

Double Talk

"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

A Publication of The
Tandem Club
of America



May / June 2008

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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.

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What do TCA members do?

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

Deadline for the July / August, 2008 Issue is June 1, 2008

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:

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March - April

January - February

2007

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May - June

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From the Editors

Ah, springtime! Pollen counts, yellow bicycles, hayfever, sneezes, and more! But isn't it great to be outside riding? To paraphrase a bumper sticker we see in our part of the world, "A bad day on the bike beats a good day in the office any time!"

As you head out on your favorite ride this year, please be careful. It seems that hardly a day goes by that we don't hear about some near misses, or worse! We're not sure what the cause is – more people, less time, more frustrations, less money, more distractions, or ????. Whatever it is, people on bicycles are being involved in crashes and collisions with cars/trucks/busses more and more these days.

What can we do about it? First, we need to make sure that we ride in a consistent and conspicuous manner. Make sure that our actions are predictable, and that we're riding in a lawful manner. Know the laws for your state and community that apply to bicycles, and follow them. Don't just think you know them. Take them time to look them up. Your local library should have the entire Code of Law for your state/community on the shelves. The local librarian can help you find the section(s) that apply to bicycles. You can also find them on the Internet. There are a number of great sites out there – it just takes a little bit of time to "google" them and check them out.

If some of the laws don't make sense, find a sympathetic legislator and work with him/her to repeal the dangerous laws and replace them with laws that make sense and make cycling safer. The League of American Bicyclists can help review the

laws and can make suggestions as to the changes that can be made to make cycling safer in your area. If you have a local cycling advocacy group, get involved. Attend a few meetings, make your self heard. (But be sure you know the laws as you'll find many members of these local advocacy groups know less about what the laws contain than they think they do). Take the time to get involved and make a noise that can be heard! You'll be surprised at the changes just a few people can make, by doing your homework first, and by working within the system.

Second, make sure you're visible when you ride. While it's great to be invisible, and lost in the crowd sometimes, when you're riding your tandem is NOT one of those times. When you're on your tandem (or single-seat bicycle), you should dress to stand out among the other distractions a motorist sees. You want to be that bright spot that catches a motorist's attention while they're on the cell phone, shaving, combing their hair, reading, or even sewing while they're driving. I don't care if I look like a circus clown, IF the motorists' see me and avoid me. That means we'll rarely wear "grass green" or "tree green" jerseys, or sky blue jerseys, or silver-grey jerseys, or any other color jersey that can blend into the background. If we're ever in a collision, we want to make sure that "I didn't see them" isn't an issue.

And when you get back from that terrific, safe ride in that great locale, take some time and share your adventures and your pictures with others in the Tandem Club of America by sending an article or photos to the editors.

We love to
hear from
you!

Ride on!

Jack & Susan
Goertz



DoubleTalk

Dear DoubleTalk,

Regarding the article, "First Canadian Tandem Rally"

We received our March/April '08 DoubleTalk in the mailbox today . . .

As usual, very nice articles and photos 'bout tandemfolks/happenings. What really got our attention were several pictures of the 'First' Canadian Tandem Rally in Owen Sound, Ontario.

We must live in a time warp . . . we recall attending a Canadian Tandem Rally w-a-y back in 1987! There is even an article in DoubleTalk (issue Sept./Oct. 1987) of "the very first Canadian Tandem Rally . . ."

Back then in the summer of '87, we had driven up from Tucson, AZ to participate the first day of the LAW National Rally in Lansing, MI (where we met Jack Goertz, among others) and drove on to Guelph, Ontario to attend the First Canadian/International Tandem Rally from July 2 to 4

Checking our old photo albums and logs, it was 3 days of good, but at times very wet, riding, with 63 tandem teams braving the elements and the hills of the Niagara Escarpment. Our raingear, and our legs, got a real workout! However, the tandem camaraderie and excellent food made up for the less than ideal riding conditions that weekend.

Also, in 1995, the 10th NWTR went Canuck and sojourned into beautiful Victoria, BC with a total of 281 long bikes participating

So depending who you talk to, there's been a few rallies in Canadaland eh!

Nice to see that our 'up north' friendly neighbors have opted to hold more tandem rallies with the next one May-23 - 26 in Gananoque, Ontario in the Thousand Island area.

Whether this is the second, third . . . or whatever . . . Canadian Tandem Rally, with the intrepid duo of David and Brenda Vandeveld in charge, this event is bound to be a success!

Pedal on TWOgether!

Rudy and Kay Van Renterghem
Tucson, AZ



Dear Double Talk,

We do enjoy you! Thank you so much for all that you do.

I have been meaning to write you for some time, but the article "Senior Couple Discovers Tandem" was the straw that did it. I say, "Welcome to the world of tandeming, and hope to meet you on the road someday!." However... I'd like to also put in a word of advice if I may...

As background, Joe and I are on a tandem as well, and seniors as well, but have been at it hot and heavy for a lot longer. We've been on our beloved Bilenky for 12 years, but an aluminum Rodriguez for several years before that (sorry it couldn't have been retrofitted with S&S couplers at the time, but not sorry to have the Bilenky that came so

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equipped!) We may be a little on the maverick side, but we don't wear all the tribal spandex that seems to be required, but then neither of us could claim to be slim and svelte either, so maybe it's a good thing we don't. On the other hand, we do want to be SEEN, so if you see a couple on a tandem in day-glo orange you'd be pretty safe in wagering that you'd just caught up with the Hitzels. I should also add, it didn't help much. We always said if they hit us they were aiming for us, and they did, and we've lived to tell about it and fooled them by being back on the bike. But that's another story.

The piece of advice I wanted to pass along, "Getting on and off the tandem". I know, I KNOW—they all tell you to do it like you've described, and you may get kicked out of the club if you don't for it surely seems to be written in permanent ink that that is how it is done. No questions asked! We beg to disagree. Joe holds the bike. I get on, straddle, both feet on the ground, I hold the bike, he straddles, we both put our right foot in the cage with the pedal at a convenient height. I tell him "ready" and we push off, as you would on a single bike. Shortly thereafter, when it's convenient to pause in the stroke, putting the left foot in the cage. When I have my left foot in I just say "I'm in." You'll find sometimes you don't even need to pause in the stroke, you slip you foot in as it goes. When we stop we put the left foot on the ground, then the right. I straddle, he gets off, holds the bike, and I get off.

There are immediate benefits to this approach. When starting we are always

way ahead of our tandemming companions while they get the stoker in and let the Captain know they're ready. Stopped at an intersection, the light changes, you're off with the flow. On any kind of incline we find it incredulous that the captain has to hold both the bike and the stoker and fight gravity to push off. If you have been doing it the "official" way it may take awhile to break the habit, but we truly think you'll agree that it is far easier and faster, and I think safer.

Now, we do not use clipless pedals, . (I've often wondered if that accident would have been more or less severe if we had been tied into the bike.) I've also wondered if that was why people only used the "official" method, but our good friend and tandemming buddy, who does use clipless, says this makes no difference. That the only problem with our method

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DoubleTalk

is “It’s just not done that way!” Come on!
We’re not teenagers: Dare to be different!

Georgeann W. Hitzel
908-537-7752
joehitzel@embarqmail.com



Dear DoubleTalk,

Jump Aboard!

My wife, Val and I now own our third tandem. All three have been manufactured by Santana, the latest one being a Santana Team Niobium with couplers. We generally ride anywhere from 3,000 plus miles per year and have done that for a number of years. We have a BOB that we use on longer trips and camping trips. I am in my mid 60’s and my wife’s age is a closely guarded secret and I’d have to kill you if I told you what it was!

What I am writing about is the fact that I see a lot of people having trouble when they first ride a tandem because of the way in which they are instructed to mount the bike. The instructions that we frequently hear are to have the captain mount the bike first and then hold it steady for the stoker. The stoker then mounts the bike and clips both feet into the pedals while the captain holds the bike and the stoker. The captain then clips one foot into a pedal and then pushes off with the other foot. Because of this, the captain bears the entire lateral force of the momentum arm of the bike on one leg prior to getting moving. This

I view as being very unstable and potentially dangerous.

What we do is the captain gets on the bike first and steadies it. The stoker then gets on. Then, both of us put our left foot into the left pedals while steadying the bike with both of our right legs. We then both push off with our right legs and, once the bike is in motion, clip into the pedal. This has the advantage of better balance and, the stoker doesn’t feel so out of control upon takeoff.

When we stop, we reverse the process. Both of us put our right foot down and then Val dismounts and I follow.

We have never had a problem with unsteadiness or balance using this method. We highly recommend it to all!

Frederick and Valeria Hill
Wyalusing, PA



Editor’s Notes:

Yes, there are definitely a number of ways to “start” a tandem. If you’re not steady, or if you’re a bit uncomfortable starting with the method you’re currently using, look at how others in your group (or at the next rally) start off. Watch and try to choose the team with the smoothest take-off. Once you’ve identified that dream team, try to emulate their method. If their method doesn’t work, move on to the next smoothest couple and try their method. If you’re still having trouble, ask someone with years of experience (and a smooth method of starting) to watch

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you and your mate start and ask them to analyze your method of starting and to offer suggestions how you may improve your starting technique.

And with that, we'll ask:

Do you have a method for starting that differs from the method used by Frederick & Valeria Hill and Joe & Georgeanne Hitzell, or the method espoused in the Santana Catalog? What is it? Why do you start that way? What other methods have you tried? Why didn't you like them? How long have you been tandeming? Did anyone show you how to start, or did the person selling you a tandem simply hand it to you to discover starting for yourself?

Let us know. We may do an article on all the different methods for starting/stopping that work for our members, if we receive enough options to put together a nice, coherent article.

Single, Again: The Good, The Bad, and The Unexpected

Happily, this title does not refer to my marital status, but to my cycling. I thought I'd jot down a few observations about riding single vs. stoking on a tandem, but first let me briefly explain my prior cycling experience.

When my husband Harry and I met in early 1990, we were both running 10K races just about every Saturday. Six months later, we gave up running and started riding our single bikes on 100K pay rides every weekend. We really enjoyed loading up the car on Friday after work and driving a few hours to some small town in Texas or Oklahoma to ride a sponsored ride the next day. It was great to get out of the city and then enjoy the countryside on a bike. This routine continued for about four years until we bought a tandem.



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Janette Thompson,
Bedford, Texas
(with a few comments by Harry Thompson)

Since that momentous decision, I have not ridden my single bike, until very recently. Life on the back of the tandem was way too much fun. For thirteen years my single bike has been hanging forlornly in the garage gathering dust. Eventually the tires went flat and the pedals and seat were removed to be used elsewhere. I still don't know what prompted me to decide this summer that I wanted to ride my single. Maybe it was when some of my stoker friends got fancy new single bikes, or perhaps I just wanted a change. Regardless, I asked Harry to get my bike into riding shape, and off we went. (Note: Janette's bike is fourteen years old with a seven-speed cassette and friction shifters on the downtube.-- HarryT) We've recently ridden our single bikes three times on our usual 35-38 mile Sunday route and it has been a real awakening for me.

Riding my single again makes me feel as though I have made contact with an old friend that I haven't seen in thirteen years. My bike is so light and responsive! A few strong pedal strokes can propel me forward at a wonderful speed. I had forgotten the joy of being able to shift gears any time I want, and to any gear that catches my fancy at the moment. If I want to spin, or stand, or stretch, I can. No need to ask permission or implore (i.e., nag.--HT) my captain to make a change.

Ah, but I have also suddenly assumed a vast array of new responsibilities that are quite different from those I have as a stoker. When riding my single, I must constantly watch for traffic, pedestrians,

dogs, and road conditions. There is no one courteously warning me "bump" or "tracks." Neither is there anyone to help me press forward up a hill as I shift into granny. On top of all that, I have to be my own navigator. (Just today, we became separated and we're glad we brought our cell phones. --HT). Plus, when I start up from a traffic signal and struggle to make the pedals go around because I neglected to down shift, there is no captain to blame.

Riding a single bike is lonely, even when you have a riding companion. There really can't be much extended conversation with your fellow cyclist when you are riding single file. I discovered that I miss talking with Harry, as we do on the tandem.

Sometimes, even the small things can be a challenge. I have yet to re-learn how to apply my Chapstick or open my Advil container while riding. Forget about opening and eating my Clif Bar. How did I ever manage these things many years ago when I rode my single?

To sum up, the good part of riding my single is that I am in control of my own destiny. The bad part is that I now have all the responsibilities that I take for granted when someone is captaining for me. The unexpected part is that I have a much greater awareness of the strain that my captain goes through while I sit blithely on the rear of our tandem eating my Clif Bar, applying Chapstick, popping Advil, and asking him if we have any more gears. After today's ride, I appreciate my captain more than ever. (Harry put this in, but it's true!)



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Bike Tricks in the Garden

Over the past six years a tandem couple, Beverly and Michael DeFord, have transformed their yard into a one acre garden filled with a dozen attractive bicycle flower planters. They do bike tricks in the garden!

Four bicycles were gifts from friends and neighbors. Eight bikes came from yard-sales in Florida and Indiana. These bikes were cheaper than flower pots at \$3 to \$5 each.

The bikes are painted exuberant colors. Some are placed against trees, some stand on their own. Begonias, impatiens and pansies bloom lushly in bike baskets.



The patriotic bike is painted red, white, and blue.

Genuine antique with steel wheels and spring seat.



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Beverly's first bike - a reward at age five for learning the capitals of all the states.

A couple of old cruisers frame the homemade butterfly bench.



A gate to the day lily, daffodil, narcissus garden is made from a bicycle that's mounted to the fence by its front fork. A gentle thrust and the bicycle gate opens easily.

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A swinging bicycle gate invites you to enter the garden path.



The DeFord's first date was a bicycle ride and they will celebrate a 41st wedding anniversary this year. They bike 3,000 miles each year and have completed a bike tour of the Tucson, Arizona area this past winter.. Beverly's favorite spot in the world is the back of the tandem.

The garden draws about 300 visitors each year. They come from all over the world. There have been people touring the garden from China, Cyprus, England, France, Germany, India, Japan, Korea, Kyrgyzstan, Mexico, Pakistan, Russia, Singapore, and Taiwan.

Everyone is at peace and happy in the bike garden!

Mike & Beverly DeFord
Unionville, IN



Our desire for a tandem was satisfied when we found and rescued this 70's era Columbia tandem from a junk pile in Florida.

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Besides a basket of flowers the tandem is accompanied by a “flower” painting that fills in as the year progresses.



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We thought that we knew what we were doing. We did research, got a few good maps, sent away for oodles of tourist information, and checked a bunch of websites. The weather was supposed to be hot and dry. So why did we spend the first two weeks of our trip to the Alsace region of France wearing wool, trying to keep out of the rain, sweating in our rain jackets as we climbed, and using hot chocolate as first aid?

Our bike trip sounds romantic. Three weeks cycling 450 miles around Alsace with my wife, Susan, and 8 year old son, Dominick on our “bicycle built for three”. The reality was a bit different. Don’t get me wrong, I love what we do. The challenges that we face as a family make us strong enough to face down even the largest slug oozing it’s way across our tent. But when the weather is uncooperative, the challenges can suck some of the joy from even our upbeat little troupe.

Weather.com kept telling us that we would have a couple days of cold, rainy weather but that 89 degrees and sun would arrive shortly. Historically, this area of France is supposed to be hot and sunny during June and July with vineyards and corn being the predominant crops. Well, it took nearly two weeks of riding in temperatures that rarely got above 60 degrees before the sun finally arrived to broil us on some tough climbs.

We started in Strasbourg, leaving the suitcases at the hotel for our return. We ride a Rodriguez triple with S&S couplings

and pull a Burley Solo cargo trailer. Our luggage is substantial, so we need to find a hotel willing to store them until we return. Susan spent many hours at home, planning a route that wove together a bunch of recommended day rides with several of the improved canal tow-paths. Our basic route took us north to Wissembourg and south to Ferrette. We stayed out of the highest mountains, so our climbing was limited. Though, to be fair, any climb pulling a loaded trailer behind the triple is a real effort.

Lembach brought us our all-time favorite ruin of Castle Fleckenstein. This is a tall, narrow, 300-meter-long sandstone monolith sticking up from a forested hillside. Part troglodyte dug-out, part man-made castle, it was near perfect. After we walked through all of the various nooks and crannies, Dominick braved the wind-driven rain and hypothermic temperatures to walk the exposed ram-parts. His more sensible parents huddled near the top, trying to keep out of the rain and keep each other warm. It is kind of funny how a high point can so closely follow a low point in a trip. The night

**It was a
dark and
stormy
tour.....
Alsace
(France)**





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before, we had to move our tent to higher ground as the regularly spaced downpours overwhelmed the campground's drainage system.

Undaunted, though a bit wet, we rode southwest toward Saverne. The weather continued to frustrate our attempts to ride comfortably, especially in the hills. It would be cold and rainy for most of the day, but have occasional 30-minute stretches of blue skies with a hot sun. Was it bet-

ter to keep the rain jackets on and get drenched with sweat or keep riding and get wet from the rain? Let's not mention the lactic acid burn whenever we started riding again. Oww! We went over our highest Col (mountain pass) on a day like this. The sign at the top said 573 meters, but I didn't get a picture because of the downpour at the time.

As we rode between Saverne and Barr, we stopped for lunch in a small town to walk through an art festival. This is usually a challenge for me. Sometimes we decide to not leave the bike and I end up having to carefully wheel the 10'-

10" long bike plus 3'-4" trailer through crowded, narrow streets. The work of one artist caught our eye with a very precise painting technique that we had never seen before. We decided that we couldn't leave without two of her works. Fortunately, her canvases are fairly small, so we convinced ourselves that we could keep them safe and dry for the next two weeks. Bubbled and bagged, we managed, though not without daily concern.

Our next great stop was at Montagne des Singes (Mountain of Monkeys), located halfway up Haut Koenigsbourg. This is a fenced preserve for Barbary Macaques where we got to walk around (stay on the path, don't touch the monkeys) and hand-feed them popcorn. For the most part, they were very polite, gently picking single pieces from our outstretched hands. One large male was a bit rude to Susan, grabbing at her other hand that held her main stash of popcorn. I'm glad that he ran off before I could even think about being chivalrous. Even though he only came up to my knee, he could have easily kicked my butt, without using his canines.

After the monkeys, we got back on the bike and climbed for the next 45 minutes to the 800-meter top of Haut Koenigsbourg. This was a great climb, especially since we had left the trailer at the campground and were riding "light." We kept our pace steady as people shouted "Bon Courage" when we passed them by. At the top, there is a very large castle that was restored in the early 1900's under Kaiser Wilhelm's guidance. Susan and I enjoyed touring it, but Dominick

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declared that it was “too restored” and tried to hurry us through. As you can imagine, the Kaiser’s ego was apparent in some of the restoration, especially in a huge eagle motif painted on a barrel vaulted ceiling in the dining hall.

Further south in Hunawihir, we visited a breeding preserve dedicated to the reintroduction of the white stork to the region. To pay the bills, they also had a “spectacle” that showed how cormorants, otters, penguins, and sea lions fish for their dinner. It was fascinating watching the animals hunt down the live fish that were thrown into a huge pool. All of the animals were quick, but the sea lion was like lightening. There were laughs all around as an eel kept escaping from the cormorant’s throat when it went for an “extra” fish. I don’t think that live fish would go over at Sea World, but the actual hunt and kill were the real education.

Our southern-most point was another castle ruin in Ferrette. We locked the bike and hiked up a very steep path to reach the ruin. Fortunately, the weather had finally turned from hypothermic to hot and sunny. Unfortunately, Dominick declared that the ruin was “too ruined.” There is just no pleasing some people. The panoramic view from the top was worth the hike and, frankly, almost anything would have been worth doing on a hot, sunny day.

We were still in the hills as we climbed our way 42 miles north to Mulhouse. This day really wiped us out. We bonked about 5 miles out from the end. Mulhouse is a gorgeous little city, complete with several tram lines for public



transportation. We took a day off to tour the Musee du Chemin de Fer (the largest train museum in Europe). It was started by three rich guys with a love for trains and now includes around one hundred locomotives and rail cars, all in pristine condition. Who knew that Bugatti designed things other than fast cars and motorcycles? Dominick was finally able to slip into his Speedo at the campground’s pool. He lasted about two minutes in the unheated water. He swears that he bumped into icebergs while swimming in the deep end! Oh, we also saw the perfect trailer being pulled by two Germans on a tandem. Every design detail was just right, including the wheels that pop off in about 2 seconds. It can be found at radicaldesign.nl. Sadly, it is about 20% too small for us.

Oh, one thing about Alsace that I should mention. Yes, this is France, but the German influence is in everything that we experienced. Most of the town names are more German than French, the historic timber and stucco architecture has strong German influence, and the



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language is a mixture of both. Even the food isn't pure "French." All but two croissants were much heavier versions of the light and flakey croissants that we have eaten on previous trips. Most of them even included a light sugar glaze on top. Here the German influence was clearly not an improvement. The selection of sausages, however, was excellent.

Continuing north into Colmar, our tourist antennae really started blinking. The town was mostly spared from destruction during WWII, so charming city views are as common as baguettes in a boulangerie. Our main goal was to visit the Bartholdi Museum. This guy was no "one-hit-wonder" with his Statue of Liberty. The depth and quality of his work was incredible and included many examples of his painting skills. They had several glass cases that showed the many



study models he created as he developed and refined each of his commissions. The room devoted to the Statue of Liberty many study models and included a life-size cast of an ear, which was almost as tall as Susan.

As our time was winding down, we decided to do the 60 flat miles between Colmar and Strasbourg in one day. This was mostly Dominick's idea. About half of the route is along improved canal towpaths and he wanted us to "fly" along at top speed. And fly we did. We actually raised our average speed by half a mile per hour in a single day. In fact, we were feeling so good that we detoured to Geispolsheim to visit the Musee les Secrets du Chocolat. After leaving with a better understanding of the where's and how's of making chocolate (including a chocolatier making a hollow kitten), and with some really tasty souvenirs, we rode through Strasbourg to our final night in a campground.

Strasbourg is a lovely city. We stayed in the "old" section, which meant that



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a lot of stuff was in walking distance, although we did take the trams a bunch. After cleaning and re-packing the bike (about three hours of fun), we had a day and a half to enjoy the city. The Musee D'Art Moderne was our last bit of organized culture. Some of the work was great, especially the Impressionist paintings, but our overall impression was "What else is there?"

Souvenir shopping was our final goal for our further investigation of the city. Susan bought several dresses, Dominick found some stylish sunglasses, and I have a new fountain pen. We also found a little cheese shop on a narrow street that sold the richest chocolate mousse that I have ever tasted. It was so good, we went back for seconds. I don't think we need to return to Alsace, but part of our reaction must be colored by the weather that we endured. Perhaps next year you will find warm, sunny days and cool, star-lit nights for your tour. Who knows what our new reality of Climate Change will bring?



Kevin, Susan, Dominick Sossong
Tallahassee, FL





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Tuscany in bici e meglio (it's better by bike)

My wife, Natalie, and I had been looking forward to Santana's Tour of Tuscany since early in 2006 when we sent in our deposit. Our friends Jim and Sue Pickrell of Farmington, Maine were also going along to participate in the event along with 58 other couples from the US and Canada. The day finally came on Saturday, September 15 2007, when we boarded our plane in Buffalo NY for the flight to Rome via JFK. Our trusty steed, a 2000 Santana Arriva Stowaway (S+S coupled), was packed into its two cases and was presented to the ticket agent along with our other bags and with the fervent hope that it all would appear on the other end of the pipeline. We were on our way.

The tour actually started on the island of Elba, but we availed ourselves of the option of arriving two days early for the Rome pretour. This allowed us to see something of Rome and to get rid of the jetlag that we all felt after a 6-hour time change. This also allowed time for any stray bikes or luggage to be reunited with their owners. Initially 3 (out of 60) bikes were among the missing on Sunday morning but by Tuesday all had arrived for bike building day.

When we got to Rome on Sunday morning our bags were all lined up and waiting for us (they had gone on an

earlier flight) and a big weight was off our shoulders and in our hands. Matthias, our Santana rep, was waiting for us as we cleared customs and our luggage was loaded into a van for the trip to the Sol Melia Roma hotel just outside of Rome. Santana's plan to combat jet lag was to keep everyone busy with a full schedule of bus and walking tours on Sunday and Monday.

Our advice is that when in Rome, do as the Romans do and don't bother with the most popular tourist venue – the Sistine Chapel. The wait is hours and hours long, and you become part of a mass of humanity that is rushed through as quickly as possible. Quiet viewing and contemplation is the one thing that you cannot do. The Catacombs, Trevi Fountain, Coliseum, etc. were all easier to take in. Crowded but see-able.

Santana had a little trouble with the Roman tour guide company and the one of the guides left in a huff and the second had marginal English skills. We hit the jackpot the third time with Ilio, an elderly, urbane gentleman with a rich history of his own and a unique ability to entertain and inform. When the tour was over we hated to see him go. We all wanted to take him with us.

Rome is a fascinating and vibrant city. Every square meter has a parked vehicle on it – mostly minicars and scooters. In my two days of bus and foot touring I can't say that I saw one open parking spot. Not one. The scooter drivers are the most interesting. Men and women, often in office clothes with bags and purses tucked between the legs on the floor-

Ilio the tour guide



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board of the scooter, maneuver around the cars by squirting through any available gap. By that means they all get to the head of the line at every traffic light and at the green it becomes the Grand Prix of Rome to the next light every time. Fun to watch

The bikes were still all safely in their cases and we would not see them until we got to Elba on Tuesday. I think that you would have to be out of your mind to bicycle in most parts of Rome. There is one designated bike trail along the Tiber River but the general roads and streets are best avoided in our opinion. They are just too crowded. After a fine dinner at the hotel and a night's rest it was off to Elba on the bus and the start of the tour. On the bus Bill McCready, co-owner of Santana Tandems along with his wife Jan, talked about an important topic for all of us: sharing the road with Italian motorists.

In almost every case the roads in Tuscany are not wide enough to accommodate 2 cars and a cycle. No problem – cycling is part of the Italian DNA and it is not considered a capital offence to be



Getting it together.

required to slow and/or stop and wait until it is safe to pass a bicycle. The only time there was ever any angst on the road was when tandems were riding side by side and the overtaking driver



The Hermitage resort in Elba

would beep to remind the riders that they were not holding up their end of the deal by not riding single file. Italian drivers tend to be assertive rather than aggressive and as long as the rules are followed by all concerned, everything moved along well and we felt very safe in that environment.

We bussed to the Hermitage resort, arriving in early afternoon, and commenced building our bikes. Picture a sandy bay, warm Mediterranean water, a hot sun, fabulous rooms attached to a cliffside and connected by stairs and walkways, and you get an idea of the place. Poolside cocktails and a fabulous dinner rounded out the late afternoon. Nat and I had our first ever octopus soup and Carapace of Swordfish (a very thin slice of fish cooked by the heat of the plate on which it was served and drizzled with olive oil and spices) that evening at dinner and the sounds of the surf carried us off to sleep later that night.

Wednesday saw us on our first ride, on which we climbed over a spine and before dropping down to the coast of the western half of the island. Tuscany is hilly. The island of Elba, which is part of



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John and Natalie Lyons on the ferry to Elba.

the region, also has its share of verticality and we were working pretty hard at times -- but the scenery and roads were gorgeous. A lunch of pasta, wild boar (a regular feature of Tuscan diet), and desert were waiting for us at the

Publius restaurant in Poggio before heading back to the Hermitage. Drinks at the pool, a late dinner, more surf sounds, and all was well with the world.

Thursday saw the longest ride of the day – 6 miles to the ferry and the mainland port of Piombino and then another 60 or so on and up to Volterra. After clearing the smelters and foundries of Piombino we got our first taste of mainland Tuscany with a very pleasant flat, tree-lined ride north along the coast on the Via Principessa (the Road of the Princesses). We passed the celebrated vineyards of Ornalaia and Sassacaia and entered Bolgheri on the cypress-lined “Poets Road”. After a fine lunch of salad and pasta at Il Granaio we headed northeast to Volterra. For most of the ride the terrain had been gently rising as we headed inland but by the time we got about 6 miles from our destination the climb got harder and the formerly straight road morphed into a seemingly endless series of s-turns. We finally made it to the western gate about 4:00 in the afternoon but I was toast. Natalie, on the other hand, still had some sparkle.

That sparkle pretty much disappeared when she was nearly run over in the middle of the gate by a motorcycle with lights and sirens and which was escorting the peloton of the Women’s Tour of Tuscany road race which blasted through the Porta San Francesco gate just as we got there. The dark cloud that the incident put on Nat and I slowly lifted as we made our way to our hotel, showered, found the group, and enjoyed an evening display of Tuscan flag throwing that was put on for our benefit. The throwers, accompanied by drums and trumpets, wore medieval costume and harken back to the days when the Tuscan city-states bitterly fought each other for wealth and influence. The flags and costumes were important symbols of city, clan, and family and are still taken quite seriously.

Dinner was a roaring event at the Villa Nencini and consisted of regional appetizers, roast game (including the omnipresent wild boar), a type of soup eaten with a fork, a pasta, and condiments and desserts too numerous to mention. The food and wine were fabulous and the local trio on stage covering American standards of the 70’s and 80’s showed that some of the tandemistas could still be pretty light on their feet even after a full day in the saddle. The evening was a complete and glorious hoot.

Friday after breakfast we gathered for the morning briefing and headed off to Siena. I should mention here that the route sheets provided for each day’s ride proved to be accurate and unambiguous. We never got lost and we never really had to refer to the distances marked on the

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sheet since the written descriptions alone were sufficient to point out the correct route. A nice job by the routemeister.

Lunch was in San Gimignano where it appears that tourists outnumbered the local civilians by about 5 to 1 in that lovely town. As we wandered around this walled town of towers, many of us discovered the pleasures of the Italian Walking Lunch. A calzone or pizza slice in one hand and drink in the other during a slow meander makes for a pretty fair contrast to the larger sit-downs that we had become accustomed to. And it was only about 4 Euro.

Later on we stopped for a break at the classic walled town of Monteregione. The town is in a state of excellent preservation after a mere 700 years and the view from the top of the battlement walls was amazing. It was around this time that I started joking about 'fabulous view fatigue'. It just never quit.



Natalie in the walled town of Monteregione

We arrived at the Hotel Jolly in Siena in the early afternoon. By this time we were all pretty much acclimated to Italian traffic and congestion and with the usual good quality cue sheets, we ended up where we aimed for in this historic city of 60,000. After cleaning up we were given an interesting walking tour where some of the highlights and history of the city were presented by our very lively and funny guide. She talked about the Palio, the Contrade and other features of Sienese culture. It seems to still bother many in Siena that they had to cede leadership of the Tuscan region to Florence 500 years ago because when the Florentines won, they came down hard on Siena. Our guide explained that in Tuscan conflict it was not only important to win but it was equally important for your opponent to LOSE -- Siena lost big and it still rankles. We hated for the tour to be over, but we were then free to find our own way for dinner.

Nat and I, with Jim and Sue, found a nice, busy outdoor restaurant where we feasted on pasta, bean and sausage soup, bruchetta, and copious quantities of excellent Birra Moretti. We ended up spending about 30 Euro each for dinner and even at \$1.40 to the Euro all felt that we got reasonable value for our poor downtrodden greenbacks. We were, after all, in Siena in the late summer and that was essentially priceless.



The view from San Gimignano



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Saturday was a down day and we spent it wandering around, being tourists, doing laundry, and generally taking a break from some fairly strenuous riding. A morning ride was offered and a grand total of three couples decided to partake. The rest of us slept in.

Once we located it, the laundry was fast and efficient. 10 Euros washed and dried a large load with time left on the dryer for someone else to use. We also stampeded the only bike shop in town, one that is reputed to be the oldest, continuously operating, Bianchi dealer in Italy (since 1907). The tiny old lady that ran the shop seemed to have an endless supply of Sienese cycling jerseys that we all just had to have. She must have sold 20 or 30 of them, and we wore them proudly for the rest of the trip. Did I



Traveling through Chianti

mention that the bidets that are a feature of all the hotel bathrooms that we stayed in make excellent wash tubs for hand washing shorts, socks, and cool Sienese jerseys?

Dinner was at the Hotel Jolly and

was yet another Tuscan masterpiece. In case the reader hasn't picked up on it by now, one of the main focuses (foci?) of the tour was Tuscan cuisine. In order to assure variety and quality, Bill McCready partnered with Robert Baur, a hotelier and chef from southern Germany, who rode with us and, prior to the tour, worked with all of the restaurants and hotels to assure that we saw the full variety of Tuscan food and wine. The food was incredible, particularly if you are of the carnivorous persuasion and especially if you enjoy pork – both wild and domestic. As Natalie put it, “pork is to Tuscany as sand is to the beach - you're always going to have a little bit in your food”. We did hear some comment from the vegetarians of the group that some of the alternative offerings were repetitious (one too many salads with egg and mozzarella) and if there was any area needing some review for the next tour, it would be there.

After two wonderful days in Siena it was back on the road and into the heart of Tuscany –the Chianti region. Lunch was at the Castello Broglio where we had the usual outstanding repast. Prior to lunch was a self guided tour of the Castello, which is still a private residence and one of the few that I know with 60 foot walls, a 13th century church, and a central keep to retreat to when bill collectors come calling. Actually one can see Siena in the far distance and Castello Broglio was, for many years in the 1300's, the farthest outpost of Florentine influence and a very handy observation point to keep tabs on all things Sienese.

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Villa Casalecchi

The riding day ended at what would be our hotel for the next two days – the Villa Casalecchi. The villa was elegant and, being out in the country, quiet, serene, and surrounded by the usual stunning view of vineyards, hill, and olive trees. It would be pretty hard to beat.

The morning ride briefing was held in the center of Castelina-in-Chianti and we headed off to explore Chianti on some of the smoothest, hilliest, and most generally pleasant roads we have ever been on. Auto traffic was relatively sparse and consisted of more large BMWs and Mercedes that we had seen up until now. It looked like a lot of well-heeled German tourists had discovered Chianti sometime before we showed up.

Lunch was at Badia a Coltibuono, which was originally a monastery and is now a winery. We were given a tour, including a wine and olive oil tasting, by a delightful young woman in bright green sneakers. Some images just stick with you. We learned a little about the many different types of oil and how and why they look and taste as they do. Peppery, floral, dark green and luscious are good words to describe the oils that we tried.

Before this trip the total sum of my knowledge of Chianti wine could be summed up in 7 words – long neck, woven basket, really dry, crap. It turns out that they were always selling good stuff but you had to know what to look for. Suffice it to say that when you next go to your favorite wine store look for the Chianti with the black rooster label around the neck. This mark of quality has been in use since the 1720s by the growers in the Chianti region of Tuscany and Nat and I now have a new understanding of the Chianti appellation. Truly excellent red wine.



Lunch with Tilman and Mattias in Badia a Coltibuono

Tuesday was the last riding day of the tour as we headed on to Florence. This was a very easy 40 miles mostly along the Fiume Greve (the river Greve). Nat and I were feeling refreshed and energetic and set a very brisk pace for ourselves. Flat is fun.

Our route passed by an American World War II cemetery, and we stopped for a visit. Picture a perfectly groomed lawn of 20 or so acres bordered by an attractive variety of trees on a gentle slope leading up to a large memorial. Picture also rows and rows of white crosses and Stars of David perfectly arrayed on the lawn. I only had to look closely at one, a grave holding the remains of 'A Soldier Known Only to God' and the tears flowed. Couldn't help it.



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After a few moment's reflection, we were back in the saddle and, following Bill's excellent route sheet, found ourselves at the Florence train station where our travel cases were waiting for us. We packed the bikes up on the sidewalks in front of the station and walked over to the Hotel Astoria where we relaxed at the bar with beer and peanuts while we waited for our rooms to be ready. After freshening up we got a quick guided tour of the area of the city adjacent to the hotel, led by a pleasant and knowledgeable guide. Like Rome, Florence is a city of street life and vibrant outdoor activity. Unlike Rome, Florence is a city of cyclists. There were bikes everywhere, including big heaps of them at the train station. Not as many as in, say, Amsterdam, but way more than I expected to see, based on my experience in Rome. And they were all of the working variety – full chaincases, fenders, racks, and upright bars. Good to see.

The farewell banquet was held in a large and ornate hall in the hotel and was a raucous and funny affair. Lots of story telling, laughter, wine, and the best (and OK, only) Steak Florentine (what else?) that Nat and I ever had. We didn't want it to end.

The alarm went off at 3:45 AM the next morning and we boarded the busses to Rome's airport. Ugh. We got there around 8:30 and everyone organized

their bike cases and luggage and dispersed to make their various flights. We could tell already that the re-entry into real life was not going to be great fun.

When we asked the Delta ticket agent, an very personable Italian woman who spoke English with a strong British accent, if she thought our luggage would make it onto the plane she replied 'sure, why not?' Then we all three had a good laugh because there was luggage EVERYWHERE around the counter. Heaps of it. Canyons of it. The luggage conveyor system was having one of its routine breakdowns but she assured us that they would do what they could. And they did. She and the rest of the counter crew could be seen out on the tarmac in their skirts and heels and slacks checking and slinging bags to get them onto the plane. They did, in fact, arrive with us at JFK. What a peach.

We had a great time on this tour and met a lot of very interesting people from all over the US and Canada. Santana did an excellent job and we could all see that it isn't an easy thing to do. Hotels, lunches, tours, special events, busses, van, luggage trucks, etc all had to be coordinated and organized. Our hats are off to Bill and Jan. They didn't do it alone, though, and in addition to Robert the Chef, they had along Wolfgang and Dagmar Haas, their European distributor, Larry and Linda Black, the owners of Mt Airy Tandems who were along to act as chief mechanic and van driver, and two young men, Matthias and Tilman, who moved and trucked a lot of luggage almost every day.



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We rode about 300 hilly miles in seven saddle days and someone with a GPS mentioned that we averaged 3500 feet of climbing per day. Nat and I could handle it as could 95% of the rest of the group, but the first few days were an eye opener. And for the other 5% the van was available for the most difficult bits.

The weather for the entire tour was perfect – warm sunny days with some haze and light clouds and cool nights. We really lucked out.

The hotel accommodations were excellent. All of the hotels were 3 and 4 star and were very comfortable, Italian showers notwithstanding. If you've been there, you know what I mean.

It was fun to see all the different tandems that couples brought to the party. There were no two alike and there were quite a number of higher end titanium and carbon units. Disc brakes were much in evidence and I have to say I was not impressed. While they certainly seem to stop well they were noisy and fussy, and those big Winzip discs were pretty exposed and were just asking to get bent or warped if the bike fell over after being parked or otherwise mishandled. I liked our setup more and more as the tour progressed – V brakes and a rear drum. Riders behind us could smell our drum on those long multi mile descents but it never faded or failed.

As I mentioned earlier, Nat and I use the two S+S cases that are easily checked as luggage. Some couples used one largish black hard case that held a fully broken down tandem but is subject to oversize and overweight fees. A number

of couples used the larger soft travel cases (they look like a Cordura bike box with handles and wheels) that don't require the bike to be broken down nearly so far. While all types made it on the plane there just seemed to be a lot more 'travel friction' when trying to get the larger soft travel cases past the counter. We could see in Rome the extra hoops that people were being made to jump through in order to get them on a plane and we think that, if you can, you should go with the two smaller cases. It's just easier and it's cheaper as long as you can deal with the full tandem disassembly and reassembly.

Would we tour again with Santana? Let me put it this way: If someone handed us a pair of tickets right now to go on a Santana tour I would worry about damage to the house due to the sudden vacuum created by our instantaneous exit as we headed out to the airport. It was that good.

John & Natalie Lyons
East Aurora, NY



John & Natalie with Jim & Sue

Siena in the distance





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TANDEM CALENDAR

May 3, 2008. **MUTS (Michigan United Tandem Society) Ride.** Middleville, MI. Team Robertson hosts our tandem ride this week. 616-560-0052 before 9pm eastern <http://www.lmb.org/muts>

May 3, 2008. **CATS (Chicago Area Tandem Society) Blind Stoker Ride.** Wheaton, IL. Captains are always needed at this great event. <http://chicagotandems.home.mchsi.com>

May 8, 2008. **GRITS (Greater Raleigh, (NC) Intrepid Tandem Society) Ride.** Raleigh, NC area. We ride the Carrboro / Saxapahaw Loop and include some additional training – there is a mandatory ice cream stop 5 miles from the end. <http://ncbikeclub.org/Grits/>

May 10, 2008. **MUTS (Michigan United Tandem Society) Tulip Ride.** Ann Arbor, MI. Team Hugo hosts our tandem ride this week. 616-560-0052 before 9pm eastern <http://www.lmb.org/muts>

May 10, 2008. **CATS (Chicago Area Tandem Society) That Dam* May Ride.** Big Rock, IL <http://chicagotandems.home.mchsi.com>

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

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 17, 2008. **MUTS (Michigan United Tandem Society) Tandeming for the blind.** Greenville, MI. This is a great opportunity to share your joy in tandeming. 616-560-0052 before 9pm eastern <http://www.lmb.org/muts>

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 its 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 Vandeveld 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

May 31 – June 1, 2008. **MUTS (Michigan United Tandem Society) Ride.** Holland, MI. The MUTS ride the MS150. Come join in the fun. 616-560-0052 before 9pm eastern <http://www.lmb.org/muts>

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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 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@svhride.org www.svhride.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 6-8, 2008. **CATS (Chicago Area Tandem Society) Wine Ride.** Stevensville, MI. This annual event based in south west Michigan allows us to enjoy some really pleasant riding, and, a bit of wine tasting besides. <http://chicagotandems.home.mchsi.com>

June 7, 2008. **MUTS (Michigan United Tandem Society) Ride.** Hudsonville, MI. Team Northouse hosts our tandem ride this week. 616-560-0052 before 9pm eastern <http://www.lmb.org/muts>

June 7, 2008. **CATS (Chicago Area Tandem Society) Blind Stoker Ride.** Wheaton, IL. Captains are always needed at this great event. <http://chicagotandems.home.mchsi.com>

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 13-15, 2008 **Prairie State Tandem Rally 2008.** Woodstock, IL. If you missed the original Woodstock then you won't want to miss this event as we roll into Woodstock, IL for a weekend of "Peace, Love, & Memories." There will be rides on Friday, Saturday and Sunday, a pizza & pool party. Make your reservations at the Holiday Inn Express. More Info: Tom Masters, 302 E Willow Rd, Inverness, IL 60010 847.358.7797 before 9pm e-mail: pstr2008@mtr2008.com <http://chicagotandems.home.mchsi.com/PSTR2008/>

June 14, 2008. **MUTS (Michigan United Tandem Society) Ride.** MI. Team Petoskey hosts our tandem ride this week. 616-560-0052 before 9pm eastern <http://www.lmb.org/muts>

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

June 22, 2008. **GRITS (Greater Raleigh, (NC) Intrepid Tandem Society) Ride.** Raleigh, NC area. Gary and Sara lead us a merry chase. <http://ncbikeclub.org/Grits/>

June 28, 2008. **CATS (Chicago Area Tandem Society) Round Lake Ride.** Round Lake, IL. When CATS are going in full gear they are very social and full of spirit. <http://chicagotandems.home.mchsi.com>

June 28-29, 2008. **MUTS (Michigan United**

**June 13-15,
2008
Prairie
State Tan-
dem Rally
2008**



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August 1-3, 2008. Eastern Tandem Rally 2008

Tandem Society) Weekend Ride. Hudsonville, MI. Team Sypkens/Passon hosts a one or two day tandem ride this week. 616-560-0052 before 9pm eastern <http://www.lmb.org/muts>

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

July 12, 2008. **MUTS (Michigan United Tandem Society) Carrot Cake Ride.** Leslie, MI. Team Pulliam hosts our tandem ride this week with the added bonus of some great carrot cake to be eaten somewhere during the day. 616-560-0052 before 9pm eastern <http://www.lmb.org/muts>

July 13, 2008. **CATS (Chicago Area Tandem Society) Pool Party Ride.** Buffalo Grove, IL. If the temps are too high there may be more time spent in the pool than on the bikes. <http://chicagotandems.home.mchsi.com>

July 13, 2008. **GRITS (Greater Raleigh, (NC) Intrepid Tandem Society) Hurdle Mills Loop Ride.** Raleigh, NC area. It must be hot in the south. This ride begins at Enos River Park. <http://ncbikeclub.org/Grits/>

July 19, 2008. **CATS (Chicago Area Tandem Society) Onion Pub Ride.** Lake Barrington, IL. The CATS are on the prowl. <http://chicagotandems.home.mchsi.com>

July 19, 2008. **CATS (Chicago Area Tandem Society) Blind Stoker Ride.** Wheaton, IL. Captains are always needed at this great event. <http://chicagotandems.home.mchsi.com>

July 26, 2008. **MUTS (Michigan United**

Tandem Society) Ride. Holland, MI. Team Rannow/Snyder hosts our tandem ride this week. 616-560-0052 before 9pm eastern <http://www.lmb.org/muts>

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 2, 2008. **MUTS (Michigan United Tandem Society) Ferrysburg Coast Guard Festival Ride.** Hudsonville, MI. Team Hugo hosts our tandem ride this week. Our bonus this week is a stop at the Ferrysburg Coast Guard Festival. 616-560-0052 before 9pm eastern <http://www.lmb.org/muts>

August 3 May 3, 2008. **CATS (Chicago Area Tandem Society) Long Grove Ride.** Long Grove, IL. The riding is great in Long Grove. <http://chicagotandems.home.mchsi.com>

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%30Tsilly%202008.htm

August 8-10, 2008. **MUTS (Michigan United Tandem Society) Fith Annual East Side Camp-n-RideRide.** MI. Team Clarkin organizes this

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great event. Pull out your tent (or RV?!) and join in the riding fun. 616-560-0052 before 9pm eastern <http://www.lmb.org/muts>

August 9, 2008. **CATS (Chicago Area Tandem Society) Tour de DQ Ride.** Naperville, IL. Who can resist DQ on a hot August day. <http://chicagotandems.home.mchsi.com>

August 10, 2008. **CATS (Chicago Area Tandem Society) Sweet Corn Ride.** Harvard, IL. Make a weekend of it. Two days of riding with the CATS. <http://chicagotandems.home.mchsi.com>

August 16, 2008. **MUTS (Michigan United Tandem Society) Midland Tridge Ride.** MI. Team Stickney hosts our tandem ride this week. 616-560-0052 before 9pm eastern <http://www.lmb.org/muts>

August 16, 2008. **CATS (Chicago Area Tandem Society) Blind Stoker Ride.** Wheaton, IL. Captains are always needed at this great event. <http://chicagotandems.home.mchsi.com>

August 17, 2008. **GRITS (Greater Raleigh, (NC) Intrepid Tandem Society) Manchester Adventure Ride.** Raleigh, NC area. The ride starts at the Manchester Swim Club – does that mean that swimming follows? <http://ncbikeclub.org/Grits/>

August 23-30, 2008. **UK National Tandem Rally 2008.** Market Rasen, Lincolnshire, England. Market Rasen is a small market town on the west of the Lincolnshire Wolds. The school, in which the event will be based, offers plenty of room for camping and caravanning. We are expecting to arrange catering provided by the school for pre-bookable breakfasts and evening meals (dependent upon interest). Route planning is in progress and will offer short, medium and some long rides through the varying landscape of Lincolnshire and the Wolds. Booking forms will be available in the February 2008 Tandem Club Journal and on

the website www.tandem-club.org.uk Ian, Jo & Eamonn Postlethwaite Ians987@aol.com 01427 880117

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

August 29 – September 1, 2008. **Midwest Tandem Rally 2008.** Springfield, IL. MTR heads to the Land of Lincoln. Our hosts are the Chicago Area Tandem Society, a group well experienced in hosting Midwest Tandem Rally. The town is fun, the riding is great and with a central location your friends will be there, so come join the party. Pre-registration is required. Mary & Phil Kohl nojokemary@comcast.net 630.789.8181 registration form and more info at www.mtr2008.org

September 5-8, 2008. **MUTS (Michigan United Tandem Society) Mini-Rally.** Traverse City, MI. Team Danly/Festa host the 8th incarnation of this great event. 616-560-0052 before 9pm eastern <http://www.lmb.org/muts>

September 7, 2008. **GRITS (Greater Raleigh, (NC) Intrepid Tandem Society) Ride.** Raleigh, NC area. The chicken's (and veggie burgers) cookin' at Smith & Claude's house so an RSVP is a MUST 919.847.8437 or e-mail. <http://ncbikeclub.org/Grits/>

September 13, 2008. **MUTS (Michigan United Tandem Society) Ride.** Middleville, MI. Team Mathias hosts our tandem ride this week. 616-560-0052 before 9pm eastern <http://www.lmb.org/muts>

September 13, 2008. **CATS (Chicago Area Tandem Society) Blind Stoker Ride.** Wheaton, IL. Captains are always needed at this great event. <http://chicagotandems.home.mchsi.com>

**August
29 – Sep-
tember 1,
2008.
Midwest
Tandem
Rally 2008**



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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.

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 www.gdrinc.com/str2008

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

September 28, 2008. **GRITS (Greater Raleigh, (NC) Intrepid Tandem Society) Music Festival Ride.** Carrboro, NC. Ed Downing has

assembled the route, bring your listening ears and appropriate accessories for the music festival. <http://ncbikeclub.org/Grits/>

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/

October 4, 2008. **MUTS (Michigan United Tandem Society) Ride.** South Haven, MI. Team Garber hosts our tandem ride this week. 616-560-0052 before 9pm eastern <http://www.lmb.org/muts>

October 11, 2008. **CATS (Chicago Area Tandem Society) Blind Stoker Ride.** Wheaton, IL. Captains are always needed at this great event. <http://chicagotandems.home.mchsi.com>

October 12, 2008. **GRITS (Greater Raleigh, (NC) Intrepid Tandem Society) Captain's Birthday Ride.** Raleigh, NC area. We may, or may not, celebrate birthdays for captains born in October. <http://ncbikeclub.org/Grits/>

October 26, 2008. **CATS (Chicago Area Tandem Society) Chili Pumpkin Ride.** Wheaton, IL. The days are getting cool again, we finish the year with this traditional ride. <http://chicagotandems.home.mchsi.com>

November 9, 2008. **GRITS (Greater Raleigh, (NC) Intrepid Tandem Society) Ride.** Raleigh, NC area. Bruce & Margret lead us a merry chase. <http://ncbikeclub.org/Grits/>

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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 (SC) 07/08

FOR SALE: 2003 Trek T1000, Black, large aluminum frame (22x18), 3x9 Shimano drivetrain, straight bars, Deore XT derailleurs, 48-spoke wheelset, Continental tires, stoker shockpost. Well maintained. Tandem rack included. \$1200 + shipping. Contact Mike @ 715-683-2721 or via e-mail to katemike@tznet.com. (WI) 07/08

FOR SALE: 1997 custom IBIS Tandem, L/M frame, manufactured in Petaluma, CA by the

original IBIS group. 3-color custom fade paint, 21-speed Deore drivetrain, Specialized crankset, Mavic rims laced to Bullseye hubs. New Kenda Kwest 26x1.5" tires. Pictures available. \$1800. Keith Brauch, keith@cervone.org or 520-825-8395 (AZ) 07/08

FOR SALE: 2004 Calfee Tetra Tandem, approximately 22 1/2 x 19 direct lateral frame. Beautiful bike, but the wrong size for us. (We purchased a new Calfee that fits us better). New components from top-to-bottom. (Dura Ace, XTR, Ultegra, FSA, Velocity & more). Carbon fiber parts wherever they made sense. Originally \$10K, yours for \$6500 + shipping. Contact Mark Cook, markscCook@gmail.com or call 908-295-5834 (NJ) 07/08

FOR SALE: 2000 santana Ti-700 W/ S&S couplers Med size standover 31" front, 28.5" rear captain-6' stoker-5'; 9 spd Ultegra, triple, XTR rear, avid brakes, Phil wood hubs, 48 spoke mavic

Classifieds

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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t52 rims, suspension rear seat post, ritchey comp front stem and handle bars front and rear, cane creek head set, 4 water bottle cages, ritchey carbon comp fork, flight deck computer. No seats or pedals \$5,000 Can send pictures Keith E Smith. Call: 254-897-7873 (home) or 817-279-3549 (work) or e-mail to: whetstone@valornet.com (TX) 07/08

Classifieds

FOR SALE: 2000 Blue Cannondale MT2000 (enduro configuration), medium/small frame, Fatty rigid fork, bar-end shifters, XT rear derailleur, LX front derailleur, Sun Rhyno Lite wheels, XT Tandem hubs, Arai drum brake, Magura HS-24 rim brakes, Sugino cranks, drop bars, Control Tech telescoping stoker stem. Very good condition. \$1200. Phone 850-668-4573 or email girardclay@embarqmail.com. (FL) 07/08

FOR SALE: 2001 Santana Arriva. The best in tandem bicycles. Less than 500 miles. Medium size, 36 lbs., Ultra Violet; Factory assembled, original owner; Shimano Ultegra STI integrated Flight Deck (shift, brake, computer controls), 125 psi Turbo Sport 700 x 26 tires, wheelsmith DK-13 butted spokes, Shimano SPD pedals. Trek computer. Gene DeKoster, gdekoster@cableone.net (361 776-3609); \$2800 + shipping; Pictures on request via email. (TX) 07/08

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: Santana Kid-Back Conversion, complete 26.6mm Seat Tube \$100; Reply: tfshultz@bellsouth.net, 615-662-1785 (TN) 07/08

FOR SALE: Travel case for midsized tandem, Santana, etc. Extra heavy duty Cordura fabric with leather reinforcements; remove able cardboard stiffeners. Especially useful for airline travel to linear or circular self contained tours as this is ship able. Excellent for self contained tours accessed via airlines, both linear or circular-return.

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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) 07/08

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) 07/08

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 Goertz, Editors of DoubleTalk. (or e-mail them to editor@tandemclub.org)

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

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.



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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

Denim Shirts - long sleeve, full button front -

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

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

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

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Shipping: _____ shirts _____

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

TOTAL COST cash check credit card _____

Name: _____

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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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Tandem Dealers

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)

GEAR-TO-GO TANDEMS. NY & northern PA's largest Tandem Dealership located in Elmira NY. Santana, Co-Motion, Calfee, Burley, Rans in stock. Test rides by appointment. Elmira (607)-732-4859; Rich@gtgtandems.com Check our website: <http://www.gtgtandems.com> 05/08 (53741)

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.tandemsltd.com 01/09 (431)

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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.

**BECOME
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DEALER
MEMBER!**

TCA MEMBERSHIP APPLICATION / RENEWAL



Stuart Conway

Dues

United States \$15.00/yr

Canada 20.00/yr

Other International \$25.00/yr

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

Membership

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

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

Membership No. (from your mailing label) : _____

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

Name(s): _____

Address: _____

City, State, ZIP: _____

Phone (Including Area Code): _____

E-mail: _____

Tandem Make: _____ Year: _____

Color: _____ Style: _____

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

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

MAIL TO:

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

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

Is this a renewal? _____ Have you made any necessary corrections? _____



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

