

# Double Talk

"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

A Publication of The  
Tandem Club  
of America



November / December 2008

# *SHARING*

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A publication of the Tandem Club of America

*An International Club for Tandem Enthusiasts*

*Established in 1976*

[www.tandemclub.org](http://www.tandemclub.org)

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# DoubleTalk

## Who Does What?

**Editor:** Edits your articles for DoubleTalk, accepts all advertising, and wants your mid-year address corrections.

**Secretary:** Contact point between TCA and the outside world.

**Membership:** Collects dues, processes memberships.

**Treasurer:** Money management, tax and financial reports. Pays the bills

**Merchandise:** Sells T-shirts and any other TCA-approved merchandise that may be offered from time to time.

**Webmaster:** Maintains the TCA Website - [www.tandemclub.org](http://www.tandemclub.org)

When you contact one of these volunteers, seeking information about the TCA and/or tandem activities in the area, please be specific. Many of these individuals are also active in other bicycling organizations, and a SASE with no questions asked may never be returned.

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## What do TCA members do?

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

**Deadline for the November December, 2008 Issue is December 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**

September - October

July - August

May - June

March - April

January - February

**2007**

November - December

September - October

July - August

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From the Editors

The tandem rally season is over for us. And what a year it was! We tandemed with friends at the Alabama Tandem Weekend, the Georgia Tandem Rally, Eastern Tandem Rally, the Midwest Tandem Rally, and the Southern Tandem Rally. What great events they were, too! Other than a little “zest” in the form of some liquid sunshine for about four miles of riding during the Georgia Tandem Rally, the weather was absolutely perfect for cycling at each and every one of these events. We’ve never, ever had a year where the weather co-operated for tandem rallies like it did this year! We had sunny skies, cool temps, and light (or no) winds for all the events. We hope the weather gods were kind to you, too, at the rallies you attended, wherever they are!

By the time you read this, we’ll all have elected a new President for the USA. Regardless of who is in the big white house in Washington, DC, we hope the new leadership looks upon cyclists as a part of the solution to the long-term energy crisis our country is facing. We hope you all work with your local officials, your state officials, and your national officials to encourage them to make the environment safer for all cyclists, including tandem riders. By encouraging more people to cycle, the air will be cleaner, we’ll all be healthier, and there will be a better environment to live in. Make 2009 the year you become more involved in improving cycling in your area, and in the areas around us.

Interbike, the annual dealer show held in Las Vegas this past September, is

over. I attended, but was only there for one short day. I did see – and briefly talk to – several “notorious” people in the cycling world, people like John Schubert and Rob Templin, as well as several of the people behind the scenes in the tandem world, folks like Dwan Shepherd of Co-Motion Cycles and Bill McCready of Santana. 2009 will most likely not bring major changes to the tandem scene – but things are changing. Co-Motion debuted a new belt-drive system, replacing the timing chain, on their three high-end tandems. Santana displayed their new “Exo-Grid” tubing and some changed component packages on their bikes, Burley is still on the sidelines, there were a few other tandems being shown by KHS, Ellsworth, Micargi, Giant, and DaVinci, but no revolutionary models that I saw during my brief visit to the Sands exhibition hall. There were a few new things that I noticed during my quick run-through that may, someday, find their way into the tandem scene, parts such as Campagnolo’s new 11-speed cassettes, for example. All in all, though, this year’s Interbike showed moderate hope for 2009, with no earthshaking innovations coming in the next few months.

As we end the year, we encourage all of you to spend a few moments thinking about the year ending, and doing your part to make the coming year better for cycling. We also 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 that 2008 was a great year of tandem riding for you, that 2009 will be even better, and that you’ll be con-

tributing 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

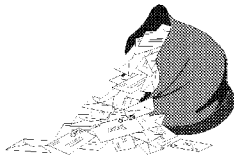


# DoubleTalk

## Thank you MTR 2009 Volunteers

We all owe a big "Thank You!" to some wonderful TCA volunteers. These are the wonderful teams that donated some of their Mid-West Tandem Rally time with the Tandem Club of America. The Mid-West Tandem Rally hosts were very generous and donated table space in the exhibit hall to TCA. The volunteers staffed the booth and had an incredibly successful event. Memberships were renewed, new members joined, members signed up to become hospitality homes (a great way to meet new tandem friends) and a few wrote out a limerick.

Thank you to: Ray & Ellen Fischer, Alex Sallwey & Cathy Hyatt, Lee & Mary Fiegel, Tony & Cande Baxter, Anne & Kent Ellis, Dick & Jackie Homan and MTR 2008.



Dear DoubleTalk,

I am about to rebuild our Arriva and add a Kid Back. I am debating whether or not to use an independent pedaling system, IPS, or its equivalent. I would be interested in the experience that others have had with Kid Backs.

Evan Jones  
Katy, TX  
ej4311@comcast.net

ed: please remember to send a copy of your responses to DoubleTalk

## Letters to Double-Talk



Dear DoubleTalk,

I read the article about Black Ribbon Rides and wanted to check and see if my favorite paved rides were listed. If they were not listed, I was going to add them but the website listed in Double Talk pavedbiketrails.com does not exist. Any suggestions?

Evan Jones  
Katy, TX

Ed: We have also tried the web site ([www.pavedbiketrails.com](http://www.pavedbiketrails.com)) and found it to be out of service. We found an older site [www.great-trails.com](http://www.great-trails.com) but it doesn't seem to have current information. We have a question out to Steve Tigner and are awaiting his response.



Jonathan Moseman, 45, of Chicago, Illinois, passed away unexpectedly of a massive heart attack on September 4, 2008, while vacationing in Martha's Vineyard. He was bicycling with his wife Diane, father Rodney, and step-mother Vema by his side.

Born February 12, 1963, in Lancaster, Mr. Moseman was the son of Rodney Moseman and Betty Trimble. Jonathan was a graduate of Warwick High School and was employed as a sales representative for Miami-based Happy Floors, a job that took him to Virginia, Colorado, and Chicago. Previously, he had worked with his father at Bicycle World in Lititz and

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at Armstrong World Industries as a sales representative.

Married on December 29, 2000, in Grindewald, Switzerland, Jon and his wife Diane shared a passion for both bicycling and travel, the latter of which took them all over the world. Jon's love of life, infectious laughter, strong work ethic, keen sense of humor, and love and appreciation for his family will be sadly missed by everyone who had an opportunity to know him.

In addition to his wife Diane, Jon will be deeply missed by his father Rodney and stepmother Vema Moseman of Lititz; his mother Betty Trimble of Quarryville; three brothers: Christopher, husband of Jill Moseman, of Lititz, Andrew, husband of Shelia Moseman, of Mountville, and Jeffrey, husband of Tammy Moseman, of East Petersburg; a sister, Jenny, wife of Brian Weaver, of Quarryville; two nieces and two nephews.



Katherine H. Gibson, 66, who lived in Darnestown, MD for 27 years and Simi Valley CA for 13 years died on May 20, 2008 of ovarian cancer.


Kate received a Communications and Public Policy degree from the University of California, Berkeley in 1963. She taught 4th grade for four years before retiring to be a stay-at-home mom for her two children.

She is survived by her husband of 44 years John Gibson, two sons Eric and Brian and two grandchildren Quinn and Olivia and many devoted friends from her English conversation club, her book group and German classes.


In lieu of flowers, Kate asked that you make a contribution in her name to:

Friends of the Bancroft Library  
University of California, Berkeley  
Berkeley, California 94720


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## Garmin Edge 705 GPS Review

by Sheila Hoffman, stoker

My captain and husband Spencer Beard and I have been riding tandem since 1999. For much of that time I've used a Polar heart rate monitor. I'm a bit of a geek and enjoy uploading files and tracking data. Earlier this year my Polar S610 bit the dust. About that time we'd received a gift to spend and we were toying with the idea of a GPS for the tandem. We decided to splurge on this "bleeding edge" technology in time to use it for our spring-break cycling in San Diego. We purchased the Garmin Edge 705. The release of the 705 was delayed by many months, and we only took delivery the week before our trip. That was nowhere near enough time to learn how to use it. But we had fun with it from the start. And it's already saved us when, at the end of our week-long bike tour in SE Idaho, we returned to the parked car and found a flat tire. We were able to quickly get directions to the nearest tire repair shop.

My intention in writing this article is to provide you with the basic pros and cons as well as some helpful hints (things I wish I'd known) and resources. I've been putting off writing this hoping to have completely mastered the device. That just isn't happening so I decided it was time to bite the bullet and write what I know now.

### Pros:

- It offers excellent bike computer features including all the usual data: speed, cadence, maximum, average, etc as well as a "misery meter" meaning you can track the percent of every incline including total ascent and decent. (Note, there's an optional power meter available.)
- The interface is easy to read and to customize with two views that can hold data points you can arrangement any way you like. The display is large enough to read easily while riding and has brightness settings available.
- The heart rate monitor NEVER skips a beat. I can walk away from the bike for 20+ minutes and when I return it still reads my heart rate. That could never happen with any of my Polars.
- The GPS works off-bike as well, for walking and driving with unique settings for all 3.
- Being able to locate nearby services such as restaurants and gas stations can come in handy both on and off the bike.
- It includes 2 bike mounts so it could be used on your tandem plus another bike.
- It has 500 mgs of on-board storage plus the City Navigator comes on a 2 Gig SD card.
- There are excellent peer support forums online.
- The 15 hour battery life is adequate for most daily rides. It can then be recharged in the wall or via USB on a



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computer. For longer rides see the useful resource links for solar and AAA chargers.

## Cons:

- It is expensive: (4 models range from \$250-\$500, they all include the heart rate monitor, you get the speed/cadence meter for an extra \$50 and for another \$100 they include City Navigator SD).

- It has a VERY steep learning curve.

- You won't get turn by turn directions with voice guidance, but you will get a fairly shrill bleep to bring your attention to the screen. One of the good features is that if you're navigating a route and are viewing a non-map screen, the 705 will automatically bring up the appropriate screen to give the directions then revert to the other screen.

- It doesn't readily work with a car mount.

- The manual is all but useless.

- Mapping & journaling options are varied and quite confusing.

- There's a lot of terminology to try to keep straight: routes vs courses vs waypoints, and an alphabet soup of file formats like tcx, gpd, gpx and crs. I'll go into all that in part two.

- Did I say it has a VERY steep learning curve? We still haven't figured out a straight-forward way to map a ride and then be able to follow it with a turn-by-turn cue sheet. That's not to say it can't be done, just that we still haven't figured it out after a lot of fussing.

- There are many places to download other people's routes but we also have not yet successfully followed one of those.

- The elevation data seems unreliable (again this could just be us). But the numbers on the device are different than the numbers shown on the various websites where you can upload and store your data. Each website interprets the data differently, it seems.

## Helpful Hints or Things I wished I'd known

- You can buy the unit with an SD card that has all the maps preloaded. Or you can buy the unit without the maps and buy the DVD separately. I recommend getting the DVD because you get the added benefit of being able to load the maps on your computer also. Nice for planning your rides as the 705 screen is small for that. The SD card does not allow you to load the maps to your computer. Garmin will swap the

## Tandem Touring: NY, Ontario

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Maps / cue sheets / bag transfer / lodging / dinners

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Adirondack's Tri-Lakes District

Southern Tier (NY) Tandem Rally

Lakes of Chautauqua County

Finger Lakes

Custom Group Tours Available

[www.gtgtandems.com/tours.html](http://www.gtgtandems.com/tours.html)

*Gear-To-Go Tandems*

*Elmira, New York*

*607-732-4859*

*Tours@gtgtandems.com*





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card for the DVD for free. If you buy the DVD you will however most likely want to buy a blank SD card as the unit only has 500mb of onboard memory and this may not hold everything that you wish to load.

- The primary use for the GSC10 (Speed/Cadence Sensor) is the calculation of cadence. It is also used for calculating speed along with the GPS signals. The unit will use the data from the both the sensor and the satellites. In addition the GSC10 will allow you to use a bike on rollers, trainer or other similar device. I should add that the sensor really helps when you are in dense tree cover and the GPS signal gets sketchy. The unit will still give an accurate speed if you are using the GSC10.

- You must hit the start/stop button in order for the distance feature to function (ie: that starts the timer running).

- I always keep the Grade% available on my main screen, because it is the only way to tell if the timer is started. If I stop the timer and I forget to turn it back on, I notice it because the Grade% panel is blank.

- At the end of a ride press the lap button and hold 3-4 seconds to reset (a countdown timer appears and goes to zero). When you do this it resets all the trip data and your ride data is automatically saved and distance and time will be reset to zero. If you do not do this, all your rides will blend into one and your current ride will not have the correct date.

- Use the joy-stick to switch between bike 1 and bike 2. The name is unnecessarily confusing as both of these screens are always available for use for any of the three bike profiles you set up. They should really be labeled something like screen or view 1 and 2. Switching screens has nothing to do with switching bike profiles, so you will want to take advantage of the extra data points available with a second screen.

- The heart rate band is “handed” meaning it doesn't work well if you're wearing it upside down. The correct way is with the Garmin logo right-side-up on your chest.

- You can create waypoints using the MapSource software on your computer, adding places such as your favorite cafés, etc and then transfer them to the 705. Waypoints show up in the favorites section, so if you decide you're tired during a ride, you can easily get directions to your usual favorite café.

- If you're using bike paths at all be sure turn off 'lock on roads' in map settings otherwise the device will attempt to 'snap' your trail onto nearby roads.

## Helpful Online Resources

- Basics

- A detailed hands-on tour of the Garmin Edge 705 with close-up photos [http://www.gpsmagazine.com/2007/09/garmin\\_edge\\_705\\_handson\\_previe.php](http://www.gpsmagazine.com/2007/09/garmin_edge_705_handson_previe.php)

- PDF Owner's Manual from Garmin [http://www8.garmin.com/manuals/Edge605\\_OwnersManual.pdf](http://www8.garmin.com/manuals/Edge605_OwnersManual.pdf)

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- Support Forums

<http://forums.motionbased.com/smf/index.php?board=86.0>

<http://www.bikeforums.net/showthread.php?t=394187>

- Online Route Sharing, Mapping & Logging Tools (some of these were reviewed previously in DoubleTalk)

<http://www.mapmyride.com/>

<http://www.gpsies.com/>

<http://www.bikeroutetoaster.com/>

<http://www.bikely.com/>

<http://www.marengo-ltd.com/map/>

- Other useful links

<http://www.zonefivesoftware.com/SportTracks/>

(shareware for ride logging offline)

<http://www.solio.com/charger/>

(Solar charger for longer trips)

<http://www.thetravelinsider.info/phones/cellphonerecharger.htm>

(AAA for longer trips)

<http://www.zagg.com/invisibleshield/garmin-edge-705-cases-screen-protectors-covers-skins-shields.php>  
(screen protector)

<http://www.elsewhere.org/journal/gmaptogpx/> (Convert Google Maps Data to GPX)

## Conclusion

I love this little toy. It's fun to have all the data while we're riding and afterward. It's the best bike computer and heart rate monitor I've ever used. Since we didn't

already have a GPS in our car the extra utility helped us justify the expense. I have no other GPS to compare it to but it's possible you could get a much less expensive device if you didn't want/need all the features in one compact spiffy unit. If you don't have time for the learning curve and/or don't enjoy techie stuff, save your money and don't buy this unit. For the rest of you, I'm hoping we'll sort out the mapping of routes with cue sheets and be able to address those mysteries in another issue.



Here we were riding our tandem  
On lots of roads, going at random  
When the starving stoker said, "I'll scream  
If I don't soon get some ice cream"  
Stop we did; the stoker said, "yummy"  
Now home could go with her full tummy

Lee & Mary Fiegel  
Mukwonago WI



# DoubleTalk

## MTR 2008

### The Aftermath

Intro by Carl Prose

Okay, if this was a *real* job I would get fired. In spite of studying what we purchased when CATS did MTR at Pheasant Run in 2000 and reviewing the COWS ordering for MTR 2007 in Appleton, I ordered too much food for the rest stops. It may have been that recurring nightmare I had in the weeks preceding MTR in which a bike rider, sweating from the 100 degree temperature, staggered up to the rest stop and all we had was a cup of warm water and one banana so green that you couldn't get the peeling off. Or it could have been my new math skills when I figured that our 400 team budget would be 5% down from our 550 participants at MTR 2000. Oh well, enough rationalization. I just flat ordered too much. But, you may have heard the old saying "It's an Ill wind that blows nobody any good". Well, now.  
 .....

### The Rest Of The Story

By: Barbara Fetzer

MTR 2008 went great. We had good weather, good roads, a good time and plenty of food. And when it was all over, we found ourselves with significant quantities of left over food. At the rest stops, workers expressed concern about "What are we going to do with all this

food?" There were many unopened bags of oranges, large boxes of bananas, most of them in good condition, but some were going brown and soft. Cookies! We had multiple large institutional size boxes of cookies. Even after discarding the precut bananas and oranges there was still a lot of food.

Weeks before MTR 2008 Sam, Tom and others considered the possibility that there would be excess food. They brainstormed and the decision was to give it to a charity. They contacted the Springfield bike club for suggestions. They provided a list of their favorite charities that would be able to put the food to good use. And they specifically identified "The Inner City Mission" as "our favorite." And so based on their recommendation, "The Mission" was the charity selected. (For more information: [www.innercitymission.net](http://www.innercitymission.net)).

So after the biking was all done and the CATS were cleaning up the aftermath, the food was loaded into a truck. I overheard Beth and Bruce Bailey discussing the plans to deliver the excess food and I volunteered to go help. To be honest, my motivation was curiosity. I'd never done anything like that before. My job is counseling people, but I do it in my cozy, private office, not in a real world setting. I had never seen a shelter before and my clients are people with insurance. So I wanted to see and understand a different perspective of life.

Bruce and Beth were given the address of the shelter and told, "There's a black car parked in front of the house. There are no signs indicating that this is

**Cookies  
 Cookies  
 everywhere**

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a shelter.” We were also told not to ask people in the neighborhood “Where’s the shelter?” and the reason was “They don’t know we’re here.”

Our ride through the countryside was pleasant, and our conversation was joking and chatty. We were in good moods. The MTR 2008 went well, the weather was great. Life was very good to us this weekend.

We found the mission located in a lower middle class neighborhood. The house was not different from its neighbors. Beth pulled the truck up behind the black car and we got out and opened the large rear door. A couple of woman came out of the house to help us unload and they carried the large boxes of cookies into the house.

The woman in charge of the shelter told us, “The children want to help.” So we said fine. The children appeared to be between the ages of 6 and 10 years old. Obviously, they could not carry the large boxes of bananas or oranges into the house, so I handed each child a bunch of bananas or a small bag of oranges to carry. I told each child something positive, “Thanks for helping us” or “You’re really a strong boy” or “You’re doing great”. They were eager to help. They were polite and very sweet children.

One little boy told Beth, “I just feel like having a cookie right now.” So Beth gave him a cookie and took one for herself and they had a cookie break together.

The woman in charge explained to us that when they woke up that morning they didn’t have any food in the house to

eat. And then people started dropping off food.....

At some point, Bruce went into the house. He said they had a large kitchen and a large living room. The kitchen contained 2 kitchen tables, a commercial stove, and a walk-in freezer. The only thing in the freezer was a bag of chicken someone had brought that day. In the refrigerator there was a bag of lettuce, 100 pieces of fried chicken that had also been donated earlier that day. We brought the fruit and the cookies. So, their menu for the day was chicken salad, fruit salad and cookies for a treat. No one would go hungry this day.

Some people I told this story to at our Banquet said to me, “I really respect what you did.” I want to go on record: I received more from the children at the mission than I gave. The woman at the mission gave me two hugs and I felt overpaid. Would I do this again? In a heartbeat.



A voo-dooish team from Miami

Would ride dressed in nothing but chamois.

They put on the hide

When they went for a ride

On a bike named The Old Double-Whammy.

Pat Hill  
Cedar Rapids, IA



# DoubleTalk

## Ganaraska Off road Rally

S.T.O.R.M! hmmm, is that really a good name for a mountain bike ride when you are going to be outside riding all day? Turned out the weather was anything but stormy, it was absolutely perfect! Temps in the mid 70's, low humidity and sunny skies prevailed for the entire weekend!

STORM was the name given to the first annual Summer Tandem Off Road Meet in Ganaraska Forest Center in Ontario Canada, just east of Toronto held July 4th weekend.

Rob and Monique had been coming to our off road rally the last couple years and said there was a great area to mtb bike near their house which would be very similar to F.A.R.T. (Fall Allegany Rally for Tandems). It sounded good to us. There were supposed to be 3 tandem couples, but we wound up with just us as them, so they canceled the reservations for the camp, but not the event. We stayed at their house and they weren't kidding about the park being near **them** it basically surrounds their property!. How awesome is that!

The plan was to get there on Friday for an afternoon ride. Monique got stuck at work longer than planned so we got off to a bit of a late start, but no big deal since a 2 minute ride down the dirt road from their house and we were in the park! To be so lucky! We did some single track, but mostly stuck to jeep roads. The terrain is either up or down and very sandy, some of it quite deep. It was very much like riding in the Pine Barrens in NJ

only hillier and a bit more technical and significantly hillier!

Their bike club has a road ride every Friday night followed by a dish to pass dinner. Would we like to join them? SURE! We got there as some of the folks were just returning from their ride. What a selection of food! And a chance to meet some of their friends, most of whom ride road bikes. Their daughter and boyfriend had planned on riding with us on Saturday, but it turned out the bike they rented for them was too big, so although disappointed, they spent the day visiting friends. With lunches packed, we were off down the road in a different direction to another part of the park. More technical single track this time with lots of ups and downs. There was very little flat terrain, you were either going up or down, usually short steep stuff, but by the end of the day, we had done a lot of climbing all total. The ride finished by popping out in their back yard! Sure glad we didn't go OUT that way!

The riding again was awesome, the down side is there is poison ivy everywhere. This was a real motivation to not crash. Mental note to self stay upright at all times! Bug juice and poison ivy goop prior to the ride was a must. Then when you came home, immediately rinse off with either poison ivy remover (which we wisely brought with us) or dish soap before hitting the shower. We slept well that night!

Sunday morning, we decided if we got an early start, we could ride a bit before heading home. No telling what the traffic would be like trying to get back

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into the states. This time, for lack of time, we took the car to the area where we would have been staying had there been more people, and started riding right from the camp area. They are putting up new camp buildings that are to be ready by next year, which should be really nice. These trails started out wide enough, but soon we were into more single track, some of it quite challenging. All was going well, until we decided it was about time to head back. They had warned us of some deep sand at the bottom of the hill. We thought they had just dropped their timing chain again when they stopped at the bottom. Turns out they broke their frame (rear triangle). Since we were on the main trail back and not that far from the start, they decided we should keep riding and meet them back at the car. Sure!, we have no idea where we were, but we did have a GPS, so could at least head in the right direction. They knew a shortcut and would walk that way to get back. Now, I know we are not that slow, but we were only back about 10-15 minutes when they popped out of the woods at the trailhead on foot! It must have been a very short trek for them.

That put us a little later than we planned getting back. So after showers, we packed a lunch and were off, getting home just before dark. We had a great time and will gladly go again. There are so many trails to explore. When you look at the map, we barely made a dent in what is available to ride, and rob knows

the area like the back of his hand so he is a great guide.

We must have done something right, because despite all the poison ivy, and you couldn't help but get in it, we managed to come home clean. We both had a very small spot on our legs which really didn't bother us any more than a bug bite. Would we do it again? You bet! Would we recommend it to our friends? Most definitely! Just bring lots of bug juice and poison ivy protectant and cleanser. Put this event on your calendar for next year.

Thanks to Rob and Monique for a great weekend. They tell me their bike is in working order again and they are ready to come stateside again in the fall for our rally.

Karen and Brian Managan  
Rochester NY  
[homepage.mac.com/bmanagan/fart/](http://homepage.mac.com/bmanagan/fart/)



There was a young girl from  
Kentucky,  
Who used to think she was lucky  
To ride on the back  
On a bike built by Jack  
Til a big pothole did make her  
unlucky

Tony Baxter

# DoubleTalk



Group photo at Duke Farm

## MATES 2008

One of the best MATES ever was hosted by Mark Cook and Cheryl Prudhomme. MATES was held in Flemington, NJ. Generally smooth roads, relatively low traffic, lots of nice hills and beautiful scenery. The Hampton Inn was a great place to gather - excellent food, pool and very comfortable rooms.

We rode 32 miles Friday visiting two vineyards – and we dropped \$400 on wine. On Saturday we opted for the 56 mile hilly route to a very nice shady park where we had excellent (and large) sandwiches & salad for lunch. Sunday, the 36 mile round trip to a tour of Duke Farms was fast, smooth and lots of fun.

Saturday evening we were treated to a very comprehensive and wonderfully presented seminar on off-road tandeming by Malcolm Boyd & Judy Allison.

And, as usual, we had a great time with all the usual suspects and a few

new faces. Plus, we got to see a lot of very nice machinery.

If you ever need a few tips on how to put on a great rally, speak with Mark & Cheryl.

Here's a link to a few photos: <http://aehass.zenfolio.com/p774455966/>

Ed & Karen Hass  
Reston, VA



Malcolm Boyd &  
Judy Allison



Hosts Mark Cook  
and  
Cheryl Prudhomme





## Tandem Ski Rack

I have never been good with hand tools, but I've always maintained a wood-working bench. Trips to the hardware store resembled a child's visit to toy land. I have a fascination with tools and gadgets that inspire the imagination. There is always a temptation to buy a toy I don't need, and is destined to aggravate my limited storage problems.

My wife and I have been avid tandem riders for over 25 years. In 1984, I built a wooden rack to transport our tandem. Years ago, cars did not come with racks. Everyone who skied attached a rack to their car. The term ski rack became generic for car rack. My wooden tandem ski rack looked out of place in a world where accessories were made of metal in precision machine shops. The rack had no practical value because in 1984, I was young enough to lift the tandem over my head and place in on the roof rack that came with my SUV. Why bother with a rack that required attachment efforts? It appears my main purpose was to play with the toys on my workbench and prove that it could work for someone who could not lift a tandem. The rack ended up in my yard as a museum piece for conversation. Most pronounced it as "Tan Demski Rack." The project was reminiscent of the wooden transport plane built by Howard Hughes. Critics had claimed Mr. Hughes project could never work as it violated the laws of gravity. Howard was obsessed with finishing the project even after the idea was obsolete. He needed to fly the plane to prove it could work. The "Spruce Goose"

became a museum piece and my "Pine Carrier Pigeon" was classified with the Goose. In reality, my pigeon was off the ground and in motion about as many times as the goose.

After the turn of the century, I was no longer strong enough to lift the tandem over my head to place it on the roof rack of my jeep. Our tours were limited to rides starting from home. I started to think about a transport rack. I came up with a design and contacted a company that advertised making custom tandem racks. I was advised my idea could never work as it violated the laws of gravity. They had a rack available that would fit on my jeep. The cost was over \$700. This was more than I wanted to part with, and it had some features I did not like. For example it required removing the front wheel. The words "Your idea will never work!" rang in my head. I told my wife "Maybe I'll build a rack myself out of wood?" My wife responded, "You are going to revive the "Tan Demski"?"

"I am more motivated today and this time it will be practical."

My project included thrilling trips to the hardware store, where I was fascinated by the number of generic clamps and attachment devices readily available at minimal cost. The construction became an obsession as I identified with Howard Hughes determined to prove to the world that he did understand the laws of physics.



The "Tan Demski" does look like it was designed for Ford's Model T but it does work. Ideas cannot be copyrighted, so anyone is welcome to take the idea and improve on it. My hope is that someone with a little American ingenuity and more skill with tools will evolve the Tan Demski" into an accessory fit for a Cadillac.

Harvey Pine  
Sandpoint, ID



# DoubleTalk

## Provence, June 2008



Susan + Kevin + Dominick

Our bike tours are always a mixed blessing for me. On the one hand, I get to spend nearly every minute for a few weeks with my most favorite people in the world, while eating great food and visiting some lovely area somewhere in the world. On the other hand, I experience anxieties about packing the bike and equipment (Will the bike break? Are we forgetting any important camping gear?), long distance traveling (no longer a joy for anyone involved), and hoping that nothing goes too wrong. I'm not going to suggest that my anxieties are well-founded or even justified, but I'll admit that I was almost physically ill as we got close to our departure date for last year's trip. This year I used logic to reduce my anxiety. I told myself that if something bad happens to the bike, we can always rent a car and travel around the south of France. It could be worse.

Susan, Dominick and I arrived in Marseille and were thrilled to see all five of our suitcases slowly taking their own tour on the airport's conveyor. A short

bus ride to Aix-en-Provence, then a twenty minute slog across town pulling the suitcases, found us checking into our hotel. Although they didn't have a place for us to assemble the bike and couldn't store our luggage as promised, Susan managed to find another hotel that could meet our needs. We moved the next morning and started to assemble the bike on a very nice terrace.

Now for our reality. This trip almost ended before it began. Assembling the Rodriguez triple with S&S couplings and a Burley Solo cargo trailer usually takes us about three hours. This year we moved like a NASCAR pit crew and were on schedule to be finished in two. When I kept trying to pull the rear wheel into the drop-outs without success, it slowly dawned on me that something was wrong. The derailleur-side drop out had been crushed to about half its normal opening width. "Well, this isn't good" was all that I could think. The hotel owner confidently told us that he had the tool that we needed to pull it open. No, we didn't let him get anywhere near the bike with his crow bar. However, we did manage to find a very nice bike shop across town, so rear triangle in hand, we hopped in a cab to our one hope. With visions of disaster dancing in my head, the owner climbed the stairs to the attic operating room after telling us "No guarantees." The dropouts are very strong, but are fairly brittle, and they could easily snap under this kind of treatment. About four minutes (and a few gray hairs) later, we were thanking him, and he was telling us "No charge." We had the bike fully assembled by dinner, with the rear quick-

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release as tight as I could make it, just in case.

We all committed to getting an early start each morning. The weather was expected to be sunny for most of the next three weeks, with temperatures hovering around 90 degrees each day. Being from Florida, we are somewhat acclimated to riding when it's hot, but we knew that we would have some decent hills to climb and only occasional shade. Our route took us from Aix-en-Provence, northwest to Avignon, south to Carnon-sur-Plage, northeast through Aigues-Mortes to Arles, then a few days in the Luberon before heading back to Aix.

We could only manage about 25 to 30 miles in the heat each day and took a couple of days off to sight-see and relax around the campground pools. Our first days on the road involved a lot of climbing, culminating at the Chateau des Baux, a spectacular fortification at the top of a hill. We locked the bike against a fence near the main entrance and spent a few minutes trying to dry off and re-hydrate before entering. We quickly passed by the tourist shops in the renovated section to get to the ruins at the top.

Part stone construction, part troglodyte excavation, les Baux had it all. The tallest trebuchet in France is located on the hilltop with a daily firing by a hairy guy in a wool tunic and chain mail. We saw the guy, but were heading out so we missed the firing. Still in use, the cemetery overlooking the valley below was the best part. Sitting on top of many of the monuments were lovely memorials of colorful ceramic flowers in vases.

The descent from les Baux was a nice change after two days' of climbing. After getting settled into our campground in St. Remy, we walked a path with markers showing some of the views that Vincent Van Gogh painted during his stay at the local sanitarium. Many of the Impressionists painted in Provence because of the quality of the light. It's hard to explain, but the sky seemed bluer, the plants greener, and each sunflower did seem to have a drop of sun at its center. An art fair was being held in St. Remy as we passed through. We found two paintings (one by an artist who uses a magnifying glass and paints with a brush with only three hairs!) and managed to pack them for traveling using found cardboard, two pizza box tops, and a roll of clear tape. They fit snugly in the trailer and survived the trip unscathed.

The Van Gogh path ends at the ruins de Glanum, a Roman town that was rediscovered in the early 1900's under a farmer's olive orchard. The farmer's loss is our gain. The footprint of the whole town and many of the walls and ornamental detailing survive. The original fresh water spring is still there, though it



The main road with underground sewer system at Glanum



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Pont du Gard near Avignon from above, middle and below.



had running water located in a covered channel under the edge of the main road. The best detail, however, was that the sanitary waste water ran in a separate channel also located under the road. After a few hours walking around and a snack on a terrace overlooking the site, we headed back to the campground for some serious pool time. This would become our modus operandi. Ride, sight-see, pool. By the end of our tour, Dominick would be all brown except for the area covered by his little Speedo.



Our next stop was at the Pont de Gard Roman aqueduct, one of the biggest draws for this area. Our campground was again a short walk, so we left the bike and trailer at the campground without too many worries. This is an aqueduct of three tiers that is about 150 feet tall and extends 850 feet across the valley. When it was completed, about 40 million gallons of water flowed along

probably wasn't covered with algae 2,000 years ago. This place was really civilized (except for the whole slave-labor thing).

They had running water located in the concrete lined trough to Nîmes each day. The quality of the stonework is truly amazing. All of the stones are dry-laid, without the use of mortar, and the joints are incredibly tight and uniform. We got a thrill the next morning when we started our day by riding over the road bridge (added in the 1740's adjacent to the original bridge) on our way to Nîmes.

Our first stop in Nîmes was at the Maison Carree, the best preserved Roman temple in the world. The fluted columns, Corinthian capitals and ornamental ceiling were still quite sharp and showed the incredible skill of the craftsmen. The outside was being cleaned, so parts of it were surrounded by scaffolding. One side was already clean and it was so white that it almost glowed in the bright sun. The Roman coliseum was another treat. It is in such good shape that it is still used for special events. A stage and lighting structure were erected in the center and the surviving seating was augmented by the installation of metal bleachers. I would have liked to have seen it without any modern ad-



Mugging for the camera

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ditions, but I think that it is much better to gently modify these buildings so they can have a life whose utility goes beyond catering to tourists.

The next day, Susan's keen eyes spotted signage for a bike path for the final 12 miles into Sommières. This part of France has few dedicated bike paths, so the few miles that we spent on them were a treat. We think that French drivers are very respectful of cyclists, but not having to worry about cars at all is sweet. I spotted a little stone bridge across a narrow stream that got me off the bike for a photo. It was only about 18 inches wide, made of single stone blocks laid side by side to form a graceful arch. It couldn't have been very old, and yet it seemed as if it could have been built 2,000 years ago.



Shopping for lunch in Sommieres

At the campground in Sommières we found ourselves again chatting with Vanna and Jeremy, a nice English couple we had met in Nîmes. They were the first bike tourists that we had seen and they had a smaller version of our tent (so they



One of many lavender fields.

must be wonderful people). We chatted them up and learned that they use their bikes for all of their transportation needs back home. They even have a pull-behind cart to haul their garden produce. They told us about their many bike tours (mostly they are hikers) and I embarrassed myself by showing them some of the stuff that we have made to improve our touring. Vanna showed us her custom clothes line, a soon-to-be improvement for our next trip. The campground pool in Sommières was epic. It had side-by-side slides and a corkscrew slide that Dominick and I spent hours on. I don't know how many times we climbed the stairs to the top.

From Sommières we headed south to Carnon-sur-Plage on the Mediterranean. We figured that it would be wrong to come to the south of France and not go to the coast. If only we had known, we would have pushed on to the next campground and saved ourselves some heartache. After about 33 miles of hot riding without shade, we spent the afternoon at the beach. A lovely morning was ruined with our discovery that some enterpris-



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On the ramparts at Aigues-Mortes

ing thief visited several tents in the middle of the night. The side of our tent was slashed open in a large 'J.'

At least four other tents were also hit, with a rude awakening for all. The interesting thing was that each different style of tent was slashed in a different location, always exactly where the sewn-in pockets are located. Our thief had a working knowledge of tent design and had clearly done this before. Nothing was taken from our tent, but one nice young couple had all of their vacation money stolen. Susan and I agreed that nothing would be gained by going to the police; especially since the young couple would certainly be filing a police report. All that we could do was pack up and head to the fortified village of Aigues-Mortes.

Our first course of action in the campground at Aigues-Mortes was for Susan to use our sewing kit to repair both the tent fly and the inner body. It took her a bit over an hour using a single-thread whip stitch that she did from end to end, and then went backwards to the start. From a few feet away you can't even tell. We will need to replace the fly since



Resting in the shade at a crossroad.

her fine work won't keep the rain out. Of course, once you have been victimized, you can never go back to believing that bad things happen only to other people.

Fortified villages usually have protective ramparts built in a rough circle around an already forming village. The protective ramparts at Aigues-Mortes form a large rectangle, with streets laid out in a neat grid. The village is so large that each side has several guard towers built along each wall. The view of the long, straight walls from a distance was most impressive. We were not very interested about walking through the village (one old village filled with tourist shops is much like the next), so we toured through the La tour de Constance and along the ramparts. The Tour de Constance is a round tower with 18 foot thick walls and two 30 foot diameter x 40 foot high chambers, one atop the other. The spiral stair to the roof and the internal passages are actually built within the thickness of the wall, leaving beautiful chambers with ribbed stone arch vaulted ceilings. The cool thing about the ramparts is that they were designed to protect from attacks from both outside the walls and from the village within. Apparently some religious conflicts found one group on the wall besieged by some other group from the village. Boy, I'm sure glad that we no longer have to worry about such stupidity.

The ride from Aigues-Mortes north to Arles took us south through the Petite Carmargue, a region with huge rice farms and not much in the way of trees. We had been seeing tons of postcard im-

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ages of white horses majestically crashing through the ocean surf. Well, this is where the images come from. Not to wreck the magic, but the only time we saw the white horses was when they were being ridden in a line of twenty tourists in floppy sun hats. Not very majestic, but maybe the effect would have been better if there had been some ocean surf around for them to crash through. Somewhere along this ride Susan and Dominick picked up some friends who proceeded to dine on their limbs and heads. It took days of applying anti-itch cream before they had any relief from the constant and all-consuming scratching. I don't think that I have ever seen Susan so close to losing control of herself. Besides their heads, the welts on their arms and legs did not heal until well after we got home. I have no idea why I was spared.

Arles has another beautifully preserved Roman coliseum. This one is also used for special events; it was set-up for bull fighting. Apparently, the Carmar-gue bullfighting style is a cat-and-mouse game without the ultimate sacrifice by the bull. The raseteurs remove tasseled rings from the head of the bull, while the bull attempts to gore the raseteur. Some bulls learn the game and become famous for being able to rotate their heads away, keeping the raseteur from snatching the rings. Still not my idea of a good time, but at least they don't have to worry about those pesky blood stains in the sand.

The Eglise St-Trophime in Arles is a beautifully preserved church with the most obvious advertising for the Catholic

Church that you will ever see. Directly above the entry door stand the twelve apostles with Christ sitting in judgment above them. To one side is a line of robed men and women on their way to heaven. From the number of figures it is clear that more men get to heaven than women, which seems a bit unfair. On the opposite side is a line of poor wretches with a heavy chain linking them around their waists and the flames of hell rising around their feet. It was pretty obvious which travel agent I would use to buy my ticket to the afterlife.

Our time in Arles also included brief tours through the Cloitre St-Trophime, a cloister filled with carved decorations, and Les Alyscamps, a necropolis going back to Roman times. The cloister was magnificent, but the necropolis includes the Allee des Sarcophages (a road lined with tombs), which was kind of creepy. At the end of the Allee, the Eglise de St-Honoratus has a dimly lit lower level for access to the crypt. We didn't stay long.

On our way to Tarascon we stopped at the Abbaye de Montmajour. This was the single most spectacular collection of buildings and ruins that I have ever seen. Everywhere you looked was either a beautifully restored stone religious building or a nicely dilapidated ruin. Sometimes both were together. With the brilliant blue sky, every moment was photogenic.

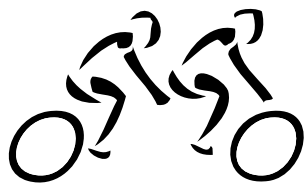
There is an abandoned cemetery that was cut out of a rock outcropping just



Hypocaust in Roman bath in Arles



Stone cemetery at Montmajour.



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outside the Abbaye's walls. Each of several dozen graves is about 2 feet deep and has the stereotypical coffin shape. I could not convince Susan or Dominick to climb into one to check the fit.



The nose bleed seats at the coliseum at Nimes

Tarascon would have been a lovely town to walk around, but we were beat from the ride and couldn't manage more than a short walk around King Rene's Chateau. The scale of the building and defensive walls is still impressive. It must have made quite the statement of power and wealth in its day. Dominick checked out a sculpture of the Tarasque monster, a spiked turtle with a lion's head. It seems to have been the local excuse for medieval parents needing to motivate their children to be good.

We spent the night in Cavaillon when a short burst of mistral winds swept through the area. These are occasional strong winds that bring cold down from the mountains to the north. For us it meant that we got to wear the light wool sweaters that we had been carrying around for the past two weeks. Only Dominick ever put his rain jacket on and that was only for a few hours. Susan figures that, because of the hot, dry weather, we never used about 20% of the gear that we were carrying. However, I didn't have to be a Boy Scout to learn that you should always be prepared.



We almost always found campgrounds with swimming pools. Something to look forward to after such hot riding.

Our last few days of riding were in an area called the Luberon, and it had some of the most scenic landscapes of the trip. Long climbs were rewarded with vistas across valleys dotted with vineyards and fields of sunflowers or lavender. To balance the wonders of nature, most views had the obligatory stone village stepping down the hillside. Vying for our cycling dollars, the region has developed a well-marked 160-mile loop from Cavaillon to Forcalquier which could be expanded by another 90 miles for riders wanting additional climbs. I had to resort to pushing the bike up a few short stretches, but most of the route was doable.

Our favorite decent of all time came on our last day. Following a 10-mile long climb, the road turned into this lovely winding descent. We swooped left and right for a time following a small river to one side. We stopped for a rest at a borie by the side of the road. A borie is a small shelter built entirely of dry-stacked stone (walls and roof) used by farmers when they have to stay in their fields for extended periods. This one was quite large, with two six-foot diameter rooms and a built-in fire shelf. Although made entirely of small stones, these shelters are supposedly quite water-tight.

Well, all good things come to an end. We returned to Aix and spent the afternoon taking the bike and trailer apart. There was an entire day to spend walking through Aix with a new quest – searching for a few new dresses for Susan. Over the past few years she has found several dresses on these trips, so finding more has become another goal. With three dresses



and a few other souvenirs packed away, we looked forward to getting home. Our connecting flight in Paris was in the international terminal at Charles de Gaulle Airport. This is the replacement terminal for the precast concrete building that self-destructed a few years ago. The new building follows the same oval tubular shape, but they used a steel frame with interior wood finish. The new space is very nice, but the original design matched the excitement and energy felt while traveling.

The return trip was thankfully uneventful, except for the requisite delay in Atlanta. Dorothy was right. There's no place like home.

If you are interested in any further particulars, feel free to e-mail me at [Sossong@architecturebydesign.com](mailto:Sossong@architecturebydesign.com)

Kevin Sossong  
Tallahassee, FL



By the Rhone River at Tarascon



## Horrible Hilly

“Work That Sucker to Death” was a song we could hear often times during training with the Madison BCETS Group. Phil has a way of singing his way up those horrible hills of western Dane County. One day, he even belted out the “Candyman” song, but I think it was an extremely weak moment.

How my story began:

Jim and I joined the Madison Achilles Chapter in May of 2007. Given I am visually impaired, it was a new way to find folks to guide me in tandem cycling, running, or cross country skiing.

While riding tandem with Kim Virden, Madison Achilles Founder, along side of a hand cyclist, late last autumn, we met Phil on the bike path. He stopped us on the tandem and explained he was interested in becoming an Achilles volunteer and that he coached a group for the Horrible Hilly Hundreds ride.

Before we parted, I raised my hand and told him, “Give me some of that biking stuff.” He responded, “I will be with you on that tandem for the 2008 HHH.” I smiled and said, “That would be fun!” I was thinking to myself, “Oh yeah, he has no idea how difficult that would be on a tandem.”

We traded contact info.

Phil did become a very dedicated Achilles volunteer.

In November, Phil approached me to gauge my interest in training for the HHH. This would mean he would need to learn how to captain the tandem.

## Horrible Hilly



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Phil Krejci and Kathy Ducat tackle a climb at Hilly Hundred.

## Wow, what a ride!

Lessons for Phil. Trust for me.

We rode a few times prior to the snow falling. We mostly stayed on the flats in order to get the start, stop, and emergency communication in sync.

In February, Jim, my partner and I began spinning classes through the BCETS program.

There was soon to be a break in my cycle training as I injured my right knee during a 10k cross-country ski race in Bend, Oregon while attending the International Ski for Light Event. I was thankful to hear the news of a sprained MCL following the MRI - no tears and bike riding was good rehab.

This brought us to March when the outdoor BCETS training rides began. Many chilly and windy days presented additional challenges of learning how to climb those hills. It was great fun being a part of this group. Everyone is so supportive and friendly.

The training continued to add opportunities for growth. Longer rides with more hills. Phil's sense of humor really helped to get my mind off other life challenges and more on to the matter at hand of conquering that next hill.

There was one hill we just could not make it up. In fact, we toppled over. Just did not have enough umph to keep the boat a float. The biggest mess up during that moment is that Phil forgot to yell the emergency unclip word which was supposed to be f\_\_\_ (like he meant it). Instead, he muttered sh\_t. I did not understand, so I stayed clipped in.

We did the Barlow tandem sprawl! No blood, no cars in sight. Good to go. Pick it up and ride on troops!

After that event, we hauled the tandem in for the addition of a super low granny gear. This is really something to fall in love with. It makes those climbs much easier if there is such a thing on a tandem.

I rode my first century on 5/23/08 with Phil. It was a relatively flat ride compared with the training we had completed thus far. It was the first time I was a part of a "pace line." It seemed so easy compared to riding hills. We celebrated with fellow BCETS members in Mazomanie.

On 06/14/08, the HHH Day finally arrived. Most of our BCETS training group left about 6:00 AM because they planned to ride 200K. Phil and I had decided in early May to ride the 100k.

There were five other tandems registered. The most crushing event took

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place on our first climb up Blue Mounds when a red Co-motion, pulling a trailer with 2 children in it, passed us. We did pass them on the same hill which put my slightly competitive spirit to rest - for a little while.

The next notable event took place during our Barlow climb. I had not been on that road since our topple over. It was scary. I unclipped my left foot for a hopefully faster response should it be needed. Zoom we went. Up and over. There were many screams of joy! That was so neat! Even better than the 100-mile ride of a few weeks ago. After that climb, we resolved there would be absolutely no walking on this ride.

The last climb was brutal. Up Blue Mounds we went again. We were exhausted by then. There were writings on the road - "Beer near," "Is this a hill?" "That which does not kill you, will make you stronger." All of these Phil read to me and it helped to entertain my tired muscles. Near the top, Barb Wolter, our Achilles friend, ran along with us. At the top Kim Virden and Rene Cromer also of Achilles, and Sue Krejci, Phil's wife, chimed in. It helps to have a cheering section.

The HHH Ride is well-supported and the rest stops are great. Thanks to everyone who made this a memorable event.

Thanks also to all of my friends who helped to conquer those hills; to Vera & Gordon Cunningham and Kim Virden for watching over Elizabeth, my guide dog, and opening their homes to us; to Joann Peck who picked me up for the

training rides; to the Achilles family who connected Phil & I and cheered us along during training and at our finish; to Jim Cunningham, my partner, did training rides and transported us when he was not delivering the US mail. I managed to get a few massages from him now and again.

Then there is Phil. He digs those climbs. Think that someone knew what they were doing when he was named with the word "hil" in his name. There is so much to thank you for. Many rides to and from training and the most important job of Admirable of the SS Co-motion! I'll never forget the feeling of beating Barlow! That 100-mile ride was also great fun. We kicked some butt in that pace line! You have a great sing-song voice. Dig that "Candy Man" song! Thanks for helping me to reach up and over!!! I will work hard to continue training and maybe next year, we will set a higher goal. More miles! More hills! Oh, no, I am hooked. Dreaming of the red bike with the super light components. Roberts Road anyone?

I am filled with blessings of angels in my life. The training and the actual ride was fun, challenging, and motivating.

Note: The Achilles-Madison Chapter is open to and serves disabled people of Dane County. Achilles was founded by Dick Traum, an above the knee amputee, in 1983. The organization pairs differently-abled athletes with a guide for exercise - running, walking, hand cycling, or rolling in a wheelchair.

Phil Krejci  
Kathy Ducat  
Madison, WI

**Ain't no  
mountain  
high  
enough!**



# DoubleTalk



## SWTR 2009

The Texas Capital Area Tandem Society (TxCATS) is pleased to announce that the 2009 Southwest Tandem Rally Will be held April 24-26, 2009 in Kerrville, Texas. The headquarters for the rally will be the Inn of the Hills Resort and Conference Center.

Kerrville has a population of about 23,000 and sits on the banks of the Guadalupe River. Kerrville provides some of the best riding for all skill levels in the Texas Hill Country. The most notable off-bike attraction is the James Avery Craftsman Jewelry Headquarters that is less than four miles from the Inn of the Hills.

The registration web link will be available soon at <http://www.txcats.org>. The registration fee is \$235 per tandem team. The Inn of the Hills is ready NOW to take your room reservations. Please call (800) 292.5690 and ask for the Southwest Tandem Rally group rate. <http://www.innofthehills.com> Rally organizers Dale & Linda Krueger may be reached at [swtr2009@txcats.org](mailto:swtr2009@txcats.org) or 512.217.1280

## TANDEM CALENDAR



## TANDEM CALENDAR

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/>

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](mailto:ed@chicovelo.org) or [www.chicovelo.org/ricevalley.html](http://www.chicovelo.org/ricevalley.html)

April 4-5, 2009. **Sebring Tandem Weekend.** Sebring, FL. The hosts have great experience, this event is once again hosted at Kenilworth Lodge. The area has great riding. Room reservations: 800.423.5939 or [www.kenilworthlodge.com](http://www.kenilworthlodge.com) questions contact [lindamarie7@juno.com](mailto:lindamarie7@juno.com) 561.683.2851

April 16-19, 2009. **Spring Thaw Rally.** St Michaels, MD. Kick off your tandem season with a new event. St Michaels is located on Maryland's Eastern Shore. Ride destinations include visits to the Jean Ellen DuPont/Sheehan Audubon & Pickering Wildlife Sanctuaries, a tour of Blackwater Wildlife Refuge and wetlands restoration in St Michaels. Book your own room, Pre-registration required. Questions: Gabe & Diana Mirkin [gabe@drmirkin.com](mailto:gabe@drmirkin.com) 301.951.4442 or Bob & Willa Friedman [bob-f@cox.net](mailto:bob-f@cox.net) 703.978.7937 [www.easterntandemrally.org](http://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](mailto:swtr2009@txcats.org) or 512.217.1280

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www.TandemClub.org

May 15-17, 2009. **The Gathering of the Herd, COWS Rally 2009.** Delafield, WI. A great venue for riding and socializing with tandem friends. [www.couplesonwheels.com](http://www.couplesonwheels.com)

May 22-24, 2009. **Georgia Tandem Rally 2009.** Athens, GA. Beer, Botany, Bulldogs & Bicycles. Pre-registration is required. There will be a remote start on Friday, but once you arrive at the hotel you should be able to walk (or ride) to all rally venues. Details at [www.georgiatandemrally.com](http://www.georgiatandemrally.com) or contact Roger Strauss or Eve Kofsky at [info@georgiatandemrally.com](mailto:info@georgiatandemrally.com) 770.565.4150 evenings before 9 eastern time.

June 5-7, 2009. **Tennessee Tandem Rally 2009.** Alcoa, TN. Enjoy the hills and valleys of the Smokies. Sharon and Tim Patterson are the hosts for this great event. Registration for and additional information will be available in January 2009. [tteaminseam@bellsouth.net](mailto:tteaminseam@bellsouth.net) 865.809.2476 or 865.983.9126 before 10p eastern. [www.thetandemlink.com/TTR](http://www.thetandemlink.com/TTR)

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](http://www.nwtr.org)

July 10-12, 2009. **Eastern Tandem Rally 2009.** Strasburg, PA. Trains and tandems, what a match. Strasburg 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](http://www.easterntandemrally.org)

August 1-8, 2009. **International Tandem Rally.** Appelscha, The Netherlands. The rally is based at "RCN de Roggeberg. The camping offers a lot of facilities. We will have a field for our own, caravans and campers and tents, situated around the HQ. Ample possibilities to rent houses on the adjacent field. De Roggeberg is situated in the woods on the edge of the national park "Het Drents-Friese Wold". It's indeed a beautiful area for cycling. Forest, moor, and farms. Check [www.tandem-club.org.uk](http://www.tandem-club.org.uk) for additional details

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](http://www.easterntandemrally.org) as they become available. Contact Jim or Kim Pastorick [jim@uxopro.com](mailto:jim@uxopro.com) with questions

September 4-7, 2009. **Midwest Tandem Rally 2009.** Rochester, MN Jennifer McDonald [twobytwo@scc.net](mailto:twobytwo@scc.net) 612.408.6607

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## 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.

Phil Mortello, 181 N Retreat Dr, Show Low, AZ 85901

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](mailto:homes@tandemclub.org)



# DoubleTalk

September 7 – 11, 2009. **Midwest Tandem Rally Post Tour.** We'll be riding in the south east corner of Minnesota. The report is the roads are beautiful and the traffic is low. Contact Joanie Osell [josell@earthlink.net](mailto:josell@earthlink.net)

October 9-11, 2009. **Southern Tandem Rally 2009.** The Villages, FL (Near Ocala). The plans are in place. More information and registration forms will be available after the 1<sup>st</sup> of the year.

The TANDEM CLUB OF AMERICA wants to list your rides in the TANDEM CALENDAR. Rally and Ride Organizers, please send the information about your tandem events to:

DoubleTalk Calendar  
Jack & Susan Goertz  
2220 Vanessa Drive  
Birmingham, AL 35242  
e-mail: [editor@tandemclub.org](mailto:editor@tandemclub.org)

cables and housing with trim adjusters. Price: \$1500. Tomas Vert [nfsv16@yahoo.com](mailto:nfsv16@yahoo.com) 01/09

**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. [robertlfuss@aol.com](mailto:robertlfuss@aol.com) (NY) 11/08



## CLASSIFIEDS

### Classifieds

**FOR SALE:** Original owners of this 2001 RT3000 M/S frame size, Sunburst yellow metallic with no paint defects or damage to frame, never crashed. Shimano Ultegra 6500 STI Shifter/Brake levers 9-speed, Ultegra 6500 complete tandem crank package - Dbl 53/39, 12/34 Shimano cassette, Ultegra front derailleur, XTR rear long cage derailleur, Zipp carbon water bottle cages. All the above are the original components as purchased. 2007 upgrades that have been ridden twice since installed at the Cannondale Dealer include: Fatty R disc fork, Easton EC carbon 31.8 handle bars, 31.8 Ritchey 4 Axis stem, Scott Tri - bars (stoker), FiZik Pave HP and Vitesse HP ( women specific) saddles with one rear matching seat bag, Thompson Elite F/R seatposts, Chris King 1-1/8 headset, Salsa skewer's and seatpost clamps, Avid BB7 road disc - mechanical brakes F/R, Crankbrother's Zero pedals with stainless steel spindles. All new chains,

**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](mailto:PAByCycle@verizon.net). 11/08

**FOR SALE:** 2003 Santana Sovereign Aluminum tandem, size small, shimano ultra equipped,

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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) 11/08

**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\\_W0QQitemZ130234553864QQihZ003QQcategoryZ56192QQssPageNameZWVWQQRdZ1QQcmdZViewItem](http://cgi.ebay.com/Santana-Quad-Four-Seat-Bicycle_W0QQitemZ130234553864QQihZ003QQcategoryZ56192QQssPageNameZWVWQQRdZ1QQcmdZViewItem). 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. 11/08

**FOR SALE:** DraftMaster Hitch Bike Rack - Double Specialty +1. This rack, manufactured by ATOC is a premier bike rack, particularly good for long wheel base recumbents or tandems. It mounts to a standard 2" receiver hitch, and supports the bikes vertically. It also lowers to the ground for easy one person loading, or access to a hatch back SUV. Currently priced at \$913 at Hostel Shoppe. This hitch is in new condition (used once). Will sell the full hitch (2 76" tracks plus 1) for \$725 or rack with one 76" track plus 1 for \$625. Cost of shipping will be the responsibility of the purchaser. Located near Spokane, Washington. (509) 299-5383 or [dkmelchior@ieee.org](mailto:dkmelchior@ieee.org) 01/09

**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](mailto:decip@yahoo.com) (AL) 11/08

**FOR SALE:** 26"x26"x10" hardsided 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](mailto:PAByCycle@verizon.net) 11/08

**WANTED:** Kid Back conversion kit to fit my Arriva - 27.0 seat post, 1 1/8" seattube OD. Contact Evan Jones by e-mail: [ej4311@comcast.net](mailto:ej4311@comcast.net) (IN) 01/09

**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](mailto:chris@pennyfarthings.com)

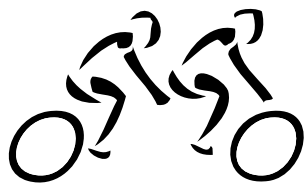
**HELP OFFERED:** Touring Italy? - Need news or tips about cycling in Italy? Contact Paolo Sanvito, V. Europa 4, 20057 Vedano Al Lambro, Italy or by e-mail: [sanvito.paolo@libero.it](mailto:sanvito.paolo@libero.it)

**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](mailto:editor@tandemclub.org))

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

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

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# DoubleTalk

## TCA MERCHANDISE

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

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

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

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

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

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

Denim Shirts - long sleeve, full button front -

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

Denim: Men's 2XL - \$23.00 3XL - \$24.00

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

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

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

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

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

**TOTAL COST** cash check credit card \_\_\_\_\_

Name: \_\_\_\_\_

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

\_\_\_\_\_

Phone: \_\_\_\_\_

e-mail: \_\_\_\_\_

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

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

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

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

Questions? Yvonne Hensley or Beth Hobensack, [merchandise@tandemclub.org](mailto:merchandise@tandemclub.org)



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## Tandem Dealers

### **TANDEM CYCLE WORKS**, Denver, CO.

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

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

**TANDEMS, LIMITED**. Selling America's finest tandems, Bushnell, Cannondale, Co-Motion, KHS, Rans, Santana, more. 2220 Vanessa Drive, Birmingham, AL 35242-4430. (205)-991-5519 e-mail: tandems@mindspring.com or www.tandemsltd.com 01/09 (431)

**TANDEM MATCHMAKERS** - Nearly 200 in stock. Touring, Family, Track, Race, Recumbent, Triplet, Portable, Quad. Rentals. Long rural tests. Repairs, Modifications, refinishing. Wheels, Obscure Parts. worldwide shipping. Buy and trade MT. AIRY BICYCLE. - www.bike123.com - Orders: 888 MY TANDEM (MD) 01/09 (50987)

**PRECISION TANDEMS** - 30 Tandems, Triplets, Quads in stock from Burley, Co-Motion, Longbikes, Meridian, Santana. Child Adaptor Kits. On-line Parts & Accessory Catalogs & Tandem Display. Check out www.PrecisionTandems.com. 913.962.8866 10am-9pm days. 03/09 (53745)

**GEAR-TO-GO TANDEMS**. NY & northern PA's largest Tandem Dealership located in Elmira NY. Santana, Co-Motion, Calfee, Burley, Rans in stock. Test rides by appointment. Elmira (607)-732-4859; Rich@gtgtandems.com Check our website: <http://www.gtgtandems.com> 05/09 (53741)

**VILLAGE CYCLESPORT**. Selling Santana, Co-Motion, daVinci, Rans & Sun tandems. Testriders welcome. Trade-ins accepted. See us at [www.villagescyclesport.com](http://www.villagescyclesport.com) or 45 Arlington Heights Rd, Elk Grove Village, IL 60007. (847)-439-3340 11/09 (63908)

## Other Dealer Members

**ACORN INN** Bed and Breakfast: Discover Central Virginia's rural beauty with tandem-riding hosts. Ten bedroom renovated stable; cottage. Near Blue Ridge Parkway, historic Charlottesville. Ideal for groups. Delicious breakfasts. (434)-361-9357. <http://www.acorninn.com> 05/09 (59632)

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

**BECOME  
A TCA  
DEALER  
MEMBER!**

# TCA MEMBERSHIP APPLICATION / RENEWAL

A CAPTAIN WHO CAME FROM  
DECATUR  
WAS A FRIGHTFULLY POOR  
NAVIGATOR.  
HIS STOKER WOULD DREAD  
EVERY TIME THAT HE SAID,  
"HONEY, WE'LL GET THERE SOONER  
OR LATER."  
PAT HILL, CEDAR RAPIDS, IA

## Dues

United States \$15.00/yr

Canada 20.00/yr

Other International \$25.00/yr

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

## Membership

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

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

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

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

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

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

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

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

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

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

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

DoubleTalk is now available on tape for those that are legally blind. Please check here if you prefer to receive  
your copy on tape instead of the printed copy....\_\_\_\_\_

TCA PATCHES ARE AVAILABLE AGAIN! \$4.00 per patch until they run out

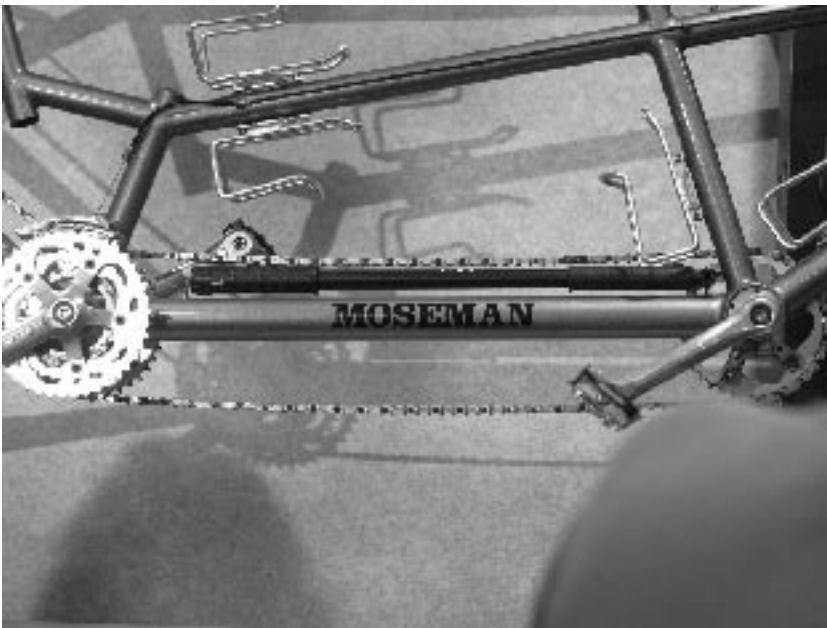
Amount enclosed: \$ \_\_\_\_\_ for (1) (2) or (3) Years + \$ \_\_\_\_\_ for \_\_\_\_\_ patch(es)

### MAIL TO:

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

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

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



Unique creation from Rodney Moseman - photo by Ed Hass taken at MATES 2008



Part of the unusual Moseman drive train - photo by Ed Hass taken at MATES 2008



Serious off road machinery - photo by Ed Hass taken at MATES 2008

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

Send your photos to:

DoubleTalk, 2220 Vanessa Dr, Birmingham, AL 35242

[editor@tandemclub.org](mailto:editor@tandemclub.org)

