

Double Talk

"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

A Publication of The
Tandem Club
of America



September / October 2008

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An International Club for Tandem Enthusiasts
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editor@tandemclub.org



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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 November December, 2008 Issue is October 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:

2008

July - August
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2007

November - December
September - October
July - August
May - June

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From the Editors

We just returned from the 2008 Eastern Tandem Rally. What a great time! The hosts truly put together a fantastic weekend of tandem riding, based in the area around Durham, NH, the home of the University of New Hampshire. And they had arranged for some of the best weather we've cycled in this year. The rains graciously held off until we'd completed our rides each day. Of course, the roads were still wet in the mornings (and our tandem is really, truly dirty!), so we couldn't have everything!

We spent time with Malcolm Boyd and Judy Allison, the founders of the Tandem Club of America. It was great reminiscing over the many years we've all been tandeming, and talking about the fantastic trips we've taken, and the rallies we've attended over the years. Thanks, Malcolm and Judy, for your great idea for starting the Tandem Club of America 32 years ago! We all owe you a debt of gratitude for having the vision and the foresight – and the patience – for starting the TCA so many years ago, and for nurturing it into existence and keeping the faith. It's great to have the opportunity to ride with you whenever we have the chance!

Rallies are an important part of the tandem experience for Susan and I, as it is for many others. It's always a great time when we can meet with our friends from all over the world at a rally site and to ride with old and new tandem teams through some of the most beautiful areas of our great country. If we had the time and the funds, we'd love to attend all the rallies and tandem rides listed on

the TCA Calendar. Since we don't have unlimited time and funds, we can only choose a few each year. We always have a lot of fun, and we always come away feeling good after talking/riding with so many of our friends.

We'll be attending the Midwest Tandem Rally about the time you're reading this editorial (What? You're not at MTR?? Well, maybe next year!) and then we'll finish up our rally year at the Southern Tandem Rally in Bowling Green, KY. We're looking forward to a grand finish – we'll be on the STR Post-Tour, immediately following STR – for our tandem year, 2008. We're already using the TCA Calendar to plan ahead for the 2009 season! We hope to see many of you somewhere, someplace, in 2009.

We encourage all of you to think about the TCA, what it means to you, and how you can contribute to its continuing success. Remember, the TCA is you! We hope you are still having a great year of tandem riding, and that you'll be contributing an article in the near future. 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

Remember,
the TCA is
you!



DoubleTalk



Letters to Double- Talk

Dear DoubleTalk,

Your description of the “3 Up, 1 Down” method was excellent. It describes how we have mounted, started, stopped, etc. ever since we got on our first tandem.

We would only add that to assist in stability, after the captain is straddling the top tube and before the stoker mounts, the captain should apply both front and rear brakes. That is the way the captain can “...secure the tandem in a vertical position.”

Riders who don't use this method may not pick up on that critical step to using this method successfully.

Walt and Nancy Martin
Buckhead, GA

Editor's Note: One thing that may not have come out in our description of the 3 Up, 1 Down method is how important it is for the captain to keep his feet as wide as possible and the bike as vertical as possible. With the bike vertical, the bike is supporting the stoker, not the captain's strength. This goes far toward instilling your stokers confidence! One way to help insure the bike is vertical is for the captain to remember: If the captain has a foot on the ground, his/her butt is NOT on the saddle!



Dear DoubleTalk,

I read with interest Jack and Susan's instructions for mounting a tandem. They were very well written and I understood exactly what they were saying. They sound like a well-oiled machine. However, the only advantage seemed to be a

faster, smoother start at short stops. I see many disadvantages.

I know many friends who will not get on the back of a tandem because they have no control. A couple can enjoy riding together if the stoker can overcome the disequilibrium of sitting in the back. This is not easy for everyone. When both riders each clip in one foot and start off together, the stoker preserves some sense of control and safety.

Another way of looking at it would be to compare the “right” way to mount a tandem to the perfect poses in yoga magazines. Any beginner would be very discouraged looking at those magazines that have no accommodations for less able practitioners. I enjoy yoga for pleasure and flexibility. My favorite yoga magazines give alternative poses for all levels.

We enjoy tandeming, but have busy lives and don't get out as often as we would like. We are far from a well-oiled machine! Two feet up and two feet down works for us. We have a lot of fun, and I feel safe. When we are with a group of local riders, fast starts are not important. We are never the last ones out of the blocks!

I believe the most important thing is to have fun together, no matter how you start.

Ed and Claire Gingras
Belchertown, MA

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Ed: We have enjoyed the lively discussion on this topic for the last several months. That's what the TCA is all about – sharing experiences and sharing ideas. We just want people to realize that there is no one "right" way for any part of tandem riding. The important idea is to get out and ride!



Dear DoubleTalk,

We've been members of TCA for years and always enjoy the stories and advice. We're soon-to-be empty nesters, and hoping to get back into cycle touring. We've done this on singles with panniers, but want to try tandem touring with a trailer. We've researched sites on-line and trailer comparisons but would like to hear others opinions. Mark likes the Carry Freedom Y-Trailer Large:

<http://www.biketrailershop.com/catalog/586-carry-freedom-yframe-large-p-202.html>

Please e-mail us with thoughts about this or other trailers. Thanks!

Mary & Mark Buchwalder
Xenia, OH 45385
bikewalder@yahoo.com



In Memorium

Dave Tomlinson was killed by a hit and run driver July 10 while on vacation near Ridgeway, CO. You may contact Roberta at roberta.tomlinson@worldnet.att.net

Club Notes

HOOTS (Hoosiers Out on TandemS) have a new website. Stop by <http://tandemhoots.ning.com/> to check it out. Sign up and sign-in if you like. The latest ride schedule, pictures, ride reports and more features are being added as the site develops.

HATS – Houston Area Tandem Society has made some changes. Please add Hugh and Becky Reeves (e-mail is seveer@prodigy.net) as the contact and update the web listing to: <http://hats.sharepointsite.net/default.aspx>

TxCATS – Texas Capital Area Tandem Societt, Please correct the contact name to: Dale & Linda Krueger (e-mail is Bike42@cableone.net)

TCA note. Our Hospitality Home coordinator is in the process moving. He can be reached via homes@tandemclub.org during the transition.

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Tandem Biking on Kaua`i

Introduction

This article describes a few tandem rides that are possible on the beautiful Garden Island of the Hawaiian chain. Kaua`i, with a population of only 70,000, is approximately 25 miles east-to-west and 10 miles north-to-south, with approximately 150 miles of paved state and county roads. The remains of its volcanic origins are evident, especially in the central mountains that rise as high as 5000 ft above sea level and are today covered in tropical vegetation, both native and introduced species. The original shield volcano has been extinct since long before any humans arrived. We began visiting Kaua`i in 1993. We bought a house here in 1999, and started exploring on our mountain bikes. Then we brought our tandem for a week's vacation in 2005, and of course shipped it with us in 2007

when we became full-time residents of Kaua`i.

The main thoroughfare of Kaua`i is a two-lane road connecting the northwest to the west, along a route that roughly follows the northern, eastern, and southern coastlines. The terrain it covers is mostly rolling hills. The mountainous Na Pali Coast between the two ends of the road has never been paved. This road, which comprises three differently named highways, links all the major towns on the island, and passes through rural countryside between them. There are shoulders about 3 ft wide throughout its length, with occasional narrowing where a bridge crosses a stream or canyon. Along some stretches of the highway the shoulders are marked as bike lanes. Our home in Kalaheo, a town on the south side, is close to this road. We begin the article describing two rides that start at our front gate.

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South Side

Kalaheo to Koloa and Po`ipû (30 miles roundtrip)

This route takes us in a south-easterly direction through a typical mixture of Garden Island scenery: mountains, countryside, cliffs above the ocean, small towns, and beaches. Po`ipû is known as one of the sunniest towns on the island. It can be bright and hot in Po`ipû while raining and completely overcast at our house in Kalaheo. We go on this ride if we can see clear sky to the south. We live 600 ft above sea level, so there's a little climbing to do on the way home, usually with a head wind—the prevailing north-west trade winds are a fairly constant feature of Hawaiian weather.

From our place on Wâwae Road there is a short descent to the Kaumuali`i Highway, then a left turn across busy traffic. This segment of the main road runs between Lîhu`e, the county seat and main airport, across the southern side of the island to the military installation at Mânâ Point on the southwest. We cross a stream, then a traffic light, and stay on the highway for about 2 miles. We turn right on Omao Road. This is a quieter and safer route than the more direct, more heavily traveled Koloa Road, and has a 25-mph speed limit throughout its length. We pedal calmly through a neighborhood of typical Hawaiian houses—simple wood-frame structures—with tropical gardens of wildly colorful crotons, flamboyant red ginger, fragrant plumeria, and many varieties of palm. Then the road dips down into a more rural setting with farm animals, a banana

and mango orchard, and groves of the Moluccan Albizia—invasive, but graceful trees. At the T-junction with Koloa Road we turn left and ride into the town of Koloa.

Koloa was an early center for the sugar cane industry on Kaua`i. A small museum at the western end of town traces those origins and displays old photographs and artifacts. Along the south side of the main street is a long boardwalk with old Hawai`i-style shop fronts. Inside, merchants sell jewelry, aloha wear, locally made and delicious ice cream and coffee, scented candles, and island art. Further east on this block is another line of similar old buildings containing a wine shop, a café, and a fish market that sells the island delicacies called poki. Finally, the US Post Office and the Big Save supermarket face each other at the eastern end of the block. We savor the quaintness of the town because we see the developers working to bring into being the first modern shopping mall on the island and a new post office on the north side of the main street. We keep going, through the huge, mottled shade cast by a monkeypod tree standing in the middle of the road, and then we ride out of town.

We turn right at Ala Kinoiki onto the Po`ipû-Koloa Bypass road. Again, this is an alternative to the more direct, but narrower and busier stretch of Po`ipû Road. It takes us through some of the rural scenery for which Kaua`i is famous. On the left, a small range of mountains separates the Koloa area from the inaccessible, privately owned southeastern part of the island. The highest peak, Kâmaulele,



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summits at 1509 ft. A road leads to where a former sugar mill still stands, now a site for playing paintball, and the starting point for all-terrain vehicle tours into the hills. On our right, the land slopes down into sunny Po`ipû.



Kamaulele Peak and an old sugar mill as seen from the Po`ipû-Koloa Bypass road.

At the intersection with Po`ipû Road we could turn right or left or go straight ahead. To the left, the road passes a couple of resorts and the famous Po`ipû Bay Golf Course, then the paving ends. If we had an all-terrain tandem, we could make a 5-mile side-trip here, one that we have done on our mountain bikes. The eastern end of the road, at this point officially called Weliweli Road, is rough with stones and muddy in wet weather, rutted in dry weather. When it reaches private land, there is a gate barring the way into the sugar cane fields. But a right turn onto another dirt road takes the adventurous rider to the beautiful Maha`ulepu,

a secluded white sand beach. The only other way to reach Maha`ulepu is by hiking along the coastline from the Po`ipû Bay Golf Course. Consequently, it is never crowded, and is mostly visited by locals.

So, on our tandem, we turn right onto Po`ipû Road, taking a route that parallels the coast so that we can loop back along the beaches. This stretch has wide shoulders all the way to the intersection with Lawai Road, where we turn left. (As of this writing, the intersection is under construction and a detour is in effect. It looks as though a roundabout is being built to accommodate the five roads that will eventually intersect at this corner.)

Lawai Road winds along close to the coast for about 2 miles. We pass a park with a monument to Prince Kuhio, often decked with leis. The prince was born in Koloa and was a lifelong activist on behalf of native Hawaiians (for more information and photos see http://www.hawaiiweb.com/kauai/html/sites/prince_kuhio_park.html). We pass Lawai Beach, a very narrow strip of sand in a small bay that is always popular with tourists. If the weather is fine and the sea is relatively calm, this is a great place to snorkel. The coral is barely alive, but we have seen many species of tropical fish here, including the unofficial state fish of Hawai`i, the humuhumunukunukuapua`a (blunt-nosed trigger fish). We continue on past beautiful vacation homes and guest houses, the National Tropical Botanical Gardens (see <http://www.ntbg.org> for more information and pictures), Spouting Horn Beach Park, and eventually have to

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turn back when we come to the gate to the Allerton Estate, which bars further access. On our way back we like to stop either at Spouting Horn, where a blowhole holds tourists' attention for a few minutes and vendors of jewelry and souvenirs for a few more, or at Kukui`ula Small Boat Harbor, where the 360° view of green hills, dark volcanic coastline, small harbor with a sandy beach, and deep blue ocean is one of our favorites. We have sighted sea turtles from here, and we have seen whales in the winter months. Usually we meet a few locals who we think come, like us, for the peace and beauty of the spot, and some who fish off the rocks. Sometimes we watch a boatload of tourists embarking on a diving expedition.

We leave the harbor and retrace our route past Lawai Beach. Just before reaching the intersection with Po`ipû Road, we turn right into Ho`onani Road, cross a cement bridge, and ride down the wide shoulder beside a low sea wall. We pass Koloa Landing, once the port for Koloa but now a deep water snorkel and scuba site. Here the coastline is all black lava rock and white sea-spray. We continue, and the road leads into the Sheraton Hotel and Kiahuna Plantation complex. This is where we stayed when we first visited Kaua`i. We know a path that leads from the Kiahuna beach up through the parking lot and out onto Po`ipû Road, where we turn right. At the next opportunity, we turn right again and ride down to Po`ipû Beach Park. This is one of the most popular beaches on the island and can be almost crowded at times. There is a break beyond the inner reef where surfboarders gather. A rock wall makes a



Spouting Horn, a white splash in the distance, as seen from Kukui`ula Small Boat Harbor

protected cove where snorkelers float. A large spit of sand is a favorite place for the endangered monk seals to haul themselves up for a snooze and, when they do, the lifeguard cordons off the area so they will not be disturbed. They always attract a small group of admirers. Across from the beach, a restaurant, a convenience market, and a surf shop do good business.

We turn left and ride alongside the beach park until the road curves and rises quite steeply for a quarter mile up the side of the Po`ipû Crater. This is one of the peripheral eruption sites that still remain from the volcanic action that raised Kaua`i up from the ocean floor about 5 million years ago. Resorts and beautiful homes cover the sides of the crater and resort condominiums have even been built on the inner slopes of the long-extinct crater. Following our route on what is now called Pe`e Road, we come out exactly opposite the end of the bypass



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road that will take us back into Koloa, and hence home to Kalaheo.

Kalaheo to Hanapepe (15 mi roundtrip)

For this ride, we take a backroads route into “downtown” Kalaheo then, going west from there, descend gradually through a coffee plantation to a couple more towns, a local beach park, a small-craft airfield, and a tiny harbor. Starting again from our driveway, we turn at first away from the main highway and follow Wāwae Road as it winds along the hillside, passing cultivated valleys to one side and pastures to the other, until we come to the residentially zoned part of town. It’s a couple of miles to the highway by this route, and we join it at the Kalaheo traffic light, where the civic and commercial enterprises of our small town are clustered. If we turn left here and go a hundred yards down the hill, we can stop off at Kalaheo Coffee Co. & Café for a quick latte before turning again to the west and riding through town.



Sherman and Heatherbell Fong outside the Grinds Cafe in `Ele`ele.

We are on the highway for less than a mile before making a left turn onto a bypass road that is quieter than the highway. We soon pass the last few houses and can coast for a wonderful couple of miles down a hill with dark green coffee bushes growing in straight lines on either side of us. The coffee plantation owners have a museum and gift shop on the curve of the road. As we sweep past, we are rewarded with a view overlooking the ocean on our left hand side. Riding on, we come to a concrete bridge over a canyon, the lower reaches of the Hanapepe Valley. It’s beautiful here, but the same valley, stretching back into the mountainous interior, is a spectacular sight from the scenic overlook on the Kaumuali`i Highway (we don’t like to take that busy road on the tandem). Tourists often stop at the Hanapepe Valley Overlook because part of “Jurassic Park” was filmed here. It is also the place where, in 1824, royal troops from O`ahu bloodily put down a rebellion by Kauaians who wanted their island to remain a separate kingdom. We stop on the bridge and check out the peaceful trees and stream below, the hills and mountains to the north, and the ocean meeting the sky far away to the south, then continue on and rejoin the highway at `Ele`ele.

`Ele`ele has a small shopping center, and a restaurant called Grinds (Hawaiian pidgin for “food”) Café where the coffee is good, the breads and pastries baked in the kitchen are superb, and the meals are fully satisfying. Better to stop here on the homeward lap, before climbing the hill that we are now scooting down. We fly past and into Hanapepe.

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Again we leave the highway for a quieter road, following the face of a cliff that is covered in bougainvillea. In spring, it is a mass of purple, orange, red, and white flowers. This is Hanapepe Road, lined with wooden buildings so old they could be on a movie set—and in fact, “The Thornbirds” was filmed here. These days, the same buildings are occupied mainly by artists and artisans. There’s an art fair here every Friday evening. In a gap between two of the buildings we spot the swinging bridge—a pedestrian suspension bridge over the Hanapepe River. At the end of the street, a vehicular one-lane bridge also crosses the Hanapepe River. By local custom, the first vehicle to approach the bridge gets to cross first. We observe the custom faithfully and continue on to the western end of town, where we negotiate across the highway and turn down the road to Salt Pond State Park.

The road passes a cemetery—always full of flowers—then forks. We take the right fork because we will return along the other, and try to avoid the potholes on the way to the beach, which is a local favorite but not much of a tourist hang-out. There are picnic kiosks, and a life-guard tower. The beach is a white sandy bay with some lava rocks that form a shallow pool at one end. There is a campground on a grassy area by the beach, and camping permits can be obtained from the county (for details of camping on Kaua`i and an online application form, see <http://www.kauai.gov/Government/Departments/CommunityAssistance/RecreationAgency/CampingInformation/tabid/176/Default.aspx>).

On our way back to town, we turn off to the right, riding between the salt ponds that give the beach park its name. These are vast depressions of red dirt slightly below sea level. The Hawaiians historically and still today allow seawater in, wait for the sun and wind to evaporate the water, then harvest the salt. The rocky point out past the salt ponds faces southwest, so it is a great vantage point for watching the sunset. Many and varied are the brilliant vistas we have seen here, even when the horizon was hazy with “vog”, the name for volcanic smog from the Big Island about 350 miles to the southwest. Leaving the shore, we ride back toward the highway, and our road now skirts a small airfield. Helicopter rides and sky-diving are advertised on banners pinned to the chicken-wire fence. Back in Hanapepe, we turn right on the highway and head toward `Ele`ele.

Before we begin the long but gradual climb back to Kalaheo, we turn off to the right on Waialo Road, which takes us down to Port Allen. Here, a small boat harbor and a fishing club lie behind a breakwater in Hanapepe Bay. Several tour boat companies have trips leaving from Port Allen and going to the Na Pali Coast for dolphin watching, snorkeling, lava tubes, caves, and the sheer magnificence of the scenery. Here in Port Allen we dawdle for a few minutes, watching the ripples of the Hanapepe River meet the wavelets of the bay. It is a good place for a drink and a snack before the ride home.

Many and varied
are the brilliant
vistas we have
seen here...



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Occasionally
we get ocean
views...

West Side

Hanapepe to Polihale Turnoff (33 miles roundtrip)

The ride loosely parallels the southern coastline all the way to the end of the highway, where a dirt road leads into Polihale State Park. The first 6 miles is rolling hills through agricultural land to the town of Waimea. Another 4 miles to Kekaha, with a stretch along the beach, and the last lap is 6 miles long, straight, and flat. We take extra water and sunblock because we will be crossing the hottest and driest section of the island, with no amenities after the town of Kekaha. This ride can be added to the previous one for a longer roundtrip—and a nice workout on the return if the prevailing winds are blowing.

We park on Hanapepe Road and unload the bikes, then repark under a large and shady tree. We cross the one-lane bridge over the Hanapepe River and join the highway at the western end of town, where we turn right and find ourselves on a gradual climb out of the valley. The highway is less busy here, and we pedal happily up and coast gratefully down the hills, between wavy green walls of sugar cane growing on either side. Occasionally we get ocean views, and always on our right are the mountains—sometimes green, sometimes blue, sometimes purple, sometimes shrouded in fog, sometimes sporting a rainbow.

We pass the entrance to Gay & Robinson Sugar Plantation, the last operating sugar mill on the island. Tours of the plantation are given for a reasonable

fee, and there is a small museum and gift shop on the property (see http://www.hawaiimuseums.org/mc/iskauai_gayan-drobinson.htm). Further along the highway we pass the remains of Russian Fort Elizabeth, the only Russian whaling fort still in evidence in the Hawaiian islands. A short stroll from the parking lot will take you inside the broken and eroded walls that were a center of both trading and political intrigue in the early 19th century (for more information, see <http://www.kauai-hawaii.com/destinations.php?59>). The fort was built at the mouth of the Waimea River, and we now cross that river and enter the town of Waimea. On the left is a campground with usually a few tents pitched—Lucy Wright Park (for more information about camping, see the URL cited in the “Kalaheo to Hanapepe” section of this article).

Entering the town, we see on our right a statue of Captain James Cook, who famously died at the hands of Hawaiians on the island of Hawai`i, but who had previously landed on Kaua`i at the mouth of the Waimea River in 1778. In back of the statue is Waimea Road, where Obsessions Café serves a good breakfast and decent coffee. As we ride through town we see markets, cafés, souvenir vendors, and restaurants. In winter the trees on either side of the road are laden with large golden-yellow flowers. The common name for these trees is “golden tree”. Further on, we pass the Waimea Plantation Cottages, a resort that comprises relocated and refurbished plantation homes from a former era (see <http://waimea-plantation.com>). Among the coconut trees on the grounds of the

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resort, the Waimea Brewing Company runs a pub-style restaurant and serves its own and other microbrew beers. Then we are on the open road again for a few miles before entering the town of Kekaha.

At Kekaha, the highway is beach-front. At first, the strand is narrow and we see rocks in the water, but towards the western end of town is a wide, sandy beach with a lifeguard tower. Out to sea, the island of Ni`ihau rises starkly out of the water. This is a privately owned island that one may not visit without permission. The late Hawaiian musician Israel Kamakawiwo`ole "Iz" and members of his band "Makaha Sons of Ni`ihau" were born there, the last stronghold of Hawaiian native people and culture. The island, though, is owned today by the same family that owns the Gay & Robinson Sugar Plantation.

Now we veer slightly left onto the longest stretch of straight road on the island. Power lines on both sides of the highway accentuate the perspective as the asphalt strip dwindles in the distance. We are in agricultural land again, but corn seems more plentiful than sugar cane here, and the mountains are closer to the road. In fact, these "pali" are going where we are going: to the west side of the island, called the Na Pali Coast, which is inaccessible to all but sailboats and extreme hikers.

After passing the Pacific Missile Range Facility on the left, the highway curves into a northerly direction, and we look for the sign for the turnoff to Polihale State Park, approximately 16.4 miles from Hanapepe. Here we stop.



Waimea pier and beach as seen from the grounds of Waimea Plantation Cottages.

The turnoff is a dirt road, dusty and bumpy in dry weather and boggy after rain. We have ridden all the way to the beach on our mountain bikes but do not attempt it in any weather on our Co-Motion Speedster. It's a pity. Polihale is a long, wide, sunny beach stretching from Barking Sands, near the PMRF to the beginning of the Na Pali Coast. It is the longest stretch of beach in all Hawai'i. At its northern end, the southernmost pali crosses the strand and plunges into the ocean. Usually only a few tourists and locals are on the beach. There are picnic tables further north than we went on our mountain bikes, but the surf all along here is strong and dangerous and there is no lifeguard. After a long drink and a luxurious stretch, we return to Waimea for lunch at the Shrimp House or Ishihara Market in Waimea before pushing back to Hanapepe.



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Kekaha to Kōke`e State Park (challenge ride)

The less traveled road up to Waimea Canyon and Kōke`e State Park begins at Kekaha. The route is a maximum of 40 miles roundtrip and about 4000 ft gain in elevation and the views of Waimea Canyon and Kalalau Valley from lookouts along the road are spectacular. One of us has done this ride at midnight with a full moon and a large local crowd—downhill only! We may one day ride our tandem down but we do not have any plans to ride up. However, we would not want to discourage anyone else from doing so. The ride up is best done early in the morning—with a forecast for sunny weather.



Kalalau Valley and pali as seen from the lookout at the end of the ride to Kōke`e State Park .

From the beachfront highway in Kekaha, turn towards the mountains on Alae Road and ride a few blocks to

Kekaha Road. Cross the road by the Waimea Canyon Plaza, where you may want to stock up on water and snacks at the Waimea Canyon Snack Shop. This is also the beginning of Kōke`e Road (Highway 52), which winds through the back blocks of town before beginning a relentless climb up the pali. After about 7 miles, the road joins the busier Waimea Canyon Drive (Highway 550), which is used by most tourists and tour buses, as well as the small number of residents and employees at Kōke`e. The road continues to climb with little let-up for the rest of the trip. Fortunately, almost anywhere that you choose to stop and catch your breath will afford beautiful views on a clear day—to the west, Ni`ihau and the Pacific Ocean; to the east, the eroded strata of Waimea Canyon. At Kōke`e State Park headquarters, about 8 miles past the junction with 550, there is a small museum (see <http://www.kokee.org>) and a lodge with cabins, camping, and a restaurant (see <http://www.thelodgeatkokee.net>). The paved road ends on the rim of the Kalalau Valley, a place of superlative, if recalcitrant, beauty. This area is one of the coolest and wettest inhabited parts of the island and, especially in the afternoons, you can be riding in the clouds when you visit.

East Side

Kapà`a to Kuna Bay (8.5 miles roundtrip)

Much of the highway on the eastern side of the island is busy, fast, and dangerous for cyclists. But an alternative to riding on the road is being put into place, in several phases. The plan describes a 16-mile bicycle, pedestrian, and

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equestrian path that will ultimately reach from Līhu'e to Anahola (see <http://www.kauaipath.org> for more information and photos). As of this writing, over 4 miles of it has been completed near Kapā`a, and another 2.5 miles to the south of town, as yet without a traffic-free connection across the intervening Wailua River. As a leisurely activity on a hot day we like to ride the section from Kapā`a to Kuna Bay. There is always a sea breeze, the path is flat, and there are kiosks along the way where we can spend a few minutes in the shade while taking in the coastal views.

We drive to the town of Kapā`a and park near Kauai Cycle. Owner Jason Barth and veteran mechanic Bruce Orth hang out here daily and are both helpful and friendly. Bruce has experience working on tandems. They have assured us that if you want to ship your tandem to Kaua`i you can ship it directly to Kauai Cycle. Call 808-821-2115 if you are interested in this possibility. Kauai Cycle also rents bikes and organizes bike tours. The shop happens to be very close to the current end of the Kaua`i Path in Kapā`a.

Behind Kauai Cycle, we ride north on Niulani Road to Kae`aka Road, turn right, and there is the beach. We go north along Moana Kai Road, with palm trees, sand, and ocean on our right; simple dwellings with lovely front yards on our left. Lawn furniture and kids' toys add a domestic flavor to the lava rock walls and darkly glossy tropicals surrounding the houses. At the end of the road, a rough patch of gravel leads to the Kaua`i Path. Now we share the path with many other users, especially on weekends. This is

not a ride for speed, workout, or alone time. We pass striders, strollers, shufflers, skaters, joggers, dog-walkers, wheelchair riders, bikers, tourists, locals—and every one has a smile, a wave, or an “Aloha!” for others on the path.

The path takes us through the eastern edge of the busy town of Kapā`a, crossing a couple of canals and threading through beach parks. Kapā`a is the biggest town on the island, with a population of about 10,000. Many businesses and small shopping malls line the highway throughout the town, and there are more restaurants per linear mile here than in any other place on Kaua`i. You can enjoy a great variety of prepared foods, from vegan and nouvelle cuisine to fast foods and burgers. However, we don't bike along the highway through town, because it is always busy and there is no bike lane.



Kaua`i Path cuts across a small headland north of Kapā`a

On the north side of town, we continue to ride close to the beach, with occasional sorties onto headland outlooks or rest kiosks. Because we always choose

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a hot day for this ride, the sky is blue, the ocean teal, and the sunshine constant. The path here takes the same route as the Old Coast Road, which was replaced by the Kuhio Highway and had fallen into disrepair before the Kaua`i Path was constructed. In fact, we had ridden this way on our mountain bikes some years ago before work on the new path had begun. The ride was a bumpy one along the old road, which appeared to be made from coral and cement that had broken up and partly eroded. Where the road ended, we pushed on through cane fields

along dirt roads until so much red clay accumulated on our tires that we could no longer pedal. Now the path is smooth, and volunteers show up every month to keep it clear. At the end of the pavement we stop at the relatively secluded Donkey Beach, named for the pack animals that were once used to haul sugar cane from the surrounding fields. Here we linger in the shade of trees and listen to the waves breaking on the rocks. We try to imagine how it will be when the path goes all the way through to Anahola in the north. Then, no hurry, we are in the saddle again for the return trip.



North Side

We have not done any biking yet on the north side of the island. We have seen both road and mountain bikers there, and we have plans later in the year to participate in an organized and supported ride that is a fundraiser for AIDS (see <http://www.paradiseridekauai.com> for details). One tandem team rode last year; perhaps this year with our registration there will be two. We will report back after we have done more exploring on the incomparable north coast.

We welcome comments and questions about biking on Kaua`i. Feel free to contact us at shermanandhb@earthlink.net.

Sherman & Heatherbell Fong
Kalaheo, HI



Kama hele (Hawaiian for "traveler") stoker on the road. Aloha!

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SKYTR 2007

SKYTR was a great weekend thanks to the efforts of Anne and Kent Ellis. Twenty three teams attended including teams from Washington and Florida. Some chose to ride Friday from Cave City while others did a social 10 mile ride. Friday evening featured a cook out at a local park in Bowling Green.



SKYTR hosts Kent and Anne Ellis get us organized.

We chose the 70 mile route for Saturday. We added to our ride by riding to the start at a park on the southeast side of Bowling Green from the host Hampton Inn which involved some traffic. From the start, we rode about a mile or two before the roads emptied of cars. The rolling hills, smooth roads, and light traffic made great riding. An early



A sag stop at a Shaker Village allowed us the opportunity to explore this unique piece of American history.

stop in a small town was a pleasant break. The main stop at a Shaker village gave us the opportunity to explore the Shaker community buildings. The 20 mile loop from there had two good climbs but the scenery of southern Kentucky made the extra work worthwhile. Many of the roads were narrow and would be called lanes here in Indiana.



Historic homes and small towns dot the Kentucky countryside.

Saturday evening, the hosts invited us all to their home for dessert and to watch the Tour de France. We enjoyed talking tandems and bicycle rides with the other teams.

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

The sag stops had fresh fruit, cookies, and water with Saturday's lunch at a local restaurant that featured ice cream. The ride was well done with excellent route markings and roads and the Ellis' hospitality was appreciated by all.



Ice cream is a great way to finish off lunch.

Sheldon and Martha Hall
Greenfield, IN



DoubleTalk

Tour de Blast and the Hidden Joys of Parent/Child Riding



Richard Rhodes & Olivia

Photo copyright: brunkphoto.com

There was considerable trepidation on our parts as we headed down to Toutle, WA the night before the Tour de Blast (ride up Mt. St. Helens), arguably one of the state's most challenging organized rides of the season. Neither of us

had ever done significant hill climbing and the course description, "42 miles up and 42 miles down; 8000 feet of elevation gain" along with the foreboding volcano itself, misting and smoking in the distance, seemed daunting. Still, this was our third season riding together seriously and we were keen for a new adventure.

Riding long distances with one or more of your children turns out to be one of the great gifts of parenting. It invariably starts as a labor of love, with endless adjustments and preparations simply to get out the door; perhaps a parent's excuse to take some fresh air on a weekend overscheduled with birthday parties and chores. Yet with practice, and a little effort and diligence, our father/daughter rides quickly morphed into a rich experience of hidden joys. Tour de Blast would turn out to be such an experience, full of twists and turns and unexpected triumphs.

Olivia, and her twin sister Fiona, and I have been riding almost every weekend since they were 8 weeks old; their tiny bodies swaddled in fleece and padded into the child's seats mounted on my bike. Olivia and I started riding in earnest when she was nine years old on an old Burley Tandem purchased on eBay. She completed her first Seattle to Portland ride (the STP, a double century) at age 10 and rode her third this year at age 12. In addition to the STP, last year she rode RSVP (Ride Seattle to Vancouver and Party), the NW Tandem Rally, the Chilly Hilly classic introduction to bicycling season on Bainbridge Island, a "Flying Wheels" century and the "Altitude

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with Attitude” on the Olympic Peninsula. In 2007, Olivia and I clocked over 1500 miles on the Tandem. Although she has her own bicycle, 99% of her riding has been on the back of our purple terror, the Burley.

Two days before Tour de Blast, Olivia announced that she would like to ride her own bike up the hill, rather than attempt the climb on the Tandem. I agreed before I realized that it meant I would be accompanying her on the old five-speed bike that I’ve used to pull her four sisters around the Burke-Gillman Trail. Small oversight! Our single bikes are specially equipped with old fashion metal license plates that announce our names; a gift from Grandma we could not ignore.

After camping in the race parking lot the night before, we mounted our bikes under threatening skies and headed up the hill for an early start. We must have presented an amusing scene, since at mile 15 a group of elite riders, having read Grandma’s plates, whizzed past in a tight peloton. Unfortunately, the last of the riders remarked within earshot, “Olivia and Richard are never going to make it.” Surely, they didn’t realize how their voices would carry or how upsetting that might be to a young rider who was keeping a good pace up the long incline. Olivia was visibly upset by the casual remark and when we took our next break, we agreed to prove them wrong.

Unfortunately, the comment continued to burn inside her and she rode the next eight miles a bit too fast as the grade grew steeper and steeper. Between mile 20 and 24 the course gains more

than 2000 feet of elevation - an endless uphill without a break and without humor. The tears came at mile 22 with a flood of pent-up emotion. “I can’t go further! It’s too steep to ride. Those guys were right...” It was only 10:15 AM and looked like a very long day indeed. We took a long break and I dug into the panniers to replenish her with food: smoked salmon cheeks, good cheddar cheese, fresh cherries and Saltines with peanut butter. With her tears dried and her tiny 80 lbs. frame refreshed, we agreed to walk awhile to see how we felt before we decided whether to turn back. A mile and a half later, we were still walking uphill but the humor had returned and we laughed together as we imagined how fun it would be to pass one of those elite riders on the way down as they fixed a flat or stretched out a cramp. We would wave innocently as we passed them by. Sometimes a clear vision of what success would look like can make a big difference.

Olivia dug deep into herself and mustered incredible fortitude as she knocked mile after mile from the ride total. I gave her the option to turn back at any time and each time she confronted the question, she found—to the surprise of us both—she chose to press ahead. I did some of the most rewarding parenting of my life between mile 22 and mile 38.5 as I worked to motivate her without putting her at serious risk. Unexpectedly the speed and youthful exuberance that left her gasping at mile 22 handed to me the role of coach, as her desire to finish the ride bumped hard against her inexperience. Suddenly my advice was welcome and required if we were to have a shot at

Suddenly my advice was welcome...



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exceeding our pre-race goal of 60 miles. My suggestions to drink more, eat more, pace yourself and find a higher cadence were welcome and followed. Unlike our many miles on the tandem where Olivia rides as stoker, I was now behind her on a separate bike and could offer advice on her road positioning and line, her gear changes and cadence. We were still a team but now a team working to see her push her limits and stretch beyond what she had ever done before. My role had shifted from father to personal manager whose only interest was to see her succeed.

It would turn out that Olivia was not only the youngest rider on the ride; we believe she was the only rider under 18 to attempt it this year. People were visibly surprised to see her and at the higher



Richard and Oliva share some tandem miles.

elevations, a bit incredulous. Most comments were from other fathers who would invariably ask her age and then remark, “I have a fifteen year old daughter and I can’t get her to ride around the parking lot with me,” as they smiled sheepishly.

Ultimately, after 38.5 miles of up and down grade and achieving 7200 of the more than 8000 feet total elevation of the course, she decided it was time to turn around. She likely could have finished but we were running out of time. She was right: we needed to turn back – a difficult decision but one that she made herself as

I laid out the math of our 38 mile return, which began with another four mile climb up a long grade we had recently descended.

Once we had reached the high point of the return journey the downhill was beyond all expectations for both of us. Who knew we had ridden so far and so steeply? The bright sun emerged on cue and illuminated miles and miles of beautiful road winding in and out of the foothills. Olivia reached speeds of 33 mph on the way down – another personal best – as her tiny frame was buffeted by 50 mph winds that came up out of nowhere as the sun declined in the late afternoon sky. It was a thrilling descent and all the more sweet for the motivation and effort that earned it.

In the end, Olivia rode 77 of the 84 miles in just under 11 hours. We assumed we were the last riders off the course but were relieved to see a few additional stragglers as we pulled out of the course parking lot for the drive home. In what would have to be my favorite moment of a day filled with vital moments, Olivia remarked, “Dad, before today, I had no idea how hard you were peddling in the front of our tandem!” She continued, “I know I can get to the top next year!” And we will.

Richard Rhodes
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Seattle, WA



6 Great Dedicated Recreational Paths

ED: 2007 Northeast Tour – Part 2 (Part 1 was published in the September-October, 2007 issue of DoubleTalk) Part 2 was published in the July-August 2008 issue. We conclude with a list of six recreational paths.

1. Franconia Notch State Recreational Trail in New Hampshire

This is an outstanding 9 mile paved path just off of I-93 and 125 miles north of Boston. It is NOT a rail trail. The terrain is mountainous with lots of roller coaster effect curves and hills. The grade is sometimes very demanding but the scenery is virtually unmatched. The path runs along the Pemigewasset River with falling water, rapids and bolder crossings. The forest is spectacular. Start at the south end at the Flume Gorge Visitor Center at Exit 34A. The grade is mostly uphill for the first 7 miles. At that point you arrive at the Cannon Mountain Ski Area. A ride up the mountain on the tram is a visual delight. From the ski area, the last 2 miles are mostly downhill. On the way back, beginning at the ski area, your brakes will get more action than your peddles.

2. Minuteman Bikeway in Massachusetts

This is an 11 mile paved bike trail starting in Bedford and going east through Lexington and on to Cambridge. This is an urban ride with lots of cross streets, many of them quite busy. However, the motorists are very “bike friendly” and pay a lot of attention to bikes. The

first 4+ miles from Bedford to Lexington is largely tree lined and very pretty. From Lexington on to Cambridge the path is a fairly typical urban path. At Cambridge you can link up with street routes and travel throughout Boston’s bike route network. Between Bedford and Cambridge, Lexington seems to mark the high elevation of the ride. So it is mostly uphill to Lexington from both Bedford and Cambridge. What makes this ride special is the stop at the Lexington Green to walk the grounds where the first blood was shed for American Independence. It is moving to read the names of the men who died there and then read the words, “The blood of these martyrs in the cause of God and their country was the cement of the union of these States. They dared to be free!”

3. East Bay Bike Path in Rhode Island

This is a 14 mile long path with the widest of variety in beautiful landscape. It travels along the east side of Providence Bay from East Providence thru the Riverside district and on to Barrington and then Warren and finally Independence Park in Bristol. Stop in bike friendly Warren for a Piña Cowlatta at the Fruity Cow. You will ride thru wooded areas and along the seashore. Sometimes the traffic is very heavy and sometimes very light.

4. Hudson River Path in New York City

This is a 10 mile paved bike trail starting at Battery Park at the bottom of Manhattan Island (NYC) and run-

6 Great Dedicated Recreational Paths



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ning along the Hudson River, through Riverside Park, and ending at the George Washington Bridge. This is a great urban path with surprisingly FEW cross streets. This is the 1st path we have seen with cross street traffic lights that display a green, yellow red bike symbols instead of turn arrows or round solid lights. This path offers great scenery of the city and the river and the park. Sometimes the going is a bit slow but there are many occasions to speed up. There are a number of pedestrian piers BUT, walk your bike on the promenade where “walk your bike” signs are posted. The police will ticket you. Does that sound like experience talking? 50 bucks says yes. There are numerous places to eat and/or sit and “people watch”. For access, get to Battery Park and find a parking garage. Plan on spending a bundle to park.

5. American Tobacco Trail in Durham, North Carolina

This paved path is currently 6.5 miles long with the Riddle Rd spur of 1.5 miles long for a total of a 16 mile ride. There are 3 other spurs on the map that we did not take. We are not sure about the length or paving of the Rocky Creek Trail spur, the Pearsontown Trail spur or the Third Fork Creek Trail spur. Plans are underway for this to become a 22 mile long main path with several more spurs. There are two very interesting details about this ride. FIRST, the path is lined with the Kudzu Vine. It is beautiful, overwhelming and destructive. We had heard about this vine but never seen it. Kudzu is a vine that when left uncon-

trolled will eventually grow over almost any fixed object in its proximity including other vegetation. Kudzu, over a period of several years will kill trees by blocking the sunlight. Google “Kudzu Covered Houses” and see some amazing pictures. SECOND, the trail’s namesake is the region’s history as the birthplace of the cigarette industry. James Duke, founder of the American Tobacco Company also founded Duke University located just down the street from the trailhead. In the 1850’s the best selling and first internationally successful tobacco was “Bull Durham”. According to tobacco lore the “bull pen” where pitchers warm up derives its name because in the early days of baseball all such warm up areas were located beyond the outfield directly behind billboards for Bull Durham tobacco. Directions to the trailhead: The north entrance to the path starts at the west side of the Durham Bulls baseball park & the American Tobacco Historic District in downtown Durham. Take exit 12C (Duke St) off of Route 147 (Durham Freeway) & travel east, take the first 2 right hand turns. The south entrance to the path currently starts at the north end of the Southpoint Crossing shopping area at Crooked Creek and Fayetteville.

6. Cape Cod Rail Trail in Massachusetts

The ribbon cutting for this completely rebuilt 32 mile trail was June 21, 2007. It is an excellently designed path with brick thresholds at cross streets and the only bike rotary (circle intersection) we have seen. The cross streets were mostly low traffic. Massachusetts law

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requires motor vehicles to stop for cross walk traffic. We rode past pretty inland lakes, woods and irrigated cranberry bogs. We were surprised that the path is entirely inland and we never saw the Bay or the Ocean from the path. Access from the south end is off Route 134 in Dennis. Access from the North end is 1 block east of Route 6 on Lecount Hollow Road south of Wellfleet. There are various bike shops and eateries along the path.

Black Ribbon Rides

We have published a narrowly focused web site aimed at compiling and reporting on exclusively PAVED bike trails. We have titled the main page "Black Ribbon Rides". The site address is www.pavedbiketrails.com

We have found no sites dedicated to paved bike paths that were attempting to compile a nationwide listing. We are attempting to fill what we see as a void. We are hopeful that eventually we will have many contributors.

Our site includes a page for each of the 50 states. Each individual "State Page" provides links to web sites that provide biking information related to that specific state. Currently 20 "State Pages" have subordinate pages depicting individual paved paths in that state.

We would love to have contributions by Double Talk readers. The criteria for posting dedicated paved recreational paths on our web site is:

1. The trail is a dedicated recreational path not shared with motorized vehicles.
2. The trail is hard surface; asphalt or concrete.
3. The trail is at least 5 miles long one way or 10 miles long if the trail is a loop.
4. The trail may be primarily rural or urban.
5. The trail has been recommended to us for inclusion by some one who has actually ridden the trail and contributes commentary.

Steve & Bonnie Tigner
Rockford, IL

Black Ribbon Rides

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.

homes@tandemclub.org

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 _____



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TANDEM CALENDAR

Tandem Calendar

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 7, 2008. **HOOTS (Hoosiers Out On Tandems) September Ride.** Noblesville, IN 40-45 miles with a late lunch to follow. Come join in the fun <http://tandemhoots.ning.com/> or contact Jay or Linda Hardcastle, 317.457.5952 thinktandem@gmail.com

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 13, 2008. **MUTS (Michigan United Tandem Society) Ride.** MUTS are social creatures so come join in the fun. lmb.org/muts/index.htm or muts@lmb.org

September 14, 2008. **San Diego Tandem Club Ride.** San Diego, CA. What fun to get out and ride with our friends. Rich Wolf and Ina Thompson will lead us. Details at Sandiegotandem.org or prez@sandiegotandem.org

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

September 19-21, 2008. **TROLS (Tandem Riders Of Longview (TX)) Big Adventure.** Jefferson, TX A weekend of socializing, riding and fun with fellow tandem riders. Visit <http://www.trols.org> for details and a registration form. Contact Jimmy or Kelly Duval 214.277.9952 or trolsride@gmail.com

September 20-21, 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

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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 20, 2008. **Evergreen Tandem Club Ride.** Renton, WA. We meet at Riverview park for our club picnic. Some riding, some socializing and a chance to share your favorite picnic food with the group. Details at evergreentandemclub.org or rides@evergreentandemclub.org

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 Wissota and take a ride through Wissota 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 27, 2008. **MUTS (Michigan United Tandem Society) Ride.** MUTS are social creatures so come join in the fun. lmb.org/muts/index.htm or muts@lmb.org

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 4, 2008. **HOOTS (Hoosiers Out On Tandems) October Ride.** Carmel, IN. Ride length is weather dependent 20 – 40 miles. Lunch will follow. Jay or Linda Hardcastle thinktandem@gmail.com <http://tandemhoots.ning.com/>

October 5, 2008. **Twin Cities Tandem Club Chili Ride.** Minneapolis/St Paul MN area. A warm end to another riding season. Chris and Rachael Gilchrist host. www.tc-tandems.org debliang@bikerider.com

October 10-12, 2008. **DATES (Dallas Area Tandem EnthusiastS) Red River Redneck Roundup.** Dallas Area. The days are shortening and cooling. It's time to get together for one last great weekend of riding. Interested? Contact Rob Rowley 903.249.3483 rob.rowley@yahoo.com

October 11, 2008. **CATS (Chicago Area Tandem Society) Blind Stoker Ride.** Wheaton,



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Rally and Ride
Organizers, please
send the information
about your tandem
events to: DoubleTalk
Calendar, 2220 Van-
essa Dr, Birmingham,
AL 35242 e-mail:
editor@tandemclub.
org

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

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 25, 2008. **Cotton Pick'n Bale Ride.** Stanfield, NC The Tailwind Tandem members Bill and Joyce Murphy are hosts. 30 and 50 mile options. A pot luck follows. We exercise our brains and our bodies. Go to <http://historync.org/cotton.htm> to find our quiz. The most correct answers will receive a prize. Details: 704.533.4799 or wam-murphy@carolina.rr.com

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 & Margaret lead us a merry chase. <http://ncbikeclub.org/Grits/>

February 14, 2009. **Rice Valley Tandem Rally.** Gridley, CA. Several ride distances up to 100 miles offered. Pre-registration is suggested. We travel past old, old walnut orchards, visit mile tailings from the gold rush era along the Feather River and travels through Grey Lodge Wildlife refuge. ed@chicovelo.org or www.chicovelo.org/ricevalley.html

April 18-19, 2009. **Spring Thaw Rally.** St Michaels, MD. Kick off your tandem season with a new event. Pre-registration required. www.easterntandemrally.org

April 24-26, 2009. **Southwest Tandem Rally 2009.** Kerrville, TX Enjoy three days of cycling

in the Texas Hill Country. Pre-registration is required. For registration information, please visit <http://www.txcats.org> or contact Dale & Linda Krueger swtr2009@txcats.org or 512.217.1280

July 3-5, 2009. **Northwest Tandem Rally 2009.** Vancouver, BC. Northwest Tandem Rally crosses the border for a bit of international flair in 2009. This should be a great event as tandems explore the Vancouver area. Pre-registration is required. Lodging is in campgrounds, campus or hotels. www.nwtr.org

July 10-12, 2009. **Eastern Tandem Rally 2009.** Stroudsburg, PA. Trains and tandems, what a match. Stroudsburg is home of a steam railroad, and hidden in the Pennsylvania Amish country with its beautiful farms and great country roads. Maps will be available for extra riding days before and after the rally weekend. Pre-registration is required. www.easterntandemrally.org

August 7-9, 2009. **MATES Rally 2009.** Carlisle, PA. An interesting college town to explore, easy turnpike and interstate access all combine with great riding for a fantastic event. Details will be posted at www.easterntandemrally.org as they become available.

Labor Day 2009. **Midwest Tandem Rally 2009.** Rochester, MN Jennifer McDonald twobytwo@scc.net 612.408.6607

October, 2009. **Southern Tandem Rally 2009.** The Villages, FL

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SASE to the Editors.

Classifieds

FOR SALE: 1995 Ibis Cousin It Tandem. 26" wheels w/road tires & drop bars. Quad-butted frame in "Moron Blue" color. Medium size, approximately 22x20" size. XTR 8-speed drivetrain w/ Shimano bar-cons & specialized crankset. 36-spoke rims laced to Hugi/WorldClass tandem hubs. Chris King headset, Shimano SPD pedals, Diacompe 987 rim brakes, Hope rear disc brake, adjustable stems for both captain & stoker, stoker shockpost, Blackburn rear rack, Topeak Mtn Morph pump, Vetta V80 computer, and more! Excellent condition, ready to ride, easy to adjust to fit many captain/stoker combinations. A great riding high quality tandem. Asking \$1800 OBO, including many accessories and extra parts. Pictures available on request. Contact via e-mail to decip@yahoo.com. Bike is located in Tuscaloosa, AL. 11/10

FOR SALE: Santana Elan road tandem completely equipped for touring. Beautiful fillet-brazed cro-mo frame finished in a raspberry pearl powder coat. Custom front and rear racks plus 4 bottle cages, all finished in the frame color. Wheels are 48 spoke, 700C rims laced to Phil Wood FSA hubs. Bottom brackets are also Phil Wood. Shimano 21 speed indexed drive train set up with wide range gearing to accommodate long climbs with full loads. Bar-end shifters. Pedersen SE (self energizing) rim brakes and Arai drum brake assure confident stopping power on long descents. Suspension stoker seat post. Stronglight roller bearing headset. Frame size is 22" front and 20" rear and fits captains 5'10" to 6'4" and stokers 5'0" to 5'10". This bike has been expertly maintained and is ready to go. \$1200 + shipping. Hard shell tandem case also available, \$350. Call 585-352-1906 (upstate NY) to arrange a test ride. robertfuss@aol.com (NY) 11/10

FOR SALE: Co-Motion Cappuccino (Soft Ride

beam), Medium/Small (1997), blue. w/ S&S couplers & cable splitters, 700c FIR wheels, 48 spoke/Hope hubs, 8 speed Shimano bar end shifters, Arai drum brake (w/ QR). 170/165 cranks (REMOVABLE w/ 6mm allen wrench), 54/44/28 CR's, Deore LX F/D, Deore XT R/D. 12/32 8-sp cassette. Cantilever rim brakes, 4 water bottle cage mounts. Selling w/o pedals, saddles, or rear rack. Ready to ride w/ your pedals & saddles. Many miles, but excellent condition. Well maintained. Always transported in van. Velcro-Foam frame padding for packing included. \$4,400 + shipping. Joe & Carolyn Stafford, Dallastown, PA. (717) 417-1299 W or (717) 246-1173 cell or e-mail: PAbyCycle@verizon.net. 11/10

FOR SALE: 1991 dark metallic green Santana Visa. Medium frame size, 175mm cranks. Set up for touring with racks, dark green panniers, trunk and handlebar bag, suspension stoker seat post and 48 spoke Wheelsmith wheels. 21 speed with Deore LX derailleurs and indexed bar end shifters. No pedals. Only 500 miles on bike, new tires, everything else is like new. \$1295 plus shipping. Will sell touring gear or bare bike separately. 802-878-5785 (VT) or e-mail cbderry@comcast.net. 11/10

FOR SALE: 2003 Santana Sovereign Aluminum tandem, size small, shimano ultra equipped, santana carbon fork upgrade, 9 speed, spd pedals, 40 spoke wheels. Sweet 16 wheels available for an additional charge. \$2,900 plus shipping. Contact Jim Marcotte, jmarcotte3@comcast.net, 812-537-0771. (IN) 11/10

FOR SALE: Santana Quad. Nice solid bike with Shimano XTR 8-speed, hydraulic disc brake, leather saddles, super wheels, and recent paint job. \$3500. See photos and complete description at http://cgi.ebay.com/Santana-Quad-Four-Seat-Bicycle_W0QQitemZ130234553864QQihZ



DoubleTalk

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

003QQcategoryZ56192QQssPageNameZWD VWQQrdZ1QQcmdZViewItem. Located in Vermont, test rides available. This is a super-reliable, sturdy rig that brought our family, fully loaded for camping, on a 4500-mile tour a few years back. In excellent shape. Billy Romp. 11/10

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 condition 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 e-mail 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 derailleurs. 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 e-mail csridings@yahoo.com. (VA) 09/08

FOR SALE: 2001 Co-Motion aluminum Roadster, size small. Ultegra 9-speed STI. Ultegra

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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: ATOC Tandem Topper rack. Fits square or round crossbar system. Pivoting mount makes it very easy to load/unload from rooftop. Fits tandems or recumbents w/ wheelbases 76" or less. Rear part of tray detaches for easy use with single bikes. Excellent condition. New \$375, asking \$200 OBO. decip@yahoo.com (AL) 11/10

FOR SALE: 26"x26"x10" hard sided case, \$500. Soft sided wheel bag, \$150 (\$100 if sold w/ hard case). These cases are airline legal for S&S bikes. (2 ea) Selle An-Atomica saddles, black, watershed leather \$100 each. Contact Joe & Carolyn Stafford, Dallastown, PA, (717) 417-1299 W, (717) 246-1173 cell, or e-mail: PAByCycle@verizon.net 11/10

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

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



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

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Raleigh, NC 27613-6304

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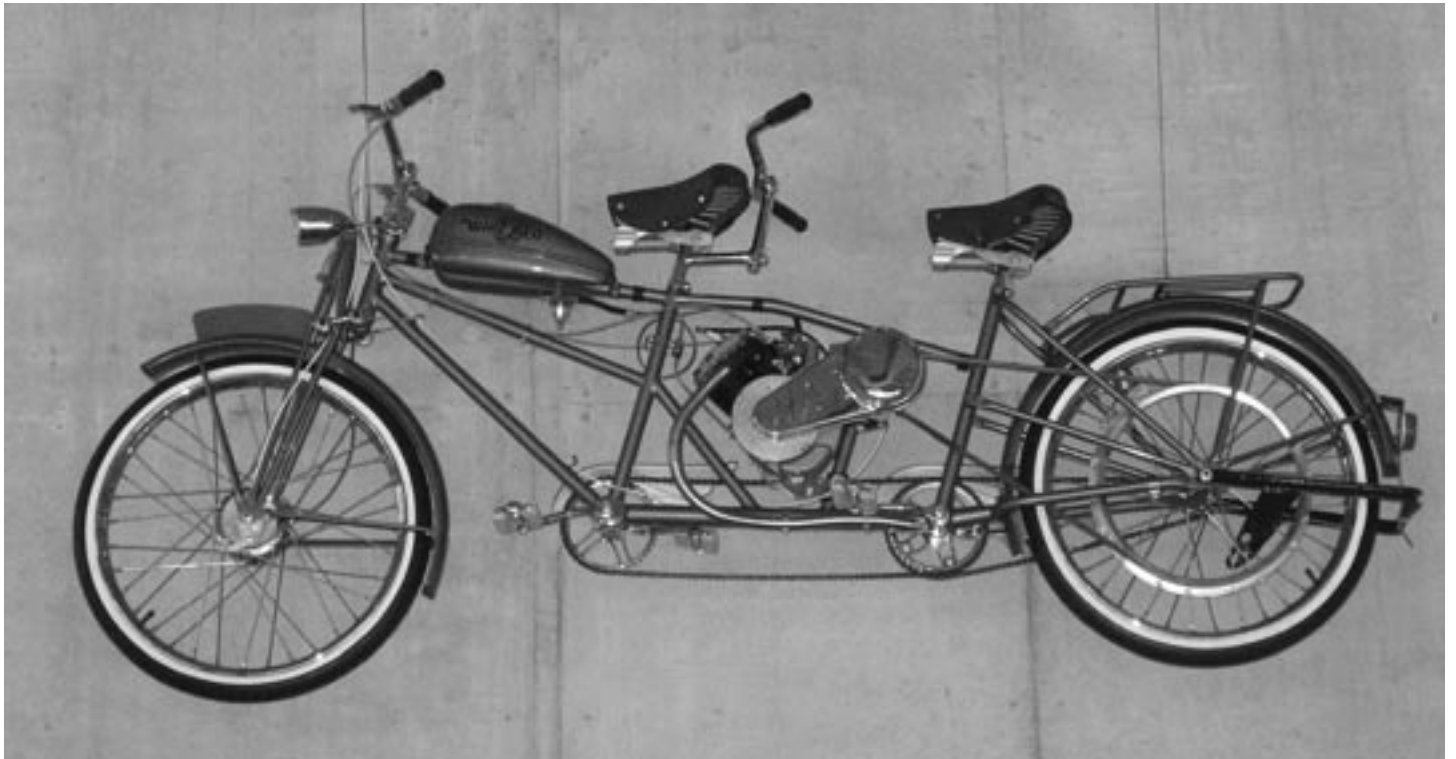
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(Multiple-year memberships, 3 year maximum, are accepted at Dues Rate X Number of Years)

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



1947 Whizzer Tandem

The editors located this tandem on display at Barber's Vintage Motorsports Museum in Birmingham, AL Though the museum focuses on motorcycles (and in fact is the largest collection in the world) the collection includes several bicycles and tandems

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

Send your photos to:

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editor@tandemclub.org

