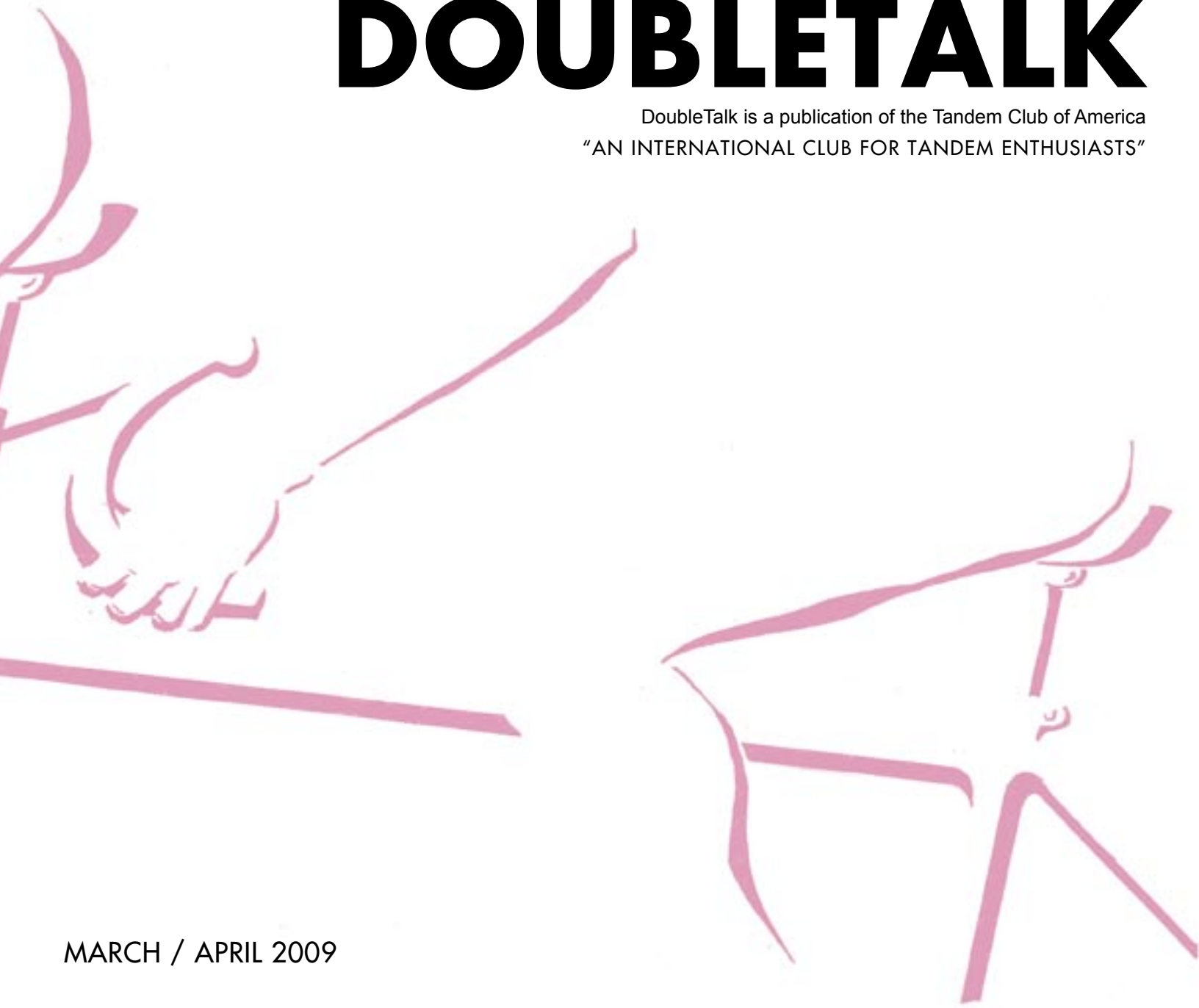


DOUBLETALK

DoubleTalk is a publication of the Tandem Club of America
"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"



MARCH / APRIL 2009

SHARING

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Double Talk

A publication of the Tandem Club of America

An International Club for Tandem Enthusiasts

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editor@tandemclub.org



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

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 May / June 2009 Issue is April 1, 2009

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:

2009

January - February

2008

November - December

September - October

July - August

May - June

March - April

January - February

2007

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March / April 2009
www.TandemClub.org

From the Editors

Spring is about to spring on us, and that means the 2009 riding season is about to begin in earnest. Perhaps you're in a part of the country where the snow/ice has had you locked in for months, and your tandem is now covered with your winter's clothes and a layer of dust, but don't despair! Warmer weather is most definitely on the way, with blue skies, ideal temperatures, and cool breezes to push us on our journeys.

As the temperatures rise and the weather improves, we encourage you to attend one of the many tandem rallies listed in our TCA Calendar. Just a quick scan of the events listed show that there are tandem rallies scheduled in all parts of the country. One of them has to be near where you live! You'll find tandem events from California to Maryland, from Florida to British Columbia, from Texas to Minnesota, and in most states in between. Definitely, take a moment and look at the calendar, pick out the rallies you'd like to attend, and make your reservations! Be forewarned, tho', many of these events fill up in a matter of a few days after the reservation lines open, so don't dally and miss out! Tandem Rallies are a great, low-cost vacation where you can make some friends who ride just like you do, who have similar interests, and who share common goals and beliefs.

We recently mailed out the annual Membership list to all our members. We believe we are the only bicycling organization that still puts out such a list, and we hope we can continue to do so. We think it's a great recruiting tool, as you

can look through the list and see which of your tandem friends aren't members of the TCA. We hope that you take a few minutes and encourage them to join the Tandem Club of America. We believe it's a great organization, and that, with your help, it can again begin to grow!

As you travel this year, we hope you'll share your thoughts with DoubleTalk. Please take a few moments to write us an article, send us some photos with extended captions, or maybe just a short letter, telling us about what's happening in your tandem life. If it's memorable to you, others will most likely enjoy hearing about it, too. It's not hard, and without your input, there won't be any DoubleTalk to enjoy. We'll gladly accept your articles/letters/cartoons/etcetera in just about any format that you can provide. You can send them to us via e-mail editor@tandemclub.org or by old-fashioned US Mail. We like photos, too! And we can accept hi-resolution photos in most formats. If they're too large to e-mail (please don't embed your photos in your articles – send them as separate, clearly identified, files), burn them onto a CD and drop it in the mail. We try to use all the information that's appropriate to the tandem community, as space is available. (That last sentence means that we may hold your article for a few issues, but we do hope to use it soon).

Well, it's time to get moving. There are a few rally registrations we need to submit!

See you on the road!
Jack & Susan

**share your
thoughts
with
Double-
Talk**



DoubleTalk

MTR 2010

We (the editors of DoubleTalk) have been talking with members of the HOOTS (Hoosiers Out On TandemS). The Hoots are exploring the possibilities for an MTR in 2010, somewhere in Indiana. At this time, it's still in the research and discovery phase, and the HOOTS' MTR10 team isn't sure that they'll be able to put it all together in the great tradition of MTR. Also, if any other club is exploring sites for a future MTR, some coordination may need to be done so that the MTR tradition of fantastic rallies can continue without any glitches. So, if you're a member of a group who's considering hosting a future MTR, please let the TCA editors know when/where you're planning, and we'll put you in touch with other MTR planning committees so ya'll can work together and make it all happen. Send your contact and other information to "editor@tandemclub.org"

Of course, we'll be publishing the details for future MTR's as we hear about them, right here in DoubleTalk, your magazine for the Tandem Club of America.



Dear DoubleTalk,

My fiancé and I are currently on an around the world trip without using any aeroplanes. As part of this we tandemed from London to Spain and are hoping to also tandem from the US Mexico border to the US Canada border. As it is very costly to send our tandem out to the States we are looking for a tandem to ei-

ther buy (and then sell) or borrow for this leg of the trip

My fiancé is 5'4" and I am 6'1" and the ideal would be a touring set up with panniers/trailer, good brake system to deal with weight of camping gear and also suitable geometry for long rides. We will be coming into the US from Mexico mid April and will be looking to get one asap after that and will most likely look to be selling it somewhere in the North West or West Coast around 2.5 months later.



It would be great if you could drop a note in a news or classifieds section of DoubleTalk. We are hoping that someone out there will have one we could use or buy, and also if people have any advice for places to see or rides to take in on the way it would be great to meet up with some fellow enthusiasts.

Here is a link to our website of the trip so far: <http://www.3mphroundtheworld.com> and also a link to the tandeming sections of the trip if these wanted to be featured. Thanks in advance and hope that something works out.

Nick



MTR 2010 Where will it be?

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Dear DoubleTalk

I saw the question from Evan Jones about kid-backs in the Tandem Club of America newsletter (Nov-Dec 2008 issue of DoubleTalk) and thought I could help out.

My daughter and I have ridden thousands of miles on our Santana starting when she was 18 months old. We started out on short rides around the neighborhood and rapidly progressed to 20-30 mile club rides. Over the years, we have ridden Bike Florida, RAGBRAI, hundreds of miles off road on a mountain bike tandem and even two centuries on a hundred-year-old track tandem.

The promise of chocolate doughnuts during the rest stops always kept the stoker more than happy. She really got a kick out of all the attention that a tandem with a kid-back commands. I recommend a regular kid-back because it teaches the stoker to pedal and makes it easier to transition to their own bike. My stoker even would fall asleep and have her feet going around while she snoozed. It didn't bother me but drove other riders nuts! I always kept munchies in an easy to reach jersey pocket and on hot days had a squirt gun handy in another pocket. A squeaky horn or bell helps with the fun too.

Use toe clips on the kid-back. Little feet will fly off the pedals and get smacked from behind by the cranks. Really small shoes (34-35 euro) that can use clipless pedals are made by Answer Products if you want to go that way. Check with a BMX shop or danscomp.com. Matching jerseys with kid's sizes are

available from Kucharik. Some tandem shops may sell these jerseys. I mounted a water bottle on the stoker handlebars, using a Minoura clamp, so that it was within easy reach.

Since my daughter is now 13 and a serious road racer, we don't ride the tandem as much, just the State Championship Time Trial once a year. The kid-back is installed on a tandem that I loan out to get more people interested in riding with their kids. It has worked VERY well in that regard.

Happy riding,
Diane Blake
Orlando, FL



Letters to Double- Talk

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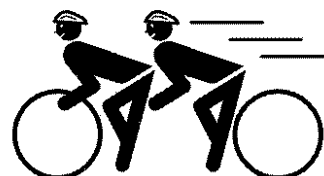
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DoubleTalk

Dear Editor,

I read *Tandeming: A New Dimension*, by Steve Katzman, in the Jan-Feb issue of *DoubleTalk*. I was intrigued by his enthusiasm and creative skill, especially since he had not ventured into this area before. I felt a little cheated that I couldn't see the colors he used. Perhaps he could share those by e-mailing me an original photo at dannysg@verizon.net. Then at the very end he poses the thought of how many original paintings of tandems might actually exist? I knew right away I had to say at least one more. So I hope the editors can put a photo of mine along with this letter and now we know there are two. Are there any more out there? Unfortunately, I am not as

creative as Steve and I commissioned my niece, Lori Stallings, a watercolor and oil artist, to do this for me. It was her first of this larger size of 4' X 5'. The couple on the tandem has a likeness to my wife (Rhonda Yoder) and me, but it was not a requirement. We complain a little that our legs look too fat, but then, as I said, it is only a likeness, not a mirror image. The house and barn simulate a favorite biking locale about 20 miles north of our house. Since I like splashes of red in everything, this has bright red in it (the barn and the shirts). If anyone wants to see the original colors just e-mail me (see address above) and I'll send you an original photo via e-mail. It does appear, according to the paintings, that Steve and his wife Debi are faster than we are. Smiles.

Danny Graber
Elkhart, IN



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Never on Sunday!!!

How to avoid the 100+ degree summers in southern Arizona?

Since we've been retired, we head somewhere 'up north' for three months! Being avid bicyclists, we pack up our tandem, Rudy's single bike and all necessities and . . . escape! We've spent summers in places like Duluth, Minnesota, Eugene, Oregon, Twin Falls, Idaho and Logan, Utah.

For 2008 we headed up to northern Utah again and hit the jackpot!

Cache Valley

Parts of Utah can get as sizzling warm as southern Arizona. However, the northern section of the state usually has only a few near-100 degree days, mostly cool nights, very low humidity and minimal rain. Early morning to afternoon temps vary as much as 40 degrees, making for pleasant pedaling even in mid-summer. The Cache Valley (pronounced ca\$h) extends for about 50 miles south to north from the miniscule towns of Avon to Banida, across the border into Idaho;

it also ranges east to west 20-some miles. This verdant valley is surrounded by the Wellsville and Bear River Mountains, which stay snow-capped well into the summer. The snowy peaks give for cool breezes coming off the mountains, especially at night. Logan, the only real city in Cache county, is situated at 4,500 ft. elevation; it has a population of 48,000 . . . and is rapidly growing.

Utah State University contributes thousands of students annually who usually 'pack up and go' for the summer, leaving many apartments vacant. That's where senior citizens, like us, benefit! When students move out for the summer, we seniors move in! About a thousand folk, mostly from Arizona, migrate to Logan to soak up some of the cool summer air and laid back lifestyle.

Mormon Influences

The city was named after Ephraim Logan, one of the first fur trappers that traversed the area back in 1824. Shoshone Indians originally inhabited this valley; but by 1859, more Caucasian folks mi-

Cache Valley

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DoubleTalk

In the Beehive state you can't help but notice how wide the downtown streets are. . .

grated in, primarily displaced Mormons, who settled and farmed the area. Their influence is noticeable in the way streets are set up in grids, with Center and Main as the hub of town with numbered streets going out in all four directions. So you have a 100S, a 100 E, a 100 W and a 100 N radiating out from Center and Main . . . followed by 200, 300, etc. To the uninitiated in the Mormon way of doing things, it can be a bit daunting . . . but you soon catch on! When you see an address listed as 1224 North 700 West you tend think . . . Duhhhh?!

In the Beehive state you can't help but notice how wide the downtown streets are . . . why? It seems Mormon pioneers wanted to be able to U-turn their wagons with a team of horses or oxen in the middle of the road . . . remember, there's no reverse gear on animal-drawn wagons! As time passed, horses and wagons made room for horseless carriages and the need for wider streets is now no longer deemed as essential.

Another phenomenon in predominantly Mormon-settled areas is the lack of traffic on Sundays. Yes, everybody's in church and most business are shuttered. The Mormon weekend was defined to us as Thursday, Friday and Saturday . . . never on Sunday!

A large grocery store in town, Macey's, is Mormon-owned and displays a huge sign above the entrance: "Open 24 Hours! Closed Sunday." And keeping with the no-smoking ethic of the LDS population, they do not sell tobacco products. Do you want to stop in a bar to

imbibe? Not so quick! You need to have a 'membership' to partake.

And don't look to purchase a bottle of your favorite liquor/wine in a grocery store . . . got to go to the state liquor store for that . . . Lottery tickets? Nope, cross into Idaho, 30 miles away, to test your luck. Oddly enough, the small Mormon-founded town of Franklin, ID, just a few hundred feet across the Utah border, does a booming business selling Idaho lottery tickets, alcohol and tobacco products! We observed that 90% of the cars stopping there had Utah plates!

Latter Day Saints do not condone caffeine either, but there are a couple good coffee houses in town and a well known gourmet coffee brand is roasted, right here, in Logan!

But, things are a-changing! Big box stores moved in and are open 24/7. . . as are several big chain restaurants. While their parking lots may not be full on Sunday they do have customers and Logan is being pulled into the 21st century, albeit a bit reluctantly.

Pedalin' TWOgether!

So let's get down to the nitty-gritty: How's the bicycling scene in Cache Valley?

A half-dozen bicycle shops see to the needs of cyclists. No mega-stores, but family owned/run shops and a couple multi-sport stores cater to the full variety of riders. With the latest gasoline crunch, more and more people are reverting back to pedal power in Logan. Lots of cruiser-type single speeds for folk that commute; many riding on the sidewalk and without

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helmets. There's a resurgence in vintage cycles; seems owners dusted off the old bike that's been gathering dust and rust in the garage. Also, an assortment of multi-gear mountain and road machines were also noted, along with a few fixies. Being tandem enthusiasts, we were definitely in the minority! However, we did spot a couple 1960s single-speed tandems being utilized around town!

A couple bicycle clubs in Logan organize weekly rides in the valley, both road and off-road.

Cache Valley does have a couple super-rides that it is noted for. The LLRH (Little Red Riding Hood) is a 'women's only' event that attracts hundreds of female enthusiasts from all over the state. Also, the Utah MS chapter does a 2-day ride traversing the valley, with over 3,000 riders participating in 2008. Seems the Cache Valley is becoming a cycling magnet for folks from the megalapolis of Salt Lake City and beyond! Several triathlons also attract enthusiasts from all over the state. Then in late summer there's LoToJa (Logan to Jackson Hole, WY), a one-day double century that gets the hard-core riders out on the road for a very challenging one-way event.

As for us, we normally ride our tandem five days a week, weather permitting; plus Rudy sneaks in a ride on his single at least once a week for a change of pace.

The terrain varied from near flat to 16% grades . . . from highway riding to back roads; from riding between canyon walls to sharing the road with a cattle drive. And like any town, summertime is the time for road resurfacing! Lots of

chipseal, but with a twist! The county crews would spread the chipseal and then wait a week before dumping on a thing layer of tar. Made for some interesting detours on our long bike!

Lots of small towns in the area made for good destinations . . . some so small they didn't even have a gas station; but they all had at least one town park and one LDS edifice! Several paved canyon roads provided a bit more challenging rides, and with the snow melt the rivers were running full tilt for a couple months. Great for us desert folks to take a break by the riverside and just listen!

When we arrived in Logan, the last week of May, we had just missed the first 100-degree day in Tucson; but here in Cache Valley we still had to wear arm warmers plus a vest to ward off the chill at mid-day. Did we say chill? It was cloudy and rain was predicted but Rudy ventured out on his single bike; he opined he would not get rained on. No rain, but a nasty scudding black cloud dumped some good size hailstones on him for about five miles! Ouch . . . and quite noisy on the helmet; next time heed the weather predictions!

Being Sunbirds (opposite of Snowbirds) in Logan, on and off for a half dozen years; we note traffic has definitely increased, especially at commute and lunch time. Asides from all the autos, we saw a huge influx of motor scooters putt-putting around; with gasoline at well over \$4 a gallon that's another logical solution to using a gas-guzzler!

The terrain varied from near flat to 16% grades. .



DoubleTalk

Of Animals and Fruit . . .

Of Animals and Fruit . . .

Avoiding the traffic is easy once you know your way around the street grid system; lots of quiet roads within 10 minutes of the city center. Dairy cows, and the resulting milk and cheese products, are big in Cache Valley; it features the most cows of any county in Utah and the largest cheese factory in the US.

We did several rides to nearby Gosners' establishment, which has been into milk products for over 50 years. Dairy products at bargain prices plus generous free cheeses and crackers samplers daily. Among the dairy products they featured half-pint boxes of milk that needed no refrigeration. It came in several of flavors. Not just strawberry and chocolate, but also vanilla, orange, mango and even root beer flavors. Tasty!

About 20 miles north of town, near the Idaho border, Pepperidge Farms has a factory and an accompanying wholesale outlet. It's always a good excuse to pedal out there for some cookies at bargain prices and for the free samples. A nice way to re-energize for the trip back!

Closer to town was Cox Honeyland . . . you guessed it, more free samples: honey and homemade fudge! They also feature a glass-encased beehive to watch the honeybees at work. A huge assortment of flavored syrups, spreads and honeys was hard to pass up. Cox's have been in the honey business for three generations. Now you know why we always have a large trunk rack bag on our twicer!

Out of town, cows were not the only farm critters . . . we spotted lots of horses,

sheep, goats, and even the occasional llamas. Crops ranged from alfalfa to beets to corn and wheat and other grains.

Pedaling the back roads did titillate the nostrils . . . all those animals do create a rather unique pungent odor! Fortunately, later in the season, that was mixed with the sweet smell of fresh mown hay and alfalfa.

Barbed wire fences normally keep animals where they belong, except for an errant young bull that decided to go on a road trip, no doubt looking for greener pastures! Here we were minding our own business on a tandem toot on a less traveled road when galloping straight at us in the center of our lane came Ferdinand the bull! Yipeees! We are not matadors, so we opted to slow the pace and head for the opposite side of the road! Ferdinand stopped abruptly and gave us a big 'Mooooo'-ve it" greeting. We pedaled on . . . fast! A half-hour later, on our return trip, here's Ferdinand heading towards us again! Fortunately the rancher's wife had roped him and she was leading him docily back to pasture. Being challenged by a bull could be hazardous, but how about a big watermelon . . . watermelon!?

We had stopped at a grocery store and done a bit of shopping; loaded up our trunk bag, hopped back on the twicer and proceeded through the parking lot. A woman with a youngster sitting in a shopping cart dropped the cart off the curb causing a big watermelon on the bottom of cart to dislodge and rolled onto the blacktop . . . straight at us! Kay's spotted it; she kicked in the turbo-charger while Rudy swerved the tandem . . . that

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big green watermelon wobbled toward us, barely missing our rear wheel. Phew, that was a close encounter . . . we never looked back!

The valley has rivers, creeks, irrigation ditches and wetlands galore and an abundance of wildlife. We did spot several deer, and a huge variety of birds. Hawks were plentiful, as were flocks of black ibis, seagulls, Canadian geese, ducks and an occasional pelican and blue herons.

Riding the single bike one day, Rudy heard a cacophonous gargling sound . . . there in a field were two huge dark and long-legged, long-billed birds sounding like they had sore throats! There was a reason; soon a third large winged creature landed right next to them. No idea what they were, but they were vociferous! That same solo ride, Rudy ended up fighting a headwind and wishing for some relief. A haybailer to the rescue! The big machine was clipping along at a nice steady 20 mph on the shoulder of the road . . . Rudy could not pass up such an opportunity! He drafted that bailer for about five miles 'til it turned onto a dirt road . . . nice! But, riding along in swirling bits of hay's not exactly ideal . . . he looked like a real 'hayseed!

Stuff to do . . .

If you were bored in Logan you could only blame yourself! All sorts of stuff are happenin' on those Mormon weekends! There were plays in several area theatres, the opera, six-days a week free entertainment at the Mormon Tabernacle, the parks in nearby towns held evening concerts featuring a variety of local talent;

and there was Summerfest and Art in the Park, featuring local artisans.

A Fly-In at the local airport showed off a variety of aircraft, from biplanes to jets to experimentals and home-builts; to refuel from our Fly-In meander, we indulged in a great bratwurst lunch, accompanied with beans, drink, chips, cookie and ice cream in an open hangar, all for a mere five bucks!

An Art Walk to various galleries downtown, a 3-day downtown Sidewalk Days and a weekend of hotrods, antique cars and collectibles during the annual Cruise-In. Over 1,000 cars participating in the Saturday evening slo-cruise through downtown . . . Vroom/VROOM!!

From a beautifully restored 1928 Dodge Brothers sedan to a couple DeLoreans, to ultra customized or restored Ford, Chevy, and Mopar cars and trucks to nearly forgotten brands like DeSoto, Studebaker, Packard and Bugatti . . . plus flame-spouting hotrods and hemis . . . all motored through the blocked off streets of downtown Logan for a couple of hours. Gasoline prices did not deter these enthusiasts from showing off their auto-toys!

Parades . . . each town had its own 4th of July and Pioneer Day (a Utah-only paid holiday) parades; we bicycled to a non-motorized assembly in the town of Wellsville, with all sorts of horses, oxen, and people-powered conveyances parading by.

And we can't forget the yummy Dutch Oven cookoff, county fair, rodeo

Parades . . .



DoubleTalk

It's not just
the miles . . .
but also the
smiles!

and demolition derby! It seems every civic organization put on Saturday breakfast in the area . . . huge pancakes, eggs, sausages, 'taters, milk, and juice for \$3 to \$4 . . . with discounts for families.

And each Saturday morning there was a Gardeners Market featuring local fruits and veggies, fresh breads and goodies plus handicrafts. When's the last time you bit into a plump peach and had the juice dribbling' down your chin?! Or had your choice of just-picked big black cherries or the yellow/red Mt. Rainier variety? Or, perhaps, a fresh-from-the-oven blueberry turnover?

We tandemed to the Gardeners Market and other happenings, did minor shopping and enjoyed some of those open-air breakfasts. Or we just cruised the valley and got in some quiet scenic miles and exercise.

Traffic on back roads was minimal; a few vehicles, farmers on ATV's or driving some huge piece of farm equipment. Got lots of five-fingered waves and smiles! In the three months we spent in northern Utah, we filled up our car gas tank . . . once! But we did pedal over 1,400 miles. It's not just the miles . . . but also the smiles!

Hope you had a great summer; our 2008 summer escape to Utah was perfect for us!

Rudy & Kay Van Renterghem
Tucson, AZ

WHERE SHALL WE BICYCLE TOMORROW?

We rode a hundred thousand miles on many bikes of different styles upon life's highways and byways on sunny days and rainy days. Head wind, tail wind, up hill and down to a café in some small town..

We rode with stranger or close friend and thought our trail would never end. Each fall we'd put our bikes away and dream of spring when we could play. Aging bodies make life dreary. Exercises leave us weary.

We see now mankind's diseases. One can't always do what pleases. So we accept our aches and pains. Our joy comes from market gains. We're over the hill and gaining speed, but we have all that we may need. So take life's offering with a grin, and don your shorts, let's take a spin.

Bob Larson
Sun City Center, FL



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The Deutschland Duo

After participating in Santana's Tuscan tour for tandems in 2007, Natalie and I felt that we had made our international travel bones and wanted to try our hand at self-supported foreign travel. We've done a fair amount of domestic self-supported camping aboard the Rig, which consists of a Santana Arriva Stowaway (S+S couplings), a Burley Nomad trailer, a set of panniers and a trunk bag, and all the camping gear and clothing needed to keep going indefinitely. Loaded up and ready to go, the Rig weighs in at about 120 lbs of hardware and gear, plus our weight, which brings the total up to, um, more than that.

As it turns out, we both have ancestors that came over to the United States from Germany in the 1920's and late 1940's. As a consequence, we still have distant relatives in southern Germany. It seemed like it might be possible to organize a trip with that in mind. The family grapevine was consulted and the web was fired up. Natalie's grandmother's sister's daughter-in-law Hildegard (I'm not making this up) and John's mother's cousin's son Reinhold and their families all thought it would be a capital idea so we commenced detailed planning. Hildegard lives in Frankfurt am Main and Reinhold in Landsberg am Lech in southern Bavaria about 350 road miles away and a point-to-point trip seemed just the thing.

The plan eventually solidified into a flight into Frankfurt, 2 days of getting acquainted/Rig building, 6 days/5 nights of tandem camping adventure, 3 days getting acquainted/Rig unbuilding and

packing in Landsberg, a return by train to Frankfurt for one final night and then the flight back home. And it all worked. We were actually kind of surprised.

Since we had some local support in Germany we didn't need to use any sort of tour guide or organization, but without that, the logistics of handling luggage and getting it to your destination -- or just finding a place to store it while you go out and back -- would be daunting, especially if you've never been there before. Having that local contact would help with those sorts of details and with route planning and we would encourage looking into that if you go.

After we decided on the trip itinerary, we needed to find the one vital piece of luggage to pack the dis-assembled Nomad into. The trailer packs flat but the base frame is just too big for most commonly available luggage sizes. After a fair amount of shopping and web searching we finally found just the thing at Campmor, in the form of a large wheeled duffel for about \$25.

The tandem packs in its own S+S cases; the trailer and some of the gear was





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in the duffel, the rest of the gear was in another suitcase, and two big carry-ons contained all of the clothes, camera, documents, toiletries and meds. For international travel, Delta allowed 2 checked and one carry-on per person so even though we travelled with about 230 lbs of

luggage in total none of the individual pieces was oversized or overweight. We dodged any extra baggage fees! Divide and conquer, we always say.

The cycle route we chose headed east out of Frankfurt along the Main River Radweg (bike route), then along the Aalbach Radweg east from near Wertheim to Würzburg, and then turn south along the Romantische Strasse (the Romantic Road) following along the Tauber and then the Lech rivers to our final destination.

These named bike routes are integral to the German culture of bicycle touring and cover the entire country. The routes are usually well marked with bicycle specific signage and maps are readily available in most any bookstore. The route itself can either be path or part of the roadway but usually a path separate from and alongside the road. Our route consisted of about 80% bike path and the balance on the excellent road system. By the way, I think that my street at home has more potholes in it than the entire country of Germany does. I don't know how they do it (actually I do – they are a very highly taxed people and have an ingrained 'maintenance' culture), but all of the infrastructure was absolutely first rate. It was actually a little depressing to come back home and look at our crumbled roads with such a fresh perspective

As our trip was a point-to-point, we decided to UPS our empty luggage to our final destination in Landsberg so that we could pack up the Rig and return by train to Frankfurt without the hassle of trying to put bicycles on the train. Putting a cycle on a train can certainly be done in Germany, but attention to detail must be paid. Only particular regional trains are equipped with cycle cars and an ability to



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read the timetables in detail is required. Getting back to Frankfurt would have required several train changes, it would have taken all day, and our knowledge of German and the (excellent) train system just wasn't up to the challenge. So we packed the Rig into the luggage we mailed ahead and took the intercity (3 hours from Augsburg to Frankfurt) and got back in one fell swoop.

The absolute best maps are the Bikeline maps that are very similar to the Adventure Cycling maps. The detail is excellent and if our German was better would have been even more informative. We had one for the Main Radweg portion of the trip but relied on lesser quality general tourist maps for the rest of the trip and got temporarily lost a lot as a consequence. The routes ARE well marked but if you happen to miss the sign (it's easy, as they're only about the size of a 3 x 5 card), a turn is almost sure to be missed. Fortunately it was usually not a big deal to backtrack and pick up the trail again.

Along the Main River the route was almost exclusively high quality, heavily used paved bike path. The route crossed the river numerous times and was very easy to follow. Restaurants, towns, and beer were in plentiful supply, and the scenery is gorgeous.

The Aalbach Radweg cuts out a big loop of the Main River and was by far the most challenging of the routes. It went up and over the countryside and the quality of the path became quite variable. At its best it was paved and wide near any village and at its worst it amounted to a



farm track of parallel ruts going through thick pine woods or tall fields of corn or barley. Think Dorothy on the way to Oz. I certainly did.

It was on this route that we got the most completely, fabulously lost. We were on the path on what we'd characterize in the US as a fire road and missed the sign at a 'Y'. The fire road turned into a cinder path which turned into farm track which turned into a grass path and then petered out altogether after many l-o-o-n-g miles of uphill slog. The wonder of it was how long it took us to figure out that we had lost the road.

One other note – when planning a point-to-point route it probably makes the most sense to start in the high ground and finish up at a lower altitude. It'll be a bit easier going and if you have the





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choice, why not? Naturally we did just the opposite.

Camping in Germany is significantly different from our experiences of camping in the US. When traveling domestically with the Rig we always pack along a folding saw and small hatchet. We also sport a folding grill and with those key implements we almost always are able to have a nice campfire/cookfire by just picking up and processing the windfall around the site. Not so much in Germany. It's a much more 'groomed' country, and the campgrounds are smaller, more crowded, and less rural. We didn't see any fires in any of them. When camping in Germany you can leave the ax at home.

We spent five nights camping and found the facilities to vary from indifferent to excellent. Many campgrounds have a restaurant and/or store and the indifferent one had neither. Camping costs varied between 8 & 17 euros per night and include a shower. All of the

facilities at all the campgrounds we stayed at were well maintained and quite spotless. The best one we experienced was outside of the town of Rothenburg on the Romantic Road. This campground had friendly owners and a very well equipped camp store with all of the excellent pils (pilsener) you could want for a very reasonable 1.20 euro per half liter bottle. The empties performed a valuable function later by fitting perfectly over the tent stakes that my feet seemed to seek out while maneuvering around the tent. We saved a fortune in band-aids on that night alone.

A nice feature of some of the campgrounds where we stayed was the ability to order breakfast



rolls the night before. They would be delivered by the local bakery, still warm, early the next morning, and they were just wonderful with coffee and some jam.

Since the campgrounds were always near some sort of town, we were routinely serenaded by church bells. One chime on the quarter hour and then a full count on the hour. Near Miltenburg on the first night, several churches went on until the wee hours but at other places they stopped at 10 or 11 at night, and picked it up again at 7 in the morning. It was something we got used to after a day or two.



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We cooked a breakfast of coffee and hot muesli with milk most every morning, but we only cooked one evening meal. The restaurants were just too tempting and too good. Lunches were all restaurant meals but our timing had to be just right. Biergartens (restaurant/bars) in the country are not open all day. Typically they open at noon for lunch and close again about 2 in the afternoon, to reopen again later in the day for dinner



and if you miss the lunch sitting you're pretty much out of luck food wise (honey, is there any of that chocolate left?). Our 24-hour culture of convenience stores and chain restaurants seems not to have taken hold there in any significant way and that's certainly not a bad thing. We found southern German cuisine to be most excellent with emphasis on fresh meats, potatoes, fresh vegetables, and beer. Lunches ran around 8 euros and dinners about 12-20 euros. If you are any sort of beer afficiando, then Germany



is one of the places that must be visited (along with England). It's inexpensive and of excellent variety and quality. We even came across a beer vending machine in one of the campgrounds. We had a choice of Pilsener, Helles, Dunkel, or Weitzen for (again) 1.20 euros per half liter bottle. When I saw that vending machine, I felt just about THIS close to heaven.

The weather was not particularly cooperative. The first two days were cloudy with a spritz of rain every now and then, days 3 and 4 were very nice with warm cloudless days and pleasant evenings, and days 5 and 6 were just wet. There's a reason that every bicycle we saw in Germany (and there are a lot of them) have fenders. Ours had them, and they were



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an absolute necessity. Don't leave home without them. We also realized that mudflaps are just as important. While Natalie's feet remained dry, mine got soaked by the front wheel spray which would have been intercepted by a flap had one been installed. We also discovered that a flap on the rear fender would have kept water from getting up under the trailer cover and into our gear the way it did when it was pouring. The Rig is now sporting a very spiffy set of Brooks leather mudflaps front and rear.

A couple of other points on equipment should be mentioned. We were running 700 x 28 tires and considering the load that they were carrying and the roughness of some of the trails I

would now view them as being just barely wide enough for this type of duty. 700 x 32's or larger would have been the better choice and running anything narrower than the 28's is just asking for tire problems.

Travel with the best raingear you can afford. We were using the Showers Pass gear that is available from Adventure Cycling and found it to work very well with plenty of vents and breathable fabric. We normally ride with SPD sandals and wool socks and to keep the tootsies dry we packed along Sealskins to wear over the wool; it is an ideal solution (so long as you have fenders and flaps). My feet got wet under the constant bombardment from the front wheel, but Nat's were cool and dry all day.

We visited two bike shops in Germany, looking for some components that are not available in the states and they were just excellent. Both shops were large and had several hundred models on display.



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If you need any sort of parts or service, you'll be in good hands. Germany has a fully functioning master/apprentice system and it applies to bicycle mechanics. The person looking at your problem will be fully qualified and quite knowledgeable – guaranteed.



Tandems are not common in Germany, and we got a lot of positive looks and comments -which was kind of fun. People would stop to talk and find out what our story was. In Augsburg someone even tracked us down in the café where we were having lunch to ask if we were writing a book (sadly no – this article will have to do instead). It was our experience that Germans are an extremely hospitable lot. Everyone we ran into was friendly, generous to a fault, and seemed to be very happy to see us and the language 'barrier' was not too onerous. Our German was marginal but many people, particularly those under 40 years of age, spoke passable English and we were able to get by with either that or a lot of pointing and arm waving. The Rick Steves pocket guide came in very handy. We did miss a lot of nuance, though, and when we go back (and we will) it will be armed with



language lessons so we won't be at such a disadvantage.

The total cost for the trip came to about \$3500 for the two weeks, including airfare. The exchange rate at the time was about \$1.60 to the Euro so everything there was quite expensive. Of course having newly discovered family





DoubleTalk



Tandem Tour of the Canadian Rockies Via the Icefields Parkway

September 6-13, 2008

Like us, I know you have probably enjoyed tandem tours in various areas that were really pretty, interesting, challenging, or just plain fun. But the Icefields Parkway was not at all like any of our previous tours. It was a tour of superlatives. The mountains were the most magnificent. The wildlife was the most incredible. The alpine lakes were the most gorgeous. And the route was some of the most challenging. We definitely have a new benchmark with which to gauge all future trips.

in Germany certainly helped with that because we were not allowed to pay for anything when staying at either Frankfurt or Landsberg. I even got a firm scolding from my cousin when we tried to pay for a group dinner. We were their guests and as such were not allowed pay for anything. That's just the way it was there.

We had a great time and we'll go back to Germany again.

Maybe we'll see you there.

John & Natalie Lyons
East Aurora NY

The Icefields Parkway is the highest major road in all of Canada. It runs through the heart of the Canadian Rockies for 232 km (144 miles) between Jasper and Lake Louise. For most of its length, massive, craggy, glacier capped mountains appear to jut up from the very edge of both road shoulders. But in reality, there is often a pristine, turquoise colored, glacier scooped lake between the road and the actual foot of the mountains. The Parkway follows the valleys of five rivers and crosses two passes in the process. It resides totally in the domains of two Canadian national parks and near the middle of its length, is the Columbia Icefield for which the Parkway was named. The Columbia Icefield is the largest accumulation of ice in North America and is home to several very impressive glaciers.



Mike & Susan Mahoney - the planning committee

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The tour was planned by Mike and Susan Mahoney of Houston to be a north to south traverse of the Icefields Parkway accommodating ten tandem teams.

Mike & Susan Mahoney, Reggie & Linda Bowers, Alan & Debbie Currie, Jim & Ruth Fleshman, Bob & Elaine Jenster, Don & D'Ann Hunt, Jeffery Kolb & Mary Jane Black, Roger & Marcia McBride, Ken & Kim Weigel

Most of the teams flew into Calgary and shuttled to the start in Jasper. One team lives in Calgary and helped with the logistics. And one team thought it would be a great idea to drive up from Texas. So we ended up with a pickup, a van, and a rented trailer as SAG / baggage vehicles. Lodging along the Parkway is rather sparse, as are other amenities. But Susan was able to acquire enough nights to break the 180-mile tour into four cycling days.

Saturday, September 6th was arrival day in Jasper, but most of the teams didn't arrive until well after dark. Susan had scheduled us three nights in Jasper to give everyone time to get acclimated, reacquainted, and enjoy the beautiful area surrounding Jasper. On Sunday after the travel bikes were assembled, the group decided to have a ten mile "shake-down" ride up to Pyramid Lake for lunch and back. When I say "up to Pyramid Lake", I mean that literally. I'm much more used to lakes being in valleys, but alpine lakes are a horse of a different color (and I mean that literally too, at least the "color" part).

Alpine lakes were formed at the end of the last ice age when some big glacier

gouged out a trough between two mountains and left a huge pile of debris where it stopped (called a terminal moraine).

The terminal moraine acts as a dam and retains glacial runoff as the glacier melts between winters. Well, the runoff from a glacier is not as clean and clear as a certain bottled water company would have you believe. It is loaded with microscopic rock particles whet from the mountain as the glacier grinds downhill. These tiny particles, called glacial flour, will remain suspended in alpine lakes and reflect the short wavelengths of sunlight (blue) causing the lake to exude the most surreal turquoise color. I know you are wondering, so I'll just go ahead and tell you that this is also the reason that the sky is blue. (No, not airborne glacier melt, but wind borne dust). Sorry for the physics lesson. I'll try to get back on topic.

Anyway, Pyramid Lake was beautiful and made a great place to stop for gourmet sandwiches built from supplies that some of the stokers had shopped for that morning. The relaxing lunch took on a bit more apprehensive air when someone noticed that the birch tree behind the picnic table was covered with these odd looking gouges. A comment was made that the marks were most likely made by black bear cubs since fully grown bears aren't nearly as enamored with tree climbing unless there was food or a cyclist in the tree. Lunch was over shortly thereafter as everyone seemed anxious to get on back down the mountain. The ride back down was much more thrilling than the ride up, and we even burned the dust out of our drag brake in preparation for the

**...this is
also the
reason that
the sky is
blue.**



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more serious downhills scheduled later in the week.

The weather on Monday was a lot like it had been on Sunday ... fantastically cool (50-70 deg F), mostly sunny with the possibility of some light, refreshing sprinkles. Most of the group decided to use our last day in Jasper on a much more ambitious cycling trip up to another alpine lake, Lake Maligne, about 30 miles southeast of Jasper. Again, don't take my terminology "up to another alpine lake" too lightly. This turned out to be a pretty serious 30-mile climbing adventure. But most of the teams made it and were rewarded with a great café lunch overlooking one of the most beautiful turquoise lakes I have ever seen.

Monday night was spent exploring Jasper's remarkable downtown one last time. It reminds me somewhat of a Colorado ski village, full of shoppes and restaurants. And everywhere you looked, you saw colorful planters and hanging baskets full of flowers that thrive in the

cool mountain environment. We split into groups according to various interests, each trying to find a restaurant that could surpass the outstanding one they had tried the night before. After dinner, our group went on an elk hunt. Every evening while we were in town, a herd of elk would come down out of the surrounding mountains and spend the night in and around town, grazing on manicured public areas and unfenced lawns. Just before dark, we spotted the bull with his harem of cows on the side of the road just outside of town. As we were stopped to admire them, the bull threw back his head and bugled a greeting, or a warning. In either case, I was glad we had taken the van.

Tuesday was to be our first actual cycling day on the Icefields Parkway. Susan had reserved lodging for us at Sunwapta Falls Resort about 35 miles south of Jasper. But about 4 a.m. Tuesday morning, I awoke to the sound of water dripping off the edge of the cabin. It seems that our "possibility of light, refreshing sprinkles" had morphed into "a gray day of cold, dreary drizzle". I was so glad that I hadn't organized this trip and would have to listen to me complain about the crappy weather. When the group met in the lobby for breakfast, my sentiments appeared to be contagious. It seemed to be the group consensus that this day could best be appreciated from the warmth and dryness of a SAG vehicle. But true to form, the Mahoneys were way ahead of us. They had already formulated a SAG plan before daylight and put the finish-



Spirit Island at Lake Maligne

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ing touches on it way before most of the group even knew we needed one.

We were loading tandems into the van and trailer and discussing our plan when a blue patch of sky appeared and the sun beamed through. It was a gorgeous sight. Enthusiasm and optimism ran amuck. And before we could convince them otherwise, three teams had decided to take advantage of the drying streets and cycle to Sunwapta Falls. While watching them prepare to leave, I learned a new meteorological term from our Air Force veteran team, Don and D'Ann Hunt. Specializing in meteorology, D'Ann had seen this phenomenon many times. The weather would promise improvement. Sorties would scramble. The weather would deteriorate again. And you end up trying to land planes on a pitching carrier in the driving rain. The technical term for this weather situation is "Sucker Hole". But it's hard to temper enthusiasm when you are passing around the sunscreen. Besides, they just might make it! And a reduction of three bikes and six people sure simplified our SAG plan.

While Mike and I used the van and trailer to carry our first load of five bikes to Sunwapta Falls, the rest of the group finished packing and made lunch. The day's route was to be a fairly steady incline of about 1000' over the 35 miles between Jasper and Sunwapta Falls. As we drove higher and farther south the weather began to get worse. We unloaded the tandems in Sunwapta Falls in the drizzle and headed back for our last load of people, baggage, and bikes. The

weather cleared again on the way back and when we met our three intrepid teams about 10 miles out of Jasper, they seemed more resolute than ever. Back in Jasper, we loaded the remaining tandems and five people into the truck, put all of the baggage in the trailer, and loaded the remaining nine people in the van, and then headed back to Sunwapta Falls.

A feeling of concern spread over us when we encountered the drizzle before we encountered our riders. But even worse was the fact that we could do very little for them. The vehicles were full. There was no room for people or bikes. We caught up with Jeffery and Mary Jane first. I pulled ahead of them and off on the shoulder and let them come up to the window of the van. They looked like hell but were doing ok except for a severe case of hunger. They had burned a lot of energy trying to stay warm in the cold rain. The guys in the back of the van opened the coolers and made turkey and cheese rollups for them. As fast as I passed them out the window, they scarfed them down. Their determination was inspirational and soon they were ready to continue. We caught up with Jim and Ruth next and pulled over ahead of them as I rolled down my window. Jim rolled up alongside the van, leaned on the door with rainwater dripping off the brim of his helmet cover, and says "Do you folks need some help?". They were obviously ok. Bob and Elaine were the last team that we caught and when they pulled up alongside the van window, they didn't need anything either and were good to continue. It was good to get everyone together that evening after such a trying

**Enthusiasm
and
optimism
ran amuck.**



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day. Before dinner that evening, most folks hiked the half mile to the actual falls at Sunwapta Falls. It was an impressive falls with a huge downstream gorge that was well worth the hike.

The dawn on Wednesday morning was stunning. Overnight the gray drizzles had been replaced by clear blue skies and crisp, cool, still air that smelled so clean that each lungful felt like heaven. Wednesday was a 60-mile day from Sunwapta Falls, climbing 2000' up to the Columbia Icefield at Sunwapta Pass, and then down 1900' to our lodging at the Saskatchewan Crossing. While the rest of our party anxiously attacked the 32-mile climb up to the Columbia Icefield Centre at Sunwapta Pass, Linda and I drove the SAG vehicles to the Centre. (No, that's not a typo. Not only are our good neighbors to the north mired in the metric system, but they spell funny too!). While waiting for the group, we

explored the Icefield Centre which is an imposing national park building full of displays, exhibits, cafeteria, gift shop, and all the typical stuff. One of the exhibits was particularly informative. It seems that glaciers can be much more nimble than I had thought. And all parts of the glacier do not slide down the mountain at the same speed. The surface of some glaciers may travel as fast as 400+ feet per year, while the interior may only move at a third of that rate. As rigid and stable as glaciers appear, they are rather plastic beasts riddled with cracks and crevasses, some seen, some not. The Columbia Icefield is also special because it is one of only two locations on earth that shed water into three different oceans. Glacial runoff from the Icefield eventually flows into the Pacific, Atlantic, and the Arctic Oceans. The view of the Icefield from the Centre is inspiring. At least three of the glaciers are visible. One of the glaciers, the Athabasca, is easily accessible and you can hike to the toe of the glacier or take a snowcoach tour or even a guided hike out onto the glacier. Markers on the roadway and trail demark the location of the toe of the glacier since 1908. It is amazing how much the glacier has receded over the last century and still more amazing to realize the volume of ice that once filled the valley between the lateral moraines. Anyone who is still skeptical of global warming should visit this place.

When teams started arriving at the Icefield Centre, Linda and I relinquished our SAG duty, unloaded our tandem and prepared to continue on to the Saskatchewan Crossing and the night's lodging. The descent from Sunwapta Pass was



Bow Lake

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exhilarating. The road was good and the visibility superb, so we pedaled as hard as we could and then just let gravity do what it does best. Linda tucked in tight to improve our aerodynamics as I gingerly maneuvered the tandem through the long sweeping downhill curves. In spite of my glasses, the howling wind brought tears to my eyes, but I dared not blink. Miles later when the road began to level out, the bike slowed and I relinquished the lane that I had claimed since the top. The RV that had followed us all the way down the pass pulled alongside and paused. Linda and I glanced over and were surprised to see a woman in the passenger's seat clapping vigorously in celebration of our accomplishment. I'm not sure whether she was most impressed by our speed, our courage, or the fact that we managed to stay out of the bottom of the canyon. In any event, her ovation was greatly appreciated and we waved farewell as they sped away. I have heard of faster descents, but this set a personal record for us at 51.4 mph.

That evening Susan had arranged for a group buffet at the only choice for dinner in Saskatchewan Crossing. The food was outstanding with entrees of salmon, roast beef, and chicken accompanied by an assortment of delectable vegetables and salads. Though exhausted from a long day of cycling, everyone excitedly discussed their various adventures over dinner. Eventually good sense prevailed and the group dispersed to rest up for the hard climb up the Parkway's second pass in the morning.

Thursday was a 50-mile day, starting with a 2040' climb from Saskatchewan

Crossing to Bow Pass, and then down 1750' to Lake Louise Village. There was no reasonable location for lunch along this stretch of the Parkway so Roger and Marcia volunteered to help Linda and I shuttle SAG vehicles and set up a picnic lunch for the group at Bow Lake, just downhill from the pass. After putting the other eight tandems on the road, we finished loading the baggage and then headed south on the Parkway to Lake Louise. We found our night's lodging four miles outside (and uphill) of Lake Louise. Then after loading the picnic groceries and Linda's and my tandem into the back of the pickup, we left the van and trailer at the lodge, and headed back 30 miles toward the Bow Lake picnic area.

The Bow Lake picnic area is a gorgeous spot on the very edge of beautiful Bow Lake. The water is literally ice cold, being fed from Bow Glacier, and has the same incredible turquoise hue flaunted by the other alpine lakes at which we had marveled. On the far side of Bow Lake a mountain seemed to leap straight up at the water's edge and made a stunning reflection when the breeze died down. The four of us busily set up lunch supplies on the tables while keeping a wary eye out for thieving ravens which flourished everywhere along the Parkway. Being from Texas, I am familiar with crows. But ravens were new to me, and they seemed very much like crows on steroids. They exhibit almost no fear, being almost the size of a small turkey. And they seem to regard humans as either their own personal grocery delivery service or perhaps even a meal not quite dead yet. Edgar

...ravens
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crows on
steroids.



DoubleTalk



Peyto Lake

Allan Poe was right ... those birds are creepy.

After helping set up lunch, Linda and I unloaded our tandem from the truck and were preparing to depart for Lake Louise when the first tandem team arrived for lunch. Jeffrey and Mary Jane had made great time up the other side of Bow Pass, but were surprised to learn that they were leading the group. Dean and Victoria arrived next and revealed that a number of teams had stopped just prior to the summit to visit picturesque Peyto Lake. Without further delay, Linda and I departed on the predominately downhill 30 miles to Lake Louise. It was an awesome ride amid magnificent scenery and the weather was every bit as stupendous as the day before. Before we knew it, we were exiting the Banff National Park gate and navigating the final few miles to downtown Lake Louise.

On the way into town we stopped to explore a small sidewalk mall which appeared to serve as the middle of the vil-

lage. Linda perused a couple of touristy gift shoppes while I remained outside and visited with shoppers about our bike trip, fielded questions about the tandem, and petted dogs. The ice cream store caught my attention, and when Linda returned, I sent her inside for some mint chocolate chip. We have a symbiotic relationship when it comes to ice cream. I love the ice cream and she is passionate about the waffle cone. We were just relishing the remnants when Roger and Marcia appeared in the SAG truck, followed shortly by other tandem teams. After a short visit, Linda and I decided to crank up the remaining four steep miles to the lodge, check in, and get cleaned up. Those were a tough four miles, far steeper than anything prior on the trip, and I think even steeper than they had been that morning when we had dropped off the van and trailer!

After cleaning up, several teams wanted to visit the actual Lake Louise for which the town was named and the adjacent Fairmont Chateau hotel. So we loaded up the SAG vehicles and drove a few more miles uphill to the famous resort. I had seen postcards of Lake Louise but was not prepared for the ethereal feeling I got when viewing the lake just before dusk. There were stately mountains on either side and a massive glacier filled the "V" at the far end of the lake, obscuring the setting sun. Other visitors must have shared the feeling, because even as crowded as it was with tourists, it was strangely quiet. How rewarding it must have been to have hiked up many years ago to visit this pristine lake before the re-

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sort, the boathouse, the paved pathways, and other “improvements” were erected.



Lake Louise

In the evening we used the vehicles to carry folks back into town for dinner at The Station, a really nice restaurant that took up residency in the town’s abandoned, historic railway station. Since a couple of the teams had early travel plans the following day, the group decided to use this opportunity to present the Mahoneys with a token of our appreciation (a.k.a. a bribe to do another trip). Jeffrey and Mary Jane had acquired an electronic picture frame and a USB drive large enough to hold all the photos that the group had taken during the week, over 2700 photos in total. And to top off the evening, Susan served the last of two rum cakes that Linda had made from Mike’s mother’s recipe and brought from home. It was a most memorable evening.

Friday, our final cycling day, was a relatively easy, predominantly downhill 35-mile ride from Lake Louise to Banff. Mike and Susan assumed SAG detail with the intention of driving one vehicle with their tandem to Banff and then cycling

back to Lake Louise to pick up the other one. But the great weather of the last two days had disappeared during the night and a light, misty sprinkle was falling when we left the lodge. It wasn’t long before everyone was digging out rain gear and settling in for a nasty, wet ride. Instead of riding the main highway between Lake Louise and Banff, Mike and Susan had routed us on a much smaller and very scenic road known as the Bow Valley Parkway. It was an outstanding route and so scenic that even the rain diminished into a minor annoyance. About half way to Banff, the rain stopped, the roads dried, and the sun would even shine intermittently. Life was grand again!

But the rain interfered with the Mahoney’s SAG plans and before they got to Banff, they decided to return and pick up the other vehicle in case some of the teams needed help. But there were no major problems and only a couple of minor ones. Jeffrey had his third flat of the trip, and Roger and Marcia had a near catastrophe on a banked cattle guard which was quite scary. In Canada, they are called “Texas gates”. And they really aren’t cattle guards in the true sense, because they are used to keep elk off the highways. And since elk have such large feet (or small brains), the guards are huge, about 15’ across, and made with 4” pipe that can eat a 20” travel tandem tire. And this particular guard was on a curved access ramp which was severely banked. As Roger’s small tires bounced across the 4” pipes, the bike migrated all the way across the road to the downhill side of the guard until a concrete barricade kept them from going over the edge. It is



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amazing that Roger managed to keep the tandem upright. A warning from Roger and Mike prevented the rest of us from suffering a similar fate.

As if on cue, the rain began to fall again just as the last teams pulled into the Banff hotel parking lot. Since only a couple of rooms were ready, we finished up the remaining picnic lunch groceries in the halls and public areas while Linda was busy trying to collect the remaining photos for the electronic picture frame USB drive. After lunch, most of the captains took their tandems to the basement

parking garage and began the always enjoyable job of disassembling and packing them back into the bike cases. Most of the stokers, meanwhile, huddled around Mike's laptop try-

ing to get the latest information on Hurricane Ike which was scheduled to make landfall that evening at Houston. In fact, several of the teams got to stay in Banff an extra day or two because the Houston airport was closed.

Late that evening I lay in bed reflecting on the week's adventures and realized that I wasn't ready to be here in the lovely city of Banff. I wanted to be back in Jasper listening to the elk bugle in the evening, or watching for bears at Pyramid Lake, or shooing big horn sheep off the road to Lake Maligne. I wanted to do it all again. There are very few epic adventures in one's life, and I think I'd just had one. Thanks Mike and Susan for such an outstanding trip!

Reggie & Linda Bowers
Longview, TX



Athabasca Glacier



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

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March / April 2009
www.TandemClub.org

TANDEM CALENDAR

March 1, 2009. **Evergreen Tandem Club (Puget Sound, WA) Tour de Hills.** Kenmore, WA. VERY HILLY www.evergreentandemclub.org

March 29, 2009. **Tandem Expo Tandem Ride.** Pittsgrove, NJ. We ride if the weather allows. Distance to be determined by those present. Mel or Barbara Kornbluh. 856.451.5104 tandemwiz@aol.com

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 questions contact 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 301.951.4442 or Bob & Willa Friedman bob-f@cox.net 703.978.7937 www.easterntandemrally.org

April 17-19, 2009. **Alabama Tandem Weekend 2009.** Anniston AL. This is a low budget easy riding social weekend. Meet in Anniston, AL enjoy Friday dinner with fellow teams. Saturday we ride the Chief Ladiga /Silver Comet Trail to Cedartown, GA. Spend the night and return to Anniston on Sunday. Contact Jack or Susan Goertz 205.991.7766 or Jack@TandemsLtd.com

April 18, 2009. **Evergreen Tandem Club (Puget Sound, WA) Skagit Valley Tulip Ride.** Conway,

WA Join us for this popular annual ride. Because this is a social and sightseeing outing, expect extended stops. You can bring your lunch or buy lunch in La Conner. Don & Carol Hayes 425.774.4203 rides@evergreentandemclub.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

April 25, 2009. **Evergreen Tandem Club (Puget Sounds, WA) Tacoma Tour and Taste.** Lakewood, WA. We enjoy a scenic and fun ride around the South Tacoma area with frequent stops. Post ride luncheon planned at the hosts home. Entrée provided please bring the sides. Walt Richardson 253.588.3545 before 9pm waltyrichardson@rctm.com www.evergreentandemclub.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.. Host hotel is the Holiday Inn Express. www.couplesonwheels.com

May 22-25, 2009. **Canadian Tandem Rally,** Leamington Ontario

On the north shore of beautiful Lake Erie our host hotel will be Pelee Days Inn www.peleedaysinn.com complete with Saturday night dinner theatre! Join us for 2 or 3 days of riding along the north shore, through the flat tomato fields of Leamington to Lake St Clair, and to Point Pelee National Park.

Registration www.mbstandems.com soon!

May 22-24, 2009. **Georgia Tandem Rally 2009.** Athens, GA. SOLD OUT Beer, Botany, Bulldogs & Bicycles. Pre-registration is required.

TANDEM CALENDAR



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TANDEM CALENDAR

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 or contact Roger Strauss or Eve Kofsky at 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 865.809.2476 or 865.983.9126 before 10p eastern. www.thetandemlink.com/TTR

June 20, 2009. **DOGS (Doubles of the Garden State) Summer Solstice Ride.** Moorestown, NJ. Once again it's time to leave your granny gears at home. The full ride is 61 miles that takes you through 9 small southern New Jersey Towns/villages and their interconnecting farmland and forests. After a rest stop at the Olde World Bakery, an optional cut-off can shorten your ride to 43 miles. You will pass horse farms, sod farms, garden nurseries, golf courses, regional airports, and other aesthetically pleasing areas. Plan to stay for a casual lunch after the ride. Laura Nesbitt & Pete Sklarow. 856.234.8841 before 9pm psklarow@verizon.net

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.** 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

July 31-Aug 2, 2009 **Southern Tier Tandem Rally.** Elmira, NY. A great weekend of riding and socializing. This is the 17th annual – the hosts have plenty of experience so know just what will please the group. Rich & Lindy Shapiro (607) 734-2372 rich@gtgtandems.com

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 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 as they become available. Contact Jim or Kim Pastorick jim@uxopro.com with questions

September 4-7, 2009. **Midwest Tandem Rally 2009.** Rochester, MN Jennifer McDonald twobytwo@scc.net 612.408.6607

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

October 9-11, 2009. **Southern Tandem Rally 2009.** The Villages, FL (Near Ocala). The plans are in place. More information and registration

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March / April 2009
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forms will be available after the 1st 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

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



CLASSIFIEDS

FOR SALE: Custom built Moseman 22.5" X 22.5" tandem. Burgundy. Phil Wood hubs, 48-spoke Sun rims. Sugino AT triple cranks. Shimano SG-6500 Flight Deck computer (9 speed cassette). Shimano Ultegra Flight Deck front shifter/brake lever, with Ultegra Derailleur. Dura-Ace Flight Deck rear shifter/brake lever, with Deore XT Derailleur. Shimano Deore XT cantilever brakes. Auxiliary Phil Wood disc brake. Campagnolo front seat post. Shock absorbing stoker seat post. Custom painted fenders. Blackburn front & rear pannier racks. This tandem is in excellent condition throughout. \$2,125.00. Phone 802-453-5473; e-mail williamsandmary@gmavt.net. (VT) 05/09

FOR SALE: Draftmaster tandem bike rack capable of transporting 3 tandems and 2 standards. Check current retail prices and configurations at the Draftmaster web site, www.draftmaster.com. My price is \$400. Call Keith at 520-825-8395 (AZ) 03/09

FOR SALE: Used tandem specific 48 spoke

700 cm rear wheel suitable for 9 sprocket free-wheel. We purchased the wheel used from a bike shop during RAGBRAI 2008 to fill in for an emergency and have since replaced it with another wheel we had on order before the start of the event. We finished RAGBRAI with a 700 x 28 cm tire mounted on the rim. I'm willing to mail it anywhere in the continental USA. Price: \$150.00. Contact Tom at vandamtom@comcast.net. (MI) 05/09

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

HELP OFFERED: Touring Italy? - Need news or tips about cycling in Italy? Contact Paolo Sanvito, V. Europa 4, 20057 Veduggio Al Lambro, Italy or by e-mail: 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)

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

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

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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? _____

