

Double Talk

"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

A Publication of The
Tandem Club
of America



July / August 2008

SHARING

ON A TANDEM, WITH OTHER MEMBERS.

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Contact your Area Reps for local tandem information.

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274-2023

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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



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What do TCA members do?

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

Deadline for the September / October, 2008 Issue is August 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
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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:

2008

March - April

January - February

2007

November - December

September - October

July - August

May - June

March - April

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From the Editors

High gasoline prices getting you down? It seems the lead story every night on our local news station these days is “AAA reports that gasoline prices have set a new high today, with average prices now exceeding” While gasoline prices are seemingly in an endless upward spiral these days, there are some very good things happening because of higher prices. We find that our Sunday rides now have less cars on the roads. The “Sunday driver” out for a nice drive appears to be a vanishing breed, at least in rural Alabama, leaving us nice roads to ride, with fewer cars to contend with. Of course, it costs us a bit more to drive to a ride start (when we can't ride from our doorstep), but the empty roads are really nice!

We hope the high gasoline prices won't keep you from attending a tandem rally or two this year. The hosts are counting on your team to be there to make the event the best success possible. When you compare – on the average – the amount of gross income being spent on gasoline today – 2008 – it's only a few tenths of a percentage higher than the percentage you were spending back in the gas shortage days of the early 70's. The economists report that today the average motorist spends about 4.5% of gross income on gasoline. Back in 1973 that percentage was 4.1%. Not a big difference, but we're not all average, and for some of us, the percentage of income is definitely higher than that. And at least today our gasoline stations still have product to sell, when back in 1973 they didn't. Maybe, just maybe, there will be another parallel

today with the 70's. One consequence of the gasoline shortage of the 70's was the bike boom of the 70's. Bike sales in 1973-4 were the highest ever, since statistics of bike sales have been tracked. It would be great to see a new boom in bike sales, and more people riding bicycles (and fewer people driving cars/SUV's/trucks) again. And of course, we would like to see more tandems out on the road, too! We just don't think there's a more efficient method of propelling two people down a roadway than on a tandem.

So don't let high gasoline prices keep you from that tandem rally or from taking that tandem trip this summer. Figure out another place to save a few dollars that you can use for gasoline money to get you and your tandem to a tandem-friendly destination and have fun!

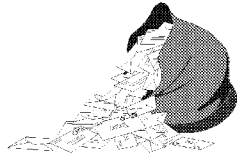
And when you get back from that terrific, safe ride in that great locale, take some time and share your adventures and your pictures with others in the Tandem Club of America. You can send your articles to us at the address below, or e-mail them to us, or hand them to us at a rally. We love to hear from you!

Ride on!
Jack & Susan Goertz

Have you
changed
your ways
due to high
gas prices?
Please share
a use you are
now mak-
ing of your
tandem (or
single)



DoubleTalk



Letters to Double- Talk

Dear DoubleTalk,

We have been riding tandem for about 6 years. We were taught to start by having the stoker clip in while the captain holds the bike. The first time we tried that I felt very unsafe. We quickly devised the system where we both clip in with the left foot then push off together.

It works perfectly for us. My only comment would be that we were taught in a riding class that you should always dismount with the right leg down so you are leaning away from the traffic.

I thought for a long time why anyone would have the stoker clip in first and I think that if the stoker was a child that would be a safe way to start, but I don't know if children clip in. The child's weight would be more manageable and a child would not have to find the pedals once started.

Ed & Claire Gingras
Belchertown, MA



Dear DoubleTalk,

Just read the article in May-June, 2008 issue of Double Talk about captain & stoker mounting a tandem "in tandem" (no pun intended). You are definitely not alone!!

My husband & I have been riding a tandem for 8-9 years now & have always started the tandem the way described by Fred & Val Hill. (We use clipless pedals so we both straddle the bike, clip in our left feet, push off together, rise into

the seat & then clip into the right pedal whenever convenient.)

We, too, have tried the "recommended" or "official" method many times & each time this resulted in a fall. This method will not work for us because I am tall, the same height as my husband, & he simply cannot balance the bike & mount it when I am already in my high saddle. We have met other tandem couples who are not of the conventional size (stoker much shorter than the captain) & they have also not been able to use "recommended" mounting method.

We believe tandem couples should do whatever works for them. Personally, we love the way we start the tandem & have no intention of changing.

Thank you for pointing out in your article that it is okay to be different.

Ann & Jim Kamp
Tremont, IL
kampca@verizon.net

Editors' Notes:

As a team that uses what we call the "Three feet up/1 foot down" method of starting our tandem – and quite successfully, we might add, we feel we need explain our method as an option to the method described above and in the May-June letter to DoubleTalk referenced above.

First, the captain mounts the tandem. We recommend, regardless of your actual starting method, that the captain mounts the tandem by lifting his leg over the front handlebars, not over the captain's seat/stoker handlebars. Mounting "over the front" prevents the captain from kicking the stoker, or getting caught in the stoker's bars. The captain does not need to do a "Rockette

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Kick”, only lift his/her leg (bent at the knee) high enough to clear the handlebars.

Once the captain has straddled the front toptube, the captain spreads his/her legs wide enough to stabilize the tandem in a vertical position, and with his/her legs wide enough that the pedals can be spun freely between his/her legs without knocking his/her shins black and blue. If the captain can't spread his/her legs that far, then the tandem frame may possibly be too large for you, and we'd recommend you consider a smaller frame, or at least one with a lower toptube. At this point the captain has both feet firmly on the ground, and the captain's butt is NOT on the saddle!

With the tandem secured in a vertical position, the stoker mounts the tandem just like s/he would mount a single bike, by putting 1 foot on a pedal and swinging her/his other leg over the back wheel of the bike, and sitting upon the saddle. The stoker then clips both feet into the pedals and backpedals until the cranks are in the preferred position for the captain. Since the tandem is still vertical, all the stoker's weight is being held up by the tandem frame, and the captain does not have to “balance” the stoker at all! At this point, the captain still has both feet

spread wide, and the captain's butt is still not on the saddle.

Now, with the stoker in place, and the cranks are where the captain prefers them for starting, the captain moves one foot in and clips one foot in the pedal. The other foot stays outboard and stabilizes the tandem vertically. The stoker and captain now backpedal so that the captain's “clipped in” foot is just about the 9:00 o'clock position. The bike is still vertical (and holding up the stoker), and the captain's butt is still not on the saddle.

When it's time to start, the captain pushes down with his/her “starting foot” (the one just above the 9:00 o'clock position), lifts his/her butt up and sets it on the captain's saddle, and puts the remaining foot on the other pedal. After a few pedal strokes (the last foot may not be clipped in yet), the captain can call “Coast!” The team can briefly stop pedaling, and the captain can clip into that last pedal. (Some pedal systems are so easy to clip into this “Coast!” step may not be necessary). And you're on your way!

At short stops, such as at stop signs or stop lights, the captain unclicks one foot, removes his/her butt from the saddle, and steps forward and outward from the tandem

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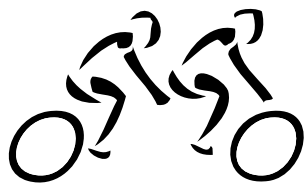
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while applying the brakes. When the tandem comes to a complete stop, the captain is off the saddle, one foot is outward from the frame, the tandem is vertical, holding the stoker up safely and securely. The stoker remains seated and clipped into both pedals. When the way is clear to continue, the captain knows the stoker is clipped in and ready to help pedal. All s/he needs to say is "Let's go" and remount the front of the bike.

To make the Three-foot up/One-foot down method of starting, it's imperative that the captain follow a few rules:

- 1) If even one foot is on the ground, the butt is off the saddle.
- 2) When stopped, the tandem remains vertical, and never leans. (This is pretty easy to do if the captain follows rule #1)

Of course the stoker has a few rules to follow, also:

- 1) Stoker must stay seated and clipped into the pedals until it is time to start
- 2) Stoker must trust the captain to do the right thing and follow his/her rules above.

In most situations, using the method I've just described for starting, we can be on our way much quicker than folks who start with two feet on the ground. Also, since only the captain has to dismount from the saddle at stops, stops are very quick and smooth. The captain does not have to ask if the stoker is ready to go from a stop sign, because the stoker never unclipped. The stoker doesn't need to feel as if s/he is falling, because the tandem, if kept vertical, is holding the stoker upright, not the captain.

Whichever way you mount, practice, practice, practice until you can do it smoothly and in a crowd of other cyclists. When you've got your method down smoothly, starting a tandem is a snap!

Jack & Susan Goertz
Birmingham, AL



Hello Editors,

Thank you for putting out the Double Talk Publication, I look forward to reading it every other month. My wife Mary and I have been members for many years. Your May/June Issue got our attention regarding Road Etiquette and Safety.

As you can see from the Coalition of Arizona Bicyclists logo, we are quite involved in advocacy in our State. I concur with most of the advice you have provided. I would like to add more and encourage all Tandem members to get involved in their local Cycling Advocacy organization. Our State Coalition has certified Bicycling Instructors that teach the Road I Street Skills Course. The League of American Bicyclists LAB has an extensive program to teach these instructors. They teach how to position yourself and bike in traffic, anticipate what drivers may do to you, and negotiate with drivers for lane changes and many other skills to avoid accidents. We urge people to ride to the right, signal all turns and lane changes, be visible and predictable.

Bicycle advocates need to get involved locally, I can tell you most are well versed on the laws in their State. In Arizona we have many great laws on the books, and I can tell you the advocates that lobby our State Legislature know every word of each law. The Legislative Committee for our Coalition is made up of Lawyers, City Planners, Advisory Board Members, and LCI League Certified Instructors. We get together each year and try to improve the wording, increase penalties for drivers,

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and work within the system to get thing done.

It has been our experience that the laws are not the problem, but the interpretation of those laws by the Police. There tends to be a bias for the auto driver in the reporting of accidents and the bicyclists may not be able to give their side of the situation. I urge Bicycle Advocates to contact your local police department, there are CD's and Instructional Programs designed specifically for Police Departments that educate the new cadets coming out of the Police Academy. Our Coalition has put on several of these programs for the local police. Please visit our web site www.cazbike.org for links to LAB and other bicycle friendly organizations. Other movements include Safe Routes to School, Complete the Streets, and Rails to Trails. Be counted join your local advocacy Group.

Regards,
Rich Rumer
Chairman of the Board
Coalition of Arizona Bicyclists



Club Notes

A BIG OOPS – for some reason we lost the Evergreen Tandem Club from our club directory in the Membership issue. This VERY active group rides out of the Seattle, Washington area.

Evergreen Tandem Club - Addition

PO Box 512
Woodinville, WA 98072-0512
206.789.8722
www.evergreentandemclub.org
membership@evergreentandemclub.org

Club
Additions
and
Corrections

MUTS Correction

Location: Michigan
MUTS@lmb.org (League of Michigan Bicyclists)
<http://www.lmb.org/muts>

New Tandem Club forming in Hawaii!

We are in the final stages of forming a Tandem Club here in Hawaii. It will be called "Hawaii On Tandems" (HOT) and will be closely affiliated with the Hawaii Bicycling League. In fact our first web

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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presence will be a page on their website: www.hbl.org.

We will certainly encourage our members to join TCA.

Hopefully, within a few months we can organize a tandem rally on one of the Islands (probably Maui) and we'll list it in the TCA calendar. (Editors' Note: That will be a local rally we'd love to attend!!!)

I've looked through the membership issue, and some of the other issues, and I can't seem to find any requirements for being listed as a member-club of TCA to be listed in your membership issue next year.

What are the requirements for a club to belong to TCA?

Seth Cox
Honolulu, HI
e-mail: bartoncox@Hawaii.rr.com

Editors' Note: There are no requirements to have your tandem club listed in the annual Member List of the TCA, other than truly being a club, in the sense that there is a contact person who will respond to inquiries about the club, and, if there is a website, that it be active with contact information listed.

Alabama Tandem

Weekend 2008

Our First Tandem Rally

Beautiful weather, great organization, and good camaraderie combined to make the Alabama Tandem Rally, held April 18-20, 2008, in Anniston, AL. It was a memorable weekend for 27 tandem teams who hailed from as far away as Michigan, as close as Birmingham, and from many points in between. Two families joined us, adding 5 children to the group. The most "popular" participant, hands down, was Muffin, a 10 lb. Yorkie that rides with her mom and dad in a zip up front pack. The Boyer family of five from Huntsville brought a triple and a tandem to accommodate them. Flo Bradley and her daughters, Laurel and Samantha brought two tandems and Grandpa Woody from South Carolina to help.

Two rides were scheduled on Friday, which took us through the beautiful countryside of rural Alabama just east of Anniston. There were a few challenging hills, lots of "we're in the country now" smells, and the occasional dog that gave



Wow - Not your typical tandem weekend lodging. The Victoria Inn in Anniston, AL was very bicycle friendly.

We enjoyed liesurly breakfasts as the skies cleared.



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Chuck & Lois Stumpf - ready to ride

us a real run for the money (yes Virginia, it IS possible to outride a pit bull!!!). We closed out Friday with an outstanding meal at the "Classic on Noble" restaurant, just down the street from our hotel for the night, The Victoria Inn in Anniston.

Following a country breakfast at the Inn on Saturday morning, we transported our bikes out to the trailhead of the Chief Ladiga Trail, a rails-to-trail that would take us 45 miles north/northeast to Cedartown, GA. It was a great relief to all that the rain during the night had moved well ahead of our ride, and we enjoyed warm temperatures, sunshine, and very



Housed in a historic building the Piedmont rest stop was a welcome sight. Many teams explored the town and enjoyed the car show and a great deli/coffee shop for lunch

little wind. Our rest stop was at a quaint welcome station in Piedmont, AL, and several

members of the group shopped a local flea market, checked out the antique cars at a car show, and stayed long enough to eat some lunch. At the AL/GA state line, the Chief Ladiga changed into the Silver Comet trail, and the here-to-fore gentle uphill climb leveled out for the last 10-12 miles into Cedartown. There were a few flat tires but everyone arrived in Cedartown safe and smiling!



The crowd from Michigan were just building their riding legs

Our overnight stay in Cedartown was in the local Holiday Inn Express, where our inn hosts made us feel at home and graciously allowed us to store our bikes in our rooms. Returning from lunch/dinner at nearby local restaurants, Mexican, Italian, or Barbeque, we were greeted with freshly baked chocolate chip cookies, hot dogs, and fruit, compliments of the hotel. The Kids enjoyed the spacious indoor pool late into the night, while most of the adults headed for an early bedtime.

Sunday morning brought another beautiful sunrise and after a hearty breakfast, everyone was ready to head back to Anniston - this time, mostly downhill. Early on, wildlife was plentiful, from squirrels to rabbits to... would you believe, a NUTRIA, which scrambled out in front of



Our two state ride toured the Chief Ladiga Trail in Alabama and the Silver Comet Trail in Georgia

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The Ladiga Trail from Piedmont to the Alabama / Georgia state line traversed a remote mountainous area.

one tandem and had a very close encounter with a front tire. Fortunately, everyone involved hung on, stayed upright, and had something interesting to talk about afterward.

The weather for the weekend could not have been any better had it been



Some teams spotted lawnmowers, we found this stack of bicycles along the way.

Photos were contributed by several teams - thanks to all who contributed.

custom ordered. This was the first tandem rally for several of the participants. We quickly got to know each other and enjoyed making new friends, trading cycling stories, and sharing tips and ideas. Although many of the riders are retired or older with grown children, it was a great mix of people and age groups. One tandem team told us how they ride everywhere they go on their tandem, including the 150 mile one-way trip to the beach for summer vacation. Now, that's inspiration!

We arrived on Friday as strangers, but departed as riding comrades and friends, promising to see each other again out on the trail.

Chuck & Lois Stumpf
Kenner, LA



Muffin with parents Rich & Caroly Casper pause at the Alabama/Georgia state line.

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Early April is a fabulous time to ride tandems in southern New Jersey. It is PARTICULARLY ideal to ride OFF-ROAD tandems. There are no crowds of inane tourists. Insects have not yet awakened from their winter slumber. And the typically difficult, deep loose sand terrain remains sufficiently moist to permit a knobby tire to carve a somewhat predictable line along the way – or at least most of the time! Malcolm Boyd and Judy Allison have been known to be at the cutting edge of the tandem kingdom and the world is a better place as a result of their passion for the sport. Each year, taking advantage of these perfect conditions, Malcolm, the president of Eastern Tandem Rally, Inc and his wife, Judy, host the off-road rally entitled the Eastern Tandem Offroad Rally. (ETOR)

Seven teams registered for the 2008 event. Participants this year were:

Malcolm Boyd and Judy Allison
AL and Sue Berzinis
Ed and Trish Troike
Jeff and Barbara Schmitt
Scott and Marie Behrman
Brian and Karen Managan
Mark Cook & Cheryl Prudhomme

FRIDAY

Cheryl and I arrived at the home of Malcolm and Judy late Friday morning. Al and Sue were already present. We slipped into the last minute preparation process lending a helping hand where we could. We do not currently own an off road tandem and were invited to attend at the gracious offer from the hosts to uti-



lize their original Santana equipped with an oil-filled full suspension front fork. It is a fine machine and we were grateful for the opportunity to experience off-road tandem cycling in the famous “pine barrens” of southern Jersey. Malcolm and Judy have a new Ventana which is an absolutely beautiful machine, sporting a full suspension frame – front and rear –with dual disc brake system and is also outfitted with S&S Couplers for airline travel. The bike recently accompanied Malcolm and Judy to the Caribbean for some island riding while on a trip sponsored by Malcolm’s employer. Cheryl and I made some minor adjustments to the Santana, then loaded it into our vehicle in anticipation of the day’s warmup ride.

Soon, Ed and Trish arrived. They brought their brand new Ventana tandem which, when it emerged from the van, drew envious stares. It was a very nice state of the art bike. The weather report was for rain later in the day, so we hustled to dress into cycling clothes and headed out of the drive toward the start point of the day in nearby Wharton State Park. Once in the parking lot we all popped from our vehicles, quickly preparing ourselves for the warmup ride. Malcolm and Judy led us along the sandy single track typical of the area. Our ride began with an effort to avoid trees, making tight

ETOR
2008
April 4-6
Eastern
Off-Road
Tandem
Rally



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turns and navigating the very deep mogul-type ruts created by the engine-powered motocross vehicles which are known to also utilize the area. Cheryl and I hit the dirt several times at slow speeds as we acclimated to the process of handling this very different type of tandem. Doing four to five thousand miles a year on the road does not properly prepare one for the skills necessary for off-road travel. From the viewpoint of a novice, it becomes readily apparent that it is necessary to pay very close attention to the track in front of you, anticipate turns and changes in elevation, go very slow when confronted with difficult terrain, and – this is VERY important -- continually communicate with one's stoker, since her view forward is completely occluded.

Following the ride, Cheryl and I headed back into the town of Medford where we arranged to stay the weekend at the Iris Inn bed and breakfast hotel.

It is a wonderfully well-preserved old town building converted into several modestly acquainted staterooms. Ours was even equipped with a classic rocking chair which provided several moments of serenity during the course of the weekend. After freshening up, we headed back to the “Estate on Medford Lake” for hors d'oeuvres, fine wine, and the official “meet & greet”. The remaining couples arrived. We were plied with an array of fine wine, fancy cheese, smoked salmon, crackers, and we still had not yet left for dinner! Eventually the group headed out to a nearby local Italian restaurant, Tarantella's. The place was packed to the gills. When the food arrived on its classic oversized plates and we had a taste of the food, we understood why it was so popular. Many of us took a large portion home with us. Malcolm and Judy once again brought along a case of tasty wine, which enhanced the dining experience.

SATURDAY



A welcome lunch break

Three of the attending couples, the Schmitts, Managans and us started our day with breakfast at the inn. The fresh cut fruit salad and exquisite omelet comprised the perfect fuel for the upcoming challenging day ahead. The predicted rain for Saturday did not materialize. It was strangely warm and breezy as we met the other couples at a local diner. Once together, we climbed into our cars for the trip to the starting point. A couple

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of miles south of the Shamong Diner we left the comfort of the blacktop and turned onto sandy Quakerbridge Road. The caravan of cars traveled for several miles on rough roads – a precursor of the terrain we were to encounter on the bikes for the remainder of the day. Finally we stopped in a remote area where couples parked amid the scrub pines. Bikes emerged from the cars. We were anxious to get started with a little anxiety mixed in for “discomfort”! Soon we found ourselves in very tight quarters along challenging singletrack trail. On this day, Cheryl and I attempted to “soften” up our bike handling skills. I loosened up my grip on the bars, let the front wheel fall gently into the dips and powered up with Cheryl’s aid as we rose up the other side only to be met with a new one immediately thereafter. The intersection of trails were often soft, making turns difficult. It was readily apparent that Scott and Marie, as well as Malcolm and Judy, were true professionals as they handled the trails with true aplomb. They were beautiful to witness for the few moments that we could keep them in sight! The occasional double track was also difficult as we attempted to stay on the high, outside part of the tire groove in order to maintain any semblance of control. At one point, we slipped into the soft sand and we were thrown from the bike directly into an oncoming tree (I swore it was moving!). It was only one of many times that I ejected Cheryl into the “barrens”. Each time, however, she gathered herself and confidently re-mounted the Santana, eager to try again. We commu-

nicated often while riding and very slowly increased our skills as the day progressed.

An interesting episode occurred when, as a group, we came upon Ed and Trish along the side of the trail. While navigating a particularly deeply rutted dip, their tandem’s front wheel turned sideways coming to an abrupt stop sending them over the handlebars. Unfortunately the wheel appeared ready for some ground beef, lettuce, tomato and hot sauce (ie. it “tacoed”)! Malcolm and Ed equipped with a spoke wrench and truing log managed to miraculously return the wheel to a nearly true condition suitable for continuing the ride. “Gotta have skills” to ride off road!

After several hours of riding (and falling) the group eventually reached the legendary Jamima Mount. This monolisk



An uphill challenge



DoubleTalk

of a sand pile was carved with deep, wavy ruts from motorcycles and jeeps attacking the face in an attempt to summit the 50-foot high mound with brute force. The cavalcade of tandems circled around back to climb up to the top the easy way. Malcolm offered a bounty of \$30 to any couple who could make it to the top via the front side. Cheryl and I took a run at it and made it only partially up before the rear wheel lost traction, started spinning and sent Cheryl's foot ejecting from her pedal. We sulked back down and rode up the easy route to the top to eat lunch with the rest of the gang. Our homemade sandwiches, made by our gracious hosts, tasted so good after working hard while riding all morning. The sun shown through the tall pines and the woods sheltered us from the cool wind. The weather was just perfect! After lunch, several more couples attempted to crest the hill only to succumb to the forces of

loose sand and gravity. Even the talented team of Scott and Marie were unsuccessful, despite the encouraging cheers from the other couples.

After lunch we split into two groups. Cheryl and I, despite being new to this tandem venue, decided to follow the more experienced couples into the woods on an extra distance loop. It was fun, although we followed along in last place, making it back to parking lot without any additional encounters with the sand or the Jersey Devil. We were exhausted and surprised when we discovered we had covered less than 20 miles! In the woods, it's not about the miles, it's more about the hours. This is definitely not doing much for my yearly accumulation of miles. Guess we'll just have to work a little harder next weekend when we get back on the road.

The early evening brought us back to Malcolm and Judy's home where we peered out upon the beautiful lake, discovered the host's cultivation of a wide variety of rhododendron on the property, and sipped wonderful wines. Dinner was fabulous with fresh salmon, chicken, asparagus, and potatoes among the options to fill up after the long hard ride. Dessert was a beautifully crafted chocolate mousse cup that contained far more calories than we could burn off riding in the woods. It was delightful. Kudos, once again, to our fabulous hosts.

SUNDAY – BATSTO HISTORIC VILLAGE

Sunday morning, we arose to a full-fledged rain storm. Again, following a fine breakfast at the inn, all the couples



Trailside wheel repair - gets a team home.

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met at the diner. Brian and Karen elected to get an early start back to Rochester, NY. All the remaining couples decided to brave the elements. A caravan of cars traversed the back roads of southern Jersey, passing cranberry and blueberry fields finally arriving at historic Batsto Village. During the Revolutionary War this area was well known for processing the iron ore in the sandstone at the bottom of the local streams into iron for use in making shot, cannon balls, flintlocks, cannon and other metal products necessary to help secure our independence from King George. There were several refineries in the area, but Batsto is the most well-maintained of the bunch.

In the rear of the village, off-road cycling associations consulted on the creation of many miles of cycling-only trail. This area has not been breached by motor vehicles so the trail is typically devoid of the deep ruts we encountered during the first two days. However, the trails wound about in circles, tightly bounded by trees that made the experience feel a bit more like slalom skiing than cycling. Cheryl and I did not remain upright for the majority of the weekend but today was really a challenge. Rain was mildly present at the ride start. However, as soon as we got into the woods it was not readily apparent. The cool temps prevented overheating and provided for wonderful riding conditions. Batsto Park's off-road trails began as a lot of somewhat open winding, higher speed single track. Not too sandy, and the moss was eerily iridescent and threatened to draw one's concentration from the task of remaining on the trail. Eventually we

made it to a section where the group was presented with a choice to head back to the cars on reasonable double track or head off into the "intermediate" terrain. Malcolm and Judy, our talented hosts, led Scott and Marie, as well as Cheryl and I, off into the more challenging trails while the remainder of the group headed off to finish the ride on the main route. Almost immediately, we were faced with deeper ruts, increased presence of trees, tighter turns, LARGE cross-trail logs and rough, trailside brush. Scott and Marie, with their old off-road Cannondale had no difficulty at all and managed the terrain without any trouble. Cheryl and I took it slowly and managed OK but "hooked" a couple of trees around the tighter turns. The group passed through a rose bush patch which eventually, down the trail a bit, caused Malcolm & Judy a front flat. We stopped to change the tube out. Scott & Marie returned to us with a flat of their own. Cheryl and I were traveling with NO tubes or tools (I know, STUPID! I'm a rookie!!!) We fortunately did not have a flat. Cheryl and I were moving a little too quickly and encountered a large log that was angled across the path. At high speed we hit the center section where the bark was peeled clean. The slick section sent the front wheel flying off the trail to the left and Cheryl and I headed for the bushes to the right. Wow - big crash. Fortunately this time we hit no trees on the way down! Back in action, we continued forward, working our way out in the rear of the park to the double track which would take us home. It was a wonderful stretch that went up hill where we could really "let

DoubleTalk



The ETOR teams

in Rochester (FART) in October. The trails there require considerably less technical skill. If you have an offroad tandem, or access to one, we highly suggest the experience. For those of you with road only tandems in the garage, consider joining us at MATES

in June in Flemington, New Jersey and/or

ETR being held in New Hampshire in August. See the ETR web site for details: www.easterntandemrally.org

the DOGS out”. Cheryl and I chased Scott and Marie for a couple of miles. We hit a split in the road and stopped for a breath and awaited the quickly approaching Malcolm and Judy for some directional advice. There was still some distance back to the parking lot yet to go, circumnavigating some huge puddles (lakes?) along their precarious edges. At one point we stopped for a cookie break since we’d been riding constantly - much appreciated. The last section of the trail turned us back into winding single track - again at higher speeds than we were comfortable. We all slipped into the parking lot having thoroughly enjoyed the day’s outing.

Many, many thanks to Malcolm and Judy for the offer to borrow their bike as well as being such fine hosts of ETOR 2008.

Mark Cook & Cheryl Prudhomm
Team MudPie
Gillette, NJ

Despite our dubious beginning, Cheryl and I improved our navigation skills, communication and enjoyment each day. There is another offroad event on the schedule in November in the Catskills at Mohonk Recreation Area and



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Our Little Bike Ride Around the Perimeter of the United States

Part 1

We -- Diane and Hap Eaton of Circleville, Ohio -- are riding our 1985 Santana Arriva around the perimeter of the United States this year. We began the ride in May, 2007, and will finish in May of 2008. We have been taking self-contained bicycle vacations since 1986, usually spending two to five weeks on past tours. We have ridden all over the United States, Canada, Australia, New Zealand, Germany and France. Most of our tours have been on the tandem, but some have been on single bikes. Three of the trips were mountain bike rides. "We have always wanted to just get on the bike and ride without having to worry about rushing from place to place. This was our chance." Hap retired from RCA last December, 2007, and Diane arranged a leave of absence from her job as a Wellness Director at Berger Health System. For this trip we did not plan an actual route. What we did was to take a US map, plot out who we wanted to visit, what sights we want to see, and went from there. We used some Adventure Cycling maps, but for the most part we have used regular AAA maps. We carry a County Map book of each state (no, not at the same time) so that we can get off the main highways. We stop in bike shops and ask about routing through some or the more heavily traveled areas, and we asked infor from the local cycling clubs. When complete, the ride will be approximately

10,000 miles, give or take a 100. As we write this (February, 2008), we just left the Mississippi gulf coast, and we have ridden 7600 miles. Our goal was to ride the northern route during the summer, down the coast in the fall, across the south in the winter and return home in the spring.



Hap & Diane Eaton

Everyone has asked us how we train and prepare for a trip of this magnitude. For us cycling is just part of our daily routine, along with running, swimming, lifting weights, playing racquetball, and skiing. Cycling is our way of life. The preparation for this trip was more of putting systems in place to take care of everything at home while being out on the road. This ride wouldn't be possible without our friends, family, and, for Diane, the teammates at Berger Health System. We pay all of our bills on line, turned off the water at home, and had different people checking in on the house and doing basic upkeep. We put big plastic baskets in our living room. One each has maps that we will need, extra clothes, extra equipment that might be handy, and medications. Someone goes to the house once/week, mows the grass (in season), and gets any maps or supplies that we need. A friend from church picks up our mail at the post office that is on hold. We call him on Thursday mornings and go through the mail with him. We tell him what post office box to send it to, and he sends it along with other things from home to general delivery. So far



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this system has worked very well. Although we discovered you need to be careful and not plan to pick up mail at General Delivery on a Friday afternoon, Saturday or Sunday. Oh, and watch out for those sneaky holidays!

Why tour on a tandem? One of the biggest reasons (besides the FUN part) is that we feel that it is safer to ride on the



same bicycle. You are not trying to ride side by side to talk and our big bus (the weight

of the bike and gear is 180 pounds) is a bigger target (maybe not a good choice of words) for the traffic. We are quite a sight coming down the road with all our gear. In fact, I have declared ourselves our very own tourist attraction.

The very best part of bicycle touring is meeting new people. What better way than to ride your own "tourist attraction" into a town. Another reason is that a few years ago, I was hit from behind while



riding my single bike. I have some very severe neck and back issues. Riding on the tandem allows me to be able to sit up more and stretch. It takes away the stress and strain of having to steer this weight around. In fact one

of the reasons for taking this trip now, instead of after I retire is because I am not sure how long I will be able to ride a bicycle. My message to everyone is: Don't wait! Do it now!

What gear do we have with us? As I said our weight is 180 pounds. In Minnesota we went to a weigh station and after waiting for the laughing to stop, we weighed the bike and gear, and got our official weight ticket. We are heavier than normal, partly because we are carrying a few extras that we don't usually carry, such as a computer. We are using a 10-inch Fujitsu Lifebook that has worked amazingly well. We are using a Verizon Aircard so that we can stay in touch with everyone no matter where we are. The national coverage has been outstanding. There have only been a couple of places we couldn't get service. We also are carrying



two cell phones, one Verizon and one Cingular. The Verizon

has had the best nationwide coverage for us.

The Bus! Our 1985 Santana Arriva has been a great bike for us. As I said, we have been touring for 21 years, with most of that time using this bike. I -- Hap -- rebuild or at least fully recondition the bike for each tour. Our typical tours would be 1000-1800 miles each year. Over the years we have learned (mostly the hard

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way) of what type of equipment, wheels, etc works best. One of my favorite additions in the last year was a Thudbuster seatpost. for the 'occasional" times when someone doesn't tell someone that there is a "bump" coming up. Stokers, you know what I'm talking about! It has really helped my back to be able to absorb those shocks.

We have had a few mechanical problems. This is the time when attitude really comes into play. On a tour you never know what is going to happen. When something happens we focus on what is important, that we are safe, we have food and shelter and then we just work the problem. The mechanical issues we have had are: Four rear flat tires (only one on the northern route across the US), two flat front tire, four trailer tire flats (we have used a Bob trailer for just the southern route), our new Phil Wood hub failed (Phil Wood sent us a new one and the tool to fix it with), a cracked rear rim (Jack at Tandem LTD mailed us a new rim, and I rebuilt the rear wheel), loose headset (replaced the headset), spokes kept loosening (thank goodness for lock tight), the rear cassette wore out and had to be replaced along with the chain (this was our second chain),



our front rack kept breaking a bolt so we replaced the rack with a Tubus front rack that is stiffer, We are on our fifth rear tire

and our second front tire. We are using Continental Travel Contacts (700 x 37) and have gotten on average of 1800 miles from each rear tire.

When we reach Panama City, FL, we will have completed 7800 miles into what we think is going to be about a 10,000 mile trip when we arrive home in Ohio in May. I just finished the rebuild of our rear wheel that had a cracked rim. Once again, Jack at Tandems LTD had saved us by sending a rim, general delivery to Ocean Springs (MS) Post Office. We also



hooked up with a local bicycle club, Gulf Coast Bicycle Club

(www.gulfcoastbicycleclub.com). Doug provided us with a truing stand that he brought to the hotel. After we cross northern Florida, we will turn north and ride up the Atlantic Coast before returning inland to our home in Circleville, OH.

If you want more information on how to plan, equipment or anything else a tour please feel free to email us at outbikin@verizon.net. Or follow our travels on our website www.outbikin.blogspot.com.

Safe Riding to All,
Diane and Hap Eaton



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2007 Northeast Tour – Part 2

(Part 1 was published in the September-October, 2007 issue of DoubleTalk)

We began riding tandem just over for 4 years ago. We started so we could spend exercise time together. Bonnie has a heart condition. Her doctor wants her to exercise “easy” but “long”. Steve is not content unless the exercise is strenuous. For reasons that do not need to be explained to tandem riders, this was the PERFECT solution.



Steve at Falls

We realize that many - maybe most - of the Tandem Club members do road biking. Unfortunately, neither one of us feel comfortable on the road. Therefore, we ride exclusively on dedicated paths that do not allow motorized vehicles. We have literally traveled to the 4 corners of the country looking for ride opportunities on dedicated recreational paths. We

have published a web site dedicated to reporting on such recreational paths.

In the summer of 2007 we made a 4000 mile driving loop around the north-eastern quadrant of the United States. We rode our tandem on parts of 3 different route systems. These systems include both dedicated recreational paths and shared roadway routes. We also found 6 dedicated paved recreational paths that each offer individual uniqueness.

The Erie Canal Trail System

Per the opening paragraph of New York Canal web site - [ww.nycanal.com](http://www.nycanal.com)

“The Canal Way Trail System offers? more than 150 miles of exiting trails comprised of four major trail segments: The Erie Canal Heritage Trail on the western end of the state, Old Erie Canal State Park in the center of the state, Mohawk-Hudson Bikeway and Glens Falls Feeder Canal Trail on the eastern side.”

We rode 3 portions of this system.

Pittsford: This is a part of the Erie Canal Heritage Trail portion of The Canal Way Trail System. It is a dedicated recreational path just south of Rochester, NY that is 12 miles long with a 3 mile extension making it a 30 mile ride. The main path along the Erie Canal begins just east of Pittsford and runs west. The canal crosses the Genesee River and the paved portion of the path ends at the small town of Greece. At the Genesee River a paved path lines both sides of the river for 3 miles north into Rochester. We found this to be a very enjoyable ride. The best surprise was the canal front shops and eateries in Pittsford. Access:

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Take Exit 2 (Route 31) East off of I-590 on the southeast side of Rochester. You will quickly intersect with Rt 65. Turn right (south) on Rt 65. It is a little over a mile to Canal Park Lock 32 on the right. From that park it is just over 1 mile east on the path to Pittsford.

Mohawk-Hudson Bikeway:

We picked up this portion of The Canal Way Trail System in Rotterdam Junction east of Schenectady. Take Exit 26 off I-90 onto 5S. We got onto the path at the Kiwanis's Park just south of Rotterdam Junction. We had lunch at a fun "biker's bar" called The Bad Pig (owned by a cop) in Rotterdam Junction (on 5S but not right on the bike path). Along the ride you will see the remains of locks from the original Erie Canal. After 6 miles the route becomes a street route thru Schenectady along the Mohawk River all the way to the Hudson River and then south to downtown Albany.

Lake George/Glen Falls: This portion of The Canal Way Trail System is a 10 mile paved bike path interrupted in the middle with 1.4 miles along surface streets. You can get a detailed map at the Visitor Center in Lake George. The path begins at the bottom of Lake George at the entrance to the Lake George Battlefield Park and continues into Glenn Falls. After 5 miles you will come to Birdsall Rd which is very quiet. After .3 miles on Birdsall you will turn left onto Round Pond, a busy surface street with a bike shoulder. After .6 miles on Round Pond you will turn right onto Country Club and continue for .5 miles until the dedicated pathway

begins again. The 1st 5 miles is about as beautiful a ride as you will ever find; fern covered forest floor, babbling brooks, rock walls, woodpecker sounds, etc. The grade is sometimes significant. From Birdsall on south to Glen Falls, the path is a typical urban path with lots of cross streets. There is a bike friendly eatery on the path as it crosses Dix Street. You might want to save room for a stop at Sprinkles Ice Cream Shop on the north side of Glen Falls where the path crosses Glenwood. An extra bonus for my wife - Passionate Piecing Quilt Shop is next to Sprinkles.

Washington, DC Regional Bike Route System

This system is extremely extensive. It involves several hundred, maybe 1000's of miles of biking. The system is provided with great detail on the "Bicycle Route Map for the Washington Area" available from ADC The Map People, www.adcmap.com There are also a number of very helpful route related websites: www.bikewashington.org www.cctrail.org www.odfriends.org www.potomac-trail.org



Erie Barge Canalway Trail in Amherst



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DATES Ride for the Blind

Mt. Vernon Trail: This is a very nice AND very well used 18 mile paved path just across the Potomac River from Washington D.C. with very few cross streets. It runs from just north of Theodore Roosevelt Island south to the Mount Vernon Estate. The path is bordered on the east by the west bank of the Potomac and on the west by the George Washington Parkway. If you park at Mt Vernon, use the RV Parking lot. The path starts at the north end of the parking lot. If you start at the north end, there is parking at Roosevelt Island. There are a number of parking areas along the George Washington Parkway. The 18 miles of dedicated paved path is broken up at about the middle when it is necessary to travel thru an old rail tunnel and onto the surface streets of Old Arlington for a mile or so. This is a bike friendly "tourist trap" type area with slow moving traffic. The lower half of the trail, from Mt Vernon to Old Arlington, has a rural flavor with wooden bridges, woods, marshland and great vistas of the Potomac. It is very hilly with several brief but steep grades. There are a lot of sharp twists and turns. The upper half has an urban flavor as it travels past the Reagan National Airport and under several bridges. There are regular views of the city as well as the Potomac to the Lincoln and Washington Monuments.

Steve & Bonnie Tigner
Rockford, IL

DATES ride for the blind

In less that one month (July 2), DATES will be hosting our second ride for the blind.

The National Federation of the Blind, (NFB), will be having their annual meeting at the Anatole Hotel with 4000 sight-impaired people in attendance. Two years ago at the same meeting, 23 Captains took 23 sight-impaired Stokers for one, two, or three laps around White Rock Lake. All captains who participated reported a rewarding experience. Last year the NFB met in Atlanta and were disappointed that they had no activity that could compare with a bike ride. We were the hit of the 2006 convention.

Rick Gurney and Plano Cycling supported our last ride and has agreed to do the same this year.

We need your help. I committed to 20 Captains and as predictable, it didn't take the National Federation of the Blind long to fill those slots. Including me, 11 Captains have volunteered.

We need a few more good Captains. Sign up now. You won't regret it. Besides a couple of laps around the lake with a stranger we will get together afterwards for dinner at Alfonso's Italian Restaurant.

If you know someone that has a tandem and not a DATES member, share the love and pass this message along.

Harry Thompson
214.277.5701 (work)
817.358.0820 (home)
harry_thompson@ahm.honda.
com
janette.r.thompson@gmail.com



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July 2, 2008. **DATES (Dallas Area Tandem EnthusiastS) 2nd Ride for the Blind.** Dallas, TX area. The DATES have committed to providing rides for 20 blind/sight impaired people as a part of the National Federation of the Blind Annual Meeting. Captains are needed to meet the commitment. We will be riding loops around White Rock Lake. Please contact Harry or Janette Thompson 214.277.5701 (work) 817.358.0820 (home) harry_thompson@ahm.honda.com

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 12, 2008. **ETC (Evergreen Tandem Club) Whidbey Island Ride.** Whidbey Island, WA. 9am. Join the tandem crowd for a great hilly 38 mile ride. Jim Grippin 425-446-2206 jim_grippin@msn.com

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. [## TANDEM CALENDAR](http://chicagotan-</p></div><div data-bbox=)

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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dems.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>

July 26, 2008. **ETC (Evergreen Tandem Club) Around the Sound Ride.** Edmonds, WA. Our route includes the San Juan Islands, Bellingham. This is a multi day ride. Don & Carol Hayes 425.774.4203 donaldehays@gmail.com www.evergreentandemclub.org

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 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 16, 2008. **ETC (Evergreen Tandem Club) San Juan Island Loop.** Anacortes Ferry Dock. We'll ride about 35 miles and include a restaurant stop. A Ferry ride is included, plan accordingly. Dennis & Louise Fugier 425.348.1800 FugierFam@aol.com www.evergreentandemclub.org

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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 23-29, 2008. **ETC (Evergreen Tandem Club) 2nd Annual Vancouver Island Tandem Tour (VITT).** Vancouver Island, BC. This is a self supported event, overnights are in hotels, motels and small inns. About 40-60 miles per day. Due to hotel sizes only a limited number of teams may participate. Larry & Marishka 425.228.7570 marishka@pet2market.com www.evergreentandemclub.org

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>

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 20-21, 2008. **NOTE DATE CHANGE!! 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 : Doug Crush dwcrush@aol.com



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October 3-5, 2008. FART XV (Fall Allegany Rally for Tandems)

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 26-28, 2008. **COWS (Couples On Wheels) Fall Rally.** Chippewa Falls / Eau Claire, WI. This is a beautiful time of year to see the beginning of the fall colors, enjoy a challenging ride through the apple orchards and take time to enjoy the stunning vistas and the delicious apples. Or you can enjoy a mostly flat ride along Lake Wisconsin and take a ride through Wisconsin State Park. All roads have fairly low traffic volume and are very scenic. Host hotel: Holiday Inn Express, Chippewa Falls. http://www.couplesonwheels.com/rides_fall2008.php

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>

[org/muts](http://muts.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 7-9, 2008. **Tandems OffRoad at Minnewaska-Mohonk.** Gardiner, NY Two days of riding unpaved dual track at Minnewaska State Park and Mohonk Mountain Preserve just west of New Paltz, NY. Suitable for offroad tandems or cyclocross road tires. Maps will be provided and expect to break into informal groups according to ability and speed. This is one of the prettiest areas we've ever ridden. Cliffs and views. Make your reservations at Minnewaska Lodge Malcolm Boyd and Judy Allison judy@lovelaughter.com www.easterntandemrally.org

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/>

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

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

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July / August 2008
www.TandemClub.org

FOR SALE: Santana Elan road tandem, equipped for touring. Fillet brazed cro-mo frame, raspberry pearl powdercoat paint. Custom front and rear racks plus 4 bottle cages all finished in the frame color. 48-spoke wheels/Phil Wood hubs/Phil Wood bottom brackets. Shimano 3x7 drive train w/wide range gearing. Indexed bar-end shifters. Pedersen SE rim brakes and Arai drum brake. Stoker shockpost. Stronglight roller bearing headset. 22x20" frame, fits captains 5'10" to 6'4" and stokers 5'0" to 5'10". This bike is ready to go. \$1200 + shipping. Hard shell tandem case also available, \$350. Call 585-352-1906 (upstate NY) to arrange a test ride. robertlfuss@aol.com (NY) 09/08

FOR SALE: 1993 Santana Sovereign Triplet, Classic steel direct lateral frame w/ nivichrome fork. Size: 21 X 20 X 18 1/2. Campy 8 speed X 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 for the captain & wired for the stoker & midship positions. 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. I am selling because my wife can no longer ride. Photos avail on request via e-mail. Asking \$3,000 OBO. Dane Clark 949-951-3191 or e-mail teamworktandem@cox.net (CA) 09/08

FOR SALE: Red 2002 daVinci - Joint Venture tandem in mint condi-

tion with Independent Coasting System (ICS). Medium size steel frame, weight 36.5 lbs. Original owner. 17,000 miles. Components: 26" rims daVinci design V-22. Campagnolo racing triple rear derailleur, Campagnolo triple front derailleur, Campagnolo shifters, rear disc brake, Bontrager race anatomic drop bars, Titec front loading stem, Control Tech adjustable rear stem. Shimano Ultegra rear cog (8 cogs), Shimano Hyperglide driving gears (4 sprockets- low granny gear), White Industries wheel hubs, tires 1.25 Kevlar. For more information and advantages of ICS, visit daVinci's web site at www.daVincitandems.com. Price.\$4000+shipping. Call 717 733-2132 or email Weberjj@ptd.net (PA) 09/08

FOR SALE: Santana Triplet. Big time family fun! Gorgeous condition, under 1000 miles. Columbus CroMoly tubing. Two child conversions included. 48 spoke, 700c wheels, Edco hubs, Shimano cranks, Deore XTR derailleurs. BB to top of seat tubes: 24/23/21. Captain's top tube standover height is 33 inches. \$3,700 (compare to \$6,000+ new). Located in Missouri. Mark Langenfeld Home phone: 573-335-2394 Work phone: 573-651-2461 mlangenfeld@semo.edu (MO). 09/08

FOR SALE: 1988 Moseman Touring Tandem. Size 23x18 custom built for 5'10" captain and 5' stoker. Color Burgundy in excellent condition. New Phil Wood 48 spoke wheels, bottom brackets, derailleurs and other components installed for cross country ride in 2000. 8 speed bar end shifters and XT derail-

Classifieds



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leurs. Rear rack and drum brake. Oval lateral tubes make for a very comfortable ride. Asking \$950 plus shipping. Contact Spencer Ridings at Ph 540-678-4188 or email csridings@yahoo.com. (VA) 09/08

FOR SALE: 2001 Co-Motion aluminum Roadster, size small. Ultegra 9-speed STI. Ultegra brakes and front derailleur. Rear derailleur and 11-34 cassette are XT. Wound-Up carbon fiber fork with Chris King headset. FSA Gossamer crank set with Shimano rings. Thudbuster seat post for the stoker. 40 hole Hugi hubs with Mavic ceramic rims and DT spokes. \$3,000, including a set of spare wheels. Shipping is extra. Hard-shell shipping case also available. Mike at 620-856-2575 or kansastandumb@4state.com (KS) 09/08

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@tznnet.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, markscook@gmail.com or call 908-295-5834 (NJ) 07/08

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 (SC) 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 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

FOR SALE: 2000 Blue Cannondale MT2000 (enduro configuration), medium/small frame, Fatty rigid fork,

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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July / August 2008
www.TandemClub.org

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

chris@
pennyfarthing.com

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: Bike Pro Tandem Case. Excellent condition. Used in European travel with ease. UPS'able (when empty). Requires minimal tandem disassembly. Rolls easily. Airlines friendly. New \$650. Offering at \$350+shipping. EKimmel118@aol.com (860 287-3935) (CT) 09/08

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) 09/08

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

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



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

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Signature (required for cc order) _____

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

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

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Tandem Dealers

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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)

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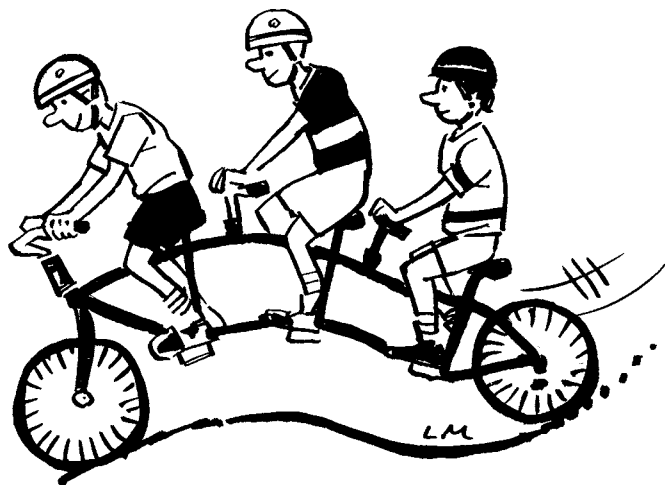
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United States \$15.00/yr

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Thanks Adventure Cycling

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.

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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? _____



Please send us your pictures for use on the backpage - with or without captions
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