is as reliable as the others. Interestingly, it can show the route on a topographic map, which is useful if you are accustomed to reading those maps. It also has a distance conversion tool and gear-inch chart if you want to reference those. What this site lacks is a clear, uncluttered, and well-organized interface.

www.bikeroutetoaster.com – When I first saw this site, I thought I had found a perfect solution. Unlike the site above, this interface is very clean and organized. It can create and export cue sheets while building routes. But then I found some issues. This site is designed for GPS-use primarily and the lack of a satellite image view while designing the route virtually restricts you to on-road routes. You can still go off-road if you know exactly where

the bike paths or parking lots are, but I find this severely limits your options. If I were designing a strictly on-road route, this would be my first choice. There is no access to any routes other than your own. The cue sheets provide good information including elevation at each turn point, but you may want to reformat them to make them slightly more readable. You can download them in CSV or XML format.

www.bikely.com – This is about the most comprehensive site available right now. There are over 40,000 routes in the library from all over the world. The search function is efficient and fairly comprehensive. You can publish your routes or keep them “under construction” and private. You create a cue sheet by placing notes at the end of the leg where you turn. While the cue sheet doesn’t have the turn direction (right, left, etc.), it does show the magnetic heading you will take up and you can put the direction of the turn in your notes. It also has the elevation of each turn point. You can print out the cue sheet or copy and paste it into a spreadsheet.

www.mapmyride.com – This library has over 140,000 routes in it. Searches are fast, but sometimes come up empty. Try changing your search criteria and make it more explicit. For instance, it didn’t like to search for just a state. This site has the topographic option to view your maps. There is also a log for your cycling, a cycling events calendar, and even a discussion forum.

Those are the route design sites I found. I am certain that there are others

6 on-line map sites

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that are springing up or will appear in the near future. However, these provide a wealth of tools and capabilities for designing routes. There are still hurdles to overcome. Printing of the maps is more complicated than it should be. Getting the correct magnification and view takes a lot of time. Cue sheets are difficult to generate. Spreadsheets help out, but getting the information properly formatted also takes time. I even wrote a Visual Basic program to run in Excel to format my cue sheets correctly, but it just makes them more accurate, not faster. Still, with the wealth of route libraries available and the satellite and map databases, designing a good ride has definitely gotten easier.

David Dockstader
Aurora, IL



Scenes from the first
Canadian Tandem Rally
Owen Sound, Ontario

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February 22- March 2, 2008. **Lake Wales, FL Spring Training rides.** Lake Wales, FL. Our base is the Prince of Wales Motel. We welcome anyone who would like to join us as we get away from Michigan and head south to warmer temps and better riding to start the new 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 between 20 and 60 miles each day, with at least one day off. For lodging information and answers to questions please contact Pat at bikemom1@comcast.net Pat Lohrengel, Beverly Hills, MI.

TANDEM CALENDAR

March 16, 2008. **DATES (Dallas Area Tandem EnthusiastS) Mid Cities 'Almost Monthly' Ride.** Bedford, TX Distance and route to be determined by the group and the weather. We might stop for a bagel, or we might stop for a donut, or we might stop for a breakfast burrito or we might not stop at all. The group will decide. We might have lunch at a local restaurant after the ride.
www.doubledates.com 800-875-5662



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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Eastern Tandem Off-road Rally Batsto, NJ April 4-6

April 4-6, 2008. **Eastern Tandem Offroad Rally.** Batsto, NJ. Three days of riding mostly single track in Wharton State Forest near Batsto, NJ. Suitable for offroad tandems with wide tires. Flat and sandy in the Pine Barrens. Several hundred miles of single track trails, cut by endure motorcycles, exist in the Pine Barrens. We choose a few primo trials to ride. Pre-registration is required. Malcolm Boyd and Judy Allison Judy Allison judy@lovelaughter.com or 856.988.8211 www.easterntandemrally.org

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. Enjoy two days of riding along the lightly traveled roads of centrally-located Highlands County with views of scenic pastures, citrus groves and gem-like lakes. Daily 62 and 31 mile rides. Pre-registration is required. Room reservations: 800.423.5939 www.kenilworthlodge.com Rally info from lindamarie7@juno.com 561.683.2851

April 12, 2008. **ETR (Evergreen Tandem Club – Puget Sound Area) Skagit Valley Tulip Ride.** Leaving from Conway, WA. Wave through the valley to view mile after mile of tulip fields. Contact Larry Gill at rides@EvergreenTandemClub.org

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 Ladega 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

com website: <http://www.thetandemlink.com/2008%20Alabama%20Tandem%20Weekend.pdf>

April 19, 2008. **ETC (Evergreen Tandem Club – Puget Sound Area) April Kick-Off Event.** Seattle, WA. Departing from Magnuson Park, this big spring gathering features both slow and fast pace routes followed by food and social. Contact Larry Gill at rides@EvergreenTandemClub.org

April 19, 2008. **ETC (Evergreen Tandem Club – Puget Sound Area) Tandem 101 Workshop.** Seattle, WA. New to tandeming or are curious about what it's like to ride one? Trainers will be on hand at Magnuson Park to show beginners how to start, ride and stop a tandem. Ride club-provided tandems or bring your own. Contact Randall Angell at president@EvergreenTandemClub.org for more information.

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 918.446.3255 or SWTR2008@cox.net 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 Greg & Nancy Miller

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May 16-18, 2008. **Georgia Tandem Rally.** Albany, GA. Rally is Full. If you would like to join the waiting list contact Roger or Eve. www.georgiatandemrally.com. Roger Strauss or Eve Kofsky 770-565-4150 info@georgiatandemrally.com

May 17, 2008. **HOOTS (Hoosiers Out On TandemS) Spring Kick-off Ride.** Carmel, IN. By now the snow should finally(!) be melted and the temperatures beginning to warm up. Come enjoy a friendly tandem gathering with fellow enthusiasts. Jay and Linda Hardcastle 317-581-9891 or thinktandem@sbcglobal.net

May 23-26, 2008. **Canadian Tandem Rally 2008.** Gananoque, Ont. Come join us for a weekend of touring the Thousand Islands. What to expect? Three days of tandem riding, sharing good times with like-minded tandem enthusiasts, enjoying great experiences and wonderful foods together. Ride the 1000 island parkway with it's paved bikeway, lunch at the locks on the Rideau Canal, and top everything off with a Dinner

Cruise. Pre-registration is required and includes 2 nights lodging. David & Brenda Vandavelde rally@mbstandems.com or 905.824.9364 www.mbstandems.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@Tandemclub.org.uk or include a SASE and mail - Neil Wheadon, Brook Cottages, High Street, Lower Coldeford, Somerset BA3 5LS

June 1, 2008. **Shenandoah Ride.** Winchester, VA. Mark Brewer sent this along. The Northern Shenandoah Valley Boys and Girls Club invite you to our first annual Shenandoah Valley Heritage fundraiser. Join us on a ride through the historic, beautiful countryside of the northern

Internation
Tandem
Rally
2008
Loire Valley,
France

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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Northwest Tandem Rally 2008 McMinnville, OR

Shenandoah Valley of Virginia. This is a self-paced, supported ride for everyone from the recreational rider to the serious cyclist. The ride includes a Family Ride, 30, 50 and 70 mile courses. Tandems are especially welcome. info@svhrider.org www.svhrider.org

June 6-8, 2008. **Tennessee Tandem Rally 2008.** Alcoa, TN. We ride in the foothills, with optional extra climbing available. Lunches, a dinner and socializing included. Rally is full, but contact Tim and Sharon if you would like to join the waiting list. 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

June 22, 2008. **HOOTS (Hoosiers Out On Tandems) June Ride.** Brownsburg, IN. Brownsburg is west of Indianapolis and north of I-74 – great tandem terrain. Doug and Denise Maddox will lead the way. Questions? Contact Jay or Linda Hardcastle at thinktandem@sbcglobal.net

July 3-6, 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. Hosted at the New England Center on the UNH campus. Rides will head up and down the coast crossing into the salty air of Maine on Saturday. This is classic New England with an incredible variety of scenery, architecture, and history; small towns, church steeples, family farms, fishing boats, lighthouses and loads of local color. Check out the website EasternTandemRally.org for the latest. Susan Hollinger Hollinger5@comcast.net

August 8-10, 2008. **PIGS (Paired Iowans Going Somewhere) Rally 2008.** LeMars, IA. Make your reservation at the Le Mars Holiday Inn Express 712-546-1700. Then plan to enjoy 3 days of great riding and socializing in this western Iowa town. The weekend kicks off with a Friday night ice cream ride. Pre-registration is required. Dan and Donna Pond are the hosts. treasurer@plymouthcountycyclists.com plymouthcountycyclists.com?PIGS%30Tslly%202008.htm

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

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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 www.mtr2008.org

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 20-22, 2008. **ETC (Evergreen Tandem Club – Puget Sound Area) Yakima Valley Wine Country Tour.** Yakima, WA. Eighth annual ride visits up to 10 wineries. With transportation provided for purchases, discover a country full of vineyards, orchards, hop yards and row crops. E-mail Renda Murphy at wetandem@comcast.net for more information.

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

September 27-28, 2008. **Covered Bridges Tandem Weekend 2008.** Ashtabula County, OH. This is the most northeastern county in Ohio. Assorted distances are offered each day on rolling, rural and scenic roads. There are opportunities to see up to 16 covered bridges and a number of small wineries. Pre-registration (minimal \$) is required. Make your room reservations at the Comfort Inn at a reduced rate. For more info contact Doug Crush dwcrush@aol.com

October 3-5, 2008. **FART XV (Fall Allegany Rally for Tandems).** Salamanca, NY. Teams enjoy simple, rustic, but spacious private rooms in the bunk house. All meals are on your own, but this small friendly group puts together a shared potluck for Saturday night. Rides are primarily on the XC ski trails, but can include horse trails and dirt roads. This is a great weekend event for tandem teams of any skill level. Pre-registration is required. Brian and Karen Managan Rochester NY homepage mac.com/bmanagan/fart/index.html

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.

Midwest
Tandem
Rally
Springfield
IL

Southern
Tandem
Rally
Bowling
Green
KY



DoubleTalk

Classifieds

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 (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 (CA) 03/08

FOR SALE: December 2006 model Co-Motion Supremo, small frame. A true racing tandem. Red head tube to Gold rear dropout fade paint, Carbon Fork, Shimano Dura Ace cassette and Flight Deck Computer, FSA Carbon 54-42-30(or26) Triple crankset, Front DA sidepull and

Avid rear disc brakes, Rolf Vigor 20F/24R spoke Wheelset, Rear Rack, choice of Carbon fiber or shock-absorbing stoker seatpost, Choice of drop or bullhorn stoker bars. Pedal Pak hardshell travel case and ATOC tandem roof rack included. Pedals not included. \$5000.00. More info – e-mail: elsimmons52@msn.com 05/08

FOR SALE: Original Owner - 1994 Bilenky (Sterling) Signature Touring Road Tandem. Size 21x21(Captain-Stoker). Color: Sunset Red over Brickoven Red. Excellent Condition (most components replaced/upgraded). 9 Speed Shimano Deore XT Bar End shifters, White Industries hubs & SPD pedals. Two wireless computers included (Captain-Cateye MC100W/Stoker Cateye CD300DW), rear rack & drum brake. Asking \$2,500 plus shipping. Ph: 843-540-9138 or via e-mail at richnsandy@davtv.com located in Bluffton, SC. 05/08

FOR SALE: Rarely used (less than 300 miles) 1987 Kuwahara Adventurer TK Tandem. Suntour 3x6 non-indexing gears/Suntour Bar-cons. Front/rear cantilever brakes and an Arai drum brake. Chromoly frame, white paint w/custom rainbow highlighting. 27" wheels, 23x21 Framesize. Located near Nashville, TN. Call John Furman @ 615-778-0663 for more information. 05/08

FOR SALE: 2006 Burley Rivazza (aluminum frame) with Ultegra group, White Industry wheels, XTR rear derailleur, Shimano Flight Deck computer, Look pedals and a carbon fork. Excellent condition, with less than 600 miles on it. Includes a Rocky Mount tandem roof rack tandem adapter. Contact Chad Thomsen in Raleigh, NC at 919-946-0876. Asking \$4000.00 or OBO. 05/08

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

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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 (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 Deraileur 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. Too much to list here. Interested? Send an e-mail to MDKurzrock@Astound.net and ask for the complete list of tandems and parts for sale. (CA) 03/08

FOR SALE: Hybrid Travel Case, purchased from Co-Motion. The hybrid design fits about half-way between hard and soft cases. Case is airline regulation size (26" X 26" X 10") for travel w/o

incurring over-size charges. Built in wheels and handle. Used once.

Located in Northern Virginia. Asking \$190 plus shipping. For more info, contact Carl Wick, phone: 703-527-5948 (h) or via e-mail: wick222@yahoo.com (VA) 05/08

FOR SALE: TandemTalk communication device, with integral FM radio & with

Motorola two-way radio capable with Motorola radio models: 270, 280, T289, T5100, T5200, T5300, T5320, T5400, T5420, T6200, T6220, T6250, T6300, T6310, T6320,

T6400, T7200 Series, fr50 and fr60 radios or any which use the same connector cord; only a couple of models are not compatible with Tandem-Talk Plus. Single pin audio. (Motorola radios not included) New \$139 + shipping. Unit includes a small black box, two headsets and a small black screwdriver. A 9-volt alkaline battery has been provided. Interested? Send an e-mail to MDKurzrock@Astound.net. (CA) 05/08

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

HELP OFFERED: Touring Italy? Need news or tips about cycling in Italy? Contact Paolo Sanvito, V. Europa 4, 20057 Vedano Al Lambro, Italy

WANTED: Objective roadtests, with photos, of tandems built by quality frame-builders. Send articles, photos (prints only), etc. to Jack & Susan

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.



DoubleTalk

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

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

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Mastercard Visa credit card # _____

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

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

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March / April 2008
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PRECISION TANDEMS – 30 Tandems, Triplets, Quads in stock from Burley, Co-Motion, Longbikes, Meridian, Santana. Child Adaptor Kits. On-line Parts & Accessory Catalogs & Tandem Display. Check out www.PrecisionTandems.com. 913.962.8866 10am-9pm days. 03/08 (53745)

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TANDEM CYCLE WORKS, Denver, CO. Largest tandems-only shop in the U.S. Test rides ANY TME, 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)

TANDEMS EAST. Free catalog. Litespeed, 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)

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.

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BECOME A TCA DEALER MEMBER! A \$45.00 membership gives you a one-year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word classified ad in each issue of DoubleTalk while you are a member. Ads are pulled after the date shown in the ad. New ads with \$45/membership must be received by the editors by the first of the next month (i.e., ads with an 03/03 date will not run in May-June issue if your renewal is not received by April 1, 2003) to keep your advertisement current. Send your ad and check (payable to TCA) to Jack and Susan Goertz, Editors, DoubleTalk, 2220 Vanessa Drive, Birmingham, AL 35242-4430.

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TCA MEMBERSHIP APPLICATION / RENEWAL



Stuart Conway

Dues

United States \$15.00/yr

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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: _____

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Tandem Make: _____ Year: _____

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DoubleTalk is now available on tape for those that are legally blind. Please check here if you prefer to receive
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Amount enclosed: \$ _____ for (1) (2) or (3) Years + \$ _____ for _____ patch(es)

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(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? _____



**More views from the
first Canadian Tandem
Rally
Owen Sound, Ontario**



Please send us your pictures for use on the backpage - with or without captions
Send your photos to:
DoubleTalk, 2220 Vanessa Dr, Birmingham, AL 35242
editor@tandemclub.org

