

DOUBLETALK

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

MAY / JUNE 2009



SHARING

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Region 1 (AZ, CA, CO, HI, NM, NV, UT)

- **Bob & Lois West**, 4324 Paradise Dr,
Carmichael, CA 95608 (916)-961-5193

Region 2 (AK, ID, MT, OR, WA, WY)

- **Charlie & Becky Steinmetz**, 1165
NW Overlook Dr, Corvallis, OR 97330
(541) 745-7612

Region 3 (IA, MN, NE, ND, SD) -

Paul Campbell & Cathie Bishop, 1604 S
Fairmount, Sioux City, IA 51106 (712)
274-2023

Region 4 (AR, KS, LA, MO, OK, TX) - **John**

McManus & Brenda Cole, 922 Easton
Pl, Dallas Tx 75218 (214) 321-6085

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615 Kalamazoo St, South Haven, MI
49090 (269) 767-3920

Region 6 (IL, IN, KY, OH) - **Dick & Jackie**

Homan, 34875 N Helen Ct, Ingleside, IL
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- **Marv & Miryam Rubenstein**, 2815
Sweetbriar Dr, Tallahassee, FL 32312
(850)-385-0534

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Springfield, VA 22151 (703)-978-7937

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14620-2512 (585)-473-8041

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01945 (781)-631-3239

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03079 (603)-898-5285

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Thouret & Audrey Gordon, 88 Doug-
lasbank Rise SE, Calgary AB T2Z 1K7
(403) 281-6494

Region 13 (ON, PQ) - **Dave & Brenda**

Vandavelde, 2964 Keynes Crescent, Mis-
sissauga, ON L5N 3A1 (905)-824-9364

Region 14 (NB, NF, NS, PE) - **Alan Davidson**

& Lynell Withers, 20 Cascade Dr, Hali-
fax, NS B3M 1Z3 (902) 457-4030

DoubleTalk

A publication of the Tandem Club of America

An International Club for Tandem Enthusiasts

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Send articles to: Jack & Susan Goertz, 2220 Vanessa Dr, Birmingham, AL 35242-4430

editor@tandemclub.org



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.

Editors: **Jack & Susan Goertz**, 2220 Vanessa Dr, Birmingham, AL 35242
editor@tandemclub.org (205) 991-7766

Secretary: **Arly & Sandy Aronson**, 1627 Jasberg St, Hancock, MI 49930-1219
secretary@tandemclub.org
(906) 932-9852

Membership: **Smith Doss & Claude Monnier**, 10708 Cambium Ct, Raleigh, NC 27613
membership@tandemclub.org (919) 847-8437

Treasurers: **Al & Sue Berzinis**, 99 Bender Ln, Delmar, NY 12054-4331
treasurer@tandemclub.org

Merchandise: **Yvonne Hensley & Beth Hobensack**, 180 Industrial Blvd, Suite P, McKinney, TX 75069
merchandise@tandemclub.org (972) 562-8588

Hospitality Homes: **Phil Mortello**, 181 N Retreat Dr, Show Low, AZ 85901
homes@tandemclub.org

Webmaster: **Brian Speck & Cindy Milhoan**, 315 W Glendale St Bedford, OH 44146-3233
webmaster@tandemclub.org

What do TCA members do?

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

Deadline for the July/August 2009 Issue is June 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

March - april

January - February

2008

November - December

September - October

July - August

May - June

March - April

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From the Editors - A look back – 25 years and counting!

As we sit down to put together each issue of DoubleTalk, we take a moment to look back over past issues, look at what worked, what didn't, and to see what's been said before. When we did our review for this issue, it dawned on us – we've been putting together DoubleTalk now for more than 25 years! And we're still having fun doing it. We hope you're still having fun reading it, and that you're willing to continue contributing fantastic articles to us.

Since the first issue we put together, back in early 1984, much has changed. That first issue was edited using WordStar (anyone remember that C/PM-based program? Anyone remember C/PM?) and printed on an Epson MX-80 dot matrix printer. Layout was done by hand, and we literally pasted the copy onto master sheets for our printer. Labels were sorted/printed/applied to the each issue, and then we carried it to the post-office, where we hoped we had it all sorted the way the post office wanted it. I think we mailed something like 250 paid copies of that first issue we produced.

As TCA grew – it peaked somewhere over 2500 memberships before starting a gradual decline (the gradual decline began as the internet became more and more popular, and websites and news-groups began popping up with topics about anything you can imagine) – our production methods changed. Better page layout programs came into use. Jack wrote several programs to help better manage our membership/labels, and to manage the mailing better.

Eventually we arrived at the system we use today. We produce DoubleTalk for our 900 members, using Adobe's InDesign software. Microsoft Office 2007 provides the editing software. Mailing labels are handled by a Melissa Data software package. We don't even print a final copy for our printer – we now give them their "print copy" on a CD-Rom. Production time is much less today than it was 25 years ago, and we think DoubleTalk is much better, too.

Some things don't change, though. We still print the labels on an Epson dot matrix printer. We still stick each label on your magazine by hand, and we still bundle the magazines and carry them to the post office, hoping we've got everything sorted the way the post office likes it!

Over the past 25 years, our tandems have changed, too. When we first started producing DoubleTalk, we were riding a Santana Classic, one that I had purchased especially for us, before we were married. Since that time, we've progressed through Co-Motion tandems, more Santana tandems, Cannondale tandems, and several other brands. All have been great bikes at the time, but we've always looked forward to that next new tandem in our lives. It's also made it interesting, as you, our friends, never seem to be sure what we'll be riding the next time you see us.

And finally, one of the best changes we've seen over the past 25 years is the number of tandem-only events. Back in 1984, you essentially had only three rallies on the calendar – the Eastern Tandem Rally, the Midwest Tandem Rally, and the relative new-comer to the list, the South-

ern Tandem Rally. Today, you have over 50 organized events to choose from throughout the year, ranging from local club rides to major rallies. Several more regional rallies joined the three that were offered back in '84, (most notably the Southwest Tandem Rally and the Northwest Tandem Rally), and many clubs are now offering a "state" rally (smaller rallies catering to those teams who may not wish to travel to the big rallies), but if you're lucky enough to get your registration in on time, you will be accepted, even if you're from another state!

It's been a great 25 years, and we look forward to the next 25 years!

See you on the road!

Jack & Susan



DoubleTalk

Letters to Double- Talk

Dear Doubletalk,

After I sent the response to Evan (see last month's Doubletalk), I thought of a couple more tips that may help him with his little one on the tandem: 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 (and from some of the tandem dealers who advertise in DoubleTalk). I mounted a water bottle on the handlebars using a Minoura clamp so that it was within easy reach.

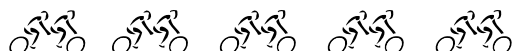
Have fun,
Diane Blake
Orlando, FL



Hi Everyone,

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.

Thanks,
Evan
ej4311@comcast.net



Dear Doubletalk,

After reading Danny Feldman's article in the January, February issue of DoubleTalk, I contacted my ALFA agent to go over some of this with him. He confirmed that everything in the article was indeed correct, at least for the state of Alabama. However, he eased my mind and convinced me that I was ok with the new 25/50 that Alabama mandated, because the article failed to mention that the 6 automobile policies I have with them are "Stackable". This means that we are covered \$150,000 per person (\$25k/automobile), and \$300,000 per claim (\$50k per automobile). He recommended that I increase my UM coverage to 100/300 only if I dropped down to insuring 1 or 2 vehicles.

My ALFA agent (from Union Springs, AL) said that he had first hand experience with a couple of hit and run accidents where the amounts caused the Stackable UM policies to be added together to cover all the cost.

If you have multiple vehicles insured, you may want to ask your agent if your policies are "stackable," too.

Steve & Wendy Baxter
Louisville, AL



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Club Notes

I just got your Membership Issue yesterday (fourth class mail takes 2 - 4 weeks to make it out here to the middle of the Pacific), and was saddened to see that HOT didn't make it into your Club List.

Anyway, we're alive and growing. We're having our first event on an "outer island" (Oahu, which in the Hawaiian Language means "gathering place," and is home of the State Capital, Honolulu, and 70% of the state's population, indulges itself in referring to all non-Oahu islands as "outer islands" -- like the earth refers to "outer space") next week. We'll have six teams on the island of Kauai for three days of riding. We're planning on submitting an article to you, along with pictures.

Hawaii On Tandems, HOT's contact persons are Beth & Barton Cox. HOT's address is 1717 Mott Smith Dr., Apt. 906, Honolulu, HI 96822. HOT's phone number is (808) 545-5884.

HOT's email is sethbartoncox@gmail.com

Thanks!

Ed: our apologies to Burton and the rest of the HOT members-- And we do look forward to the article and pictures.

Gold Country Tandem Club url on your listing has a letter dropped off so it's a bad link. Here's the correct link:

<http://sports.groups.yahoo.com/group/GoldCountryTandemClub/>

Best regards,
Rick Steele

The HOOTS have a new e-mail address:

Contacts: Jay and Linda Hardcastle

email: tandemhoots@gmail.com

web site: <http://tandemhoots.ning.com>

Thanks,

Jay Hardcastle
HOOTS, Coordinator.

Tandem Club of America patches are now collectors items. We have sold the last Tandem Club of America Patch and will not be reordering. Sales have been slow so it was decided to bring the patch program to a close.

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Key West to Canada by Tandem

We had been planning a long tandem trip to celebrate retirement for some time, and initially thought of going to England for a year until the dollar tanked against the pound. Well, another long-standing idea was to ride the East Coast. Let's give that a go.

A little over a year into retirement and we've now done it, 5267 glorious miles from Florida to the Canadian border, and then some. We've kept a blog which we invite you to read for the details and the many photos, <http://redtandem.net>, but here we'd like to give an overview and some of the highlights.

We retired in July 2007 and first did a non-biking trip to Japan (great place for bike commuting but *not* for bike touring) and a 1300-mile 5-week tandem trip from Milwaukee, Wisconsin to Ithaca New York, where we spent the fall bond-



ing with a new grandson and our 3-year-old granddaughter. The East Coast Trip started January 6 with a drive in a rental car to the Amtrak station in Syracuse, the tandem partially disassembled at the S&S couplings to fit into the trunk. We like taking Amtrak with our tandem because they are bike-friendly, with low fees for the bike and a record so far of perfect delivery of our bike, both on time and in one piece. Well, as on time as we are – Amtrak isn't perfect at keeping to schedule, but we've learned to roll with its usually small delays. The price for us is also great, usually free for sleeper accommodations thanks to our Amtrak Guest Rewards credit card. Spending money every night on motels and restaurants, it doesn't take long before you've got enough points for a free trip.

After a 36-hour train trip, all of it after New York City in a comfortable sleeper car, we were in West Palm Beach Florida, basking in 70-degree weather. We had most of this part of the trip pre-booked since we were concerned about travelling in tourist season, but found that at least half of the places we stayed at still had vacancies when we arrived. We headed north for a day and a half to visit Jon Dickinson State Park, where we took a fascinating boat trip on the Loxahatchee River, one of only two Wild and Scenic Rivers in Florida, and were rewarded with the first of many alligator sightings. We then followed Rte. A1A down the coast and past mansion after mansion. Coming into Miami Beach was a little dicey, as the highway becomes Collins Avenue, a 6-lane fast city street, but we held the speed at 20 mph thanks to a nice tail-

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wind, took a lane, and were treated kindly by the drivers.

Following a week's break to fly to Texas for a wedding, we continued on south to the Keys. Our biggest worry was the Seven Mile Bridge, but that turned out to be fun when another great tailwind again pushed us up to 20 mph and we floated, it seemed, across the water. It was the *rest* of the Keys that were more problematic, as you're either on the inadequate and sometimes-dangerous Keys Bike Trail (it's built to one side of the highway, and cars entering the highway don't always look your way), or on the shoulder of busy U.S. 1. But we did find nice lodgings each night and had a relaxing canoe trip in a tidal lagoon at Long Key State Park. It was exciting to reach Key West and to see this famous, though rather tourist-ridden, place.

Biking the Keys is worth doing once, but not twice, so we rented a car, got out the S&S tool again, and drove to Naples, Florida. There was actually a second reason for doing so – we are credit-card touring, and the route across the Everglades is too long between motels to do,



Mile marker 0 on US Highway 1 in Key West

plus we would have missed the incomparable Shark Valley Road. With the car we were able to go part-way into the southeast part of the Everglades near Homestead, then stop at Shark Valley on the north side the next day for one of the high points of the entire trip.

Shark Valley Road is a 15-mile paved loop road closed to cars but open to cyclists, hikers and \$15/person trams. We reassembled the tandem and got up close to more alligators than some parks have pigeons. At the half-way point a tall viewing platform gave us a birds-eye view of the Everglades. We thought we'd *really* seen the Everglades after this, until the next day, when the ultimate adventure of the whole trip took place, a kayak trip through a mangrove swamp with a knowledgeable naturalist. We learned so much about the ecology of the area and saw amazing wild-



Louise bravely faces the camera as two alligators watch in the background.

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life, including an alligator mom with four alligator kids on her back floating 15 feet from our kayak!

In central Florida we made friends with Gary and Carol Speary, who heard about us from another tandem couple's blog on CrazyGuyOnABike.com. They invited us to stay with them and took us on a wonderful tour of their area on our unloaded tandems. Even though we were travelling fairly light, it always feels great to do a ride on a "bare" bike in the middle of a tour. Further north from them in the Clermont – Winter Garden – Mount Dora area we found 60 miles of paved bike trails that were a pleasant change from road riding.

We had looked at the online Georgia Bike Map and were pleased to see that U.S. 17, a road we thought we'd take anyway, was designated as "Bike Route 95," since it parallels I-95. Georgians have a funny attitude about bike lanes. This one was generally 18 inches wide. As it turns

out, we had no close calls and traffic was reasonably light. We particularly enjoyed riding out to Jekyll Island and around Savannah, where we found a great apartment for four days through Craig's List.

We would urge bike tourists to avoid



South Carolina. The roads are mostly narrow and often busy, usually with cars going 50-60 mph. When we asked a bike shop in Savannah how cyclists got to Hilton Head SC, he said "they put their bikes on their car and drive there." We found a ferry there via Daufuskie Island, and Hilton Head itself is a great bicycling area with many nice bike trails. Getting off the island however is suicidal – a friend ended up driving us 15 miles away to get to a road with a shoulder. We followed the Bicycle Adventure route further north through 150 miles of the worst of South Carolina, avoiding Charleston, and it was mostly OK except for one 15-mile road where we had to go off onto the soft shoulder 6 times when trucks were coming from both directions.

The Outer Banks of North Carolina were very interesting, though we would recommend coming a bit later than we

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Riding near Norfolk, Virginia on a railtrail

did, as the weather was fairly raw the first week of April. When we got to Norfolk Virginia, we found that cyclists can get across the Chesapeake Bay Bridge-Tunnel by phoning the bridge authority and setting up a time for a shuttle across. You pay the \$12 toll and they carry you and your bike over in a pickup. It was well worth doing, as the roads on the Delmarva Peninsula were some of the quietest, quaintest ones we travelled.



Steve & Janet Sisson join Jeff & Louise in the Outer Banks

We continued hugging the Atlantic coast up to the Lewes – Cape May Ferry and another 50 miles up the Jersey shore before heading across central New Jersey to the Delaware River. Now the hills be-



The roads at Yorktown were a joy to ride.



Riding a canal path near Washington Crossing, New Jersey

gan. In our first 5 months we only used the granny gear three times, two of those on extremely large bridges. Now we were “visiting granny” several times every day. The hills got even bigger, and we found ourselves walking the worst ones. By the time we reached Ithaca, New York to revisit the family, we had decided to go



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from four panniers to two. We left behind rain pants, some extra clothes, and cooking gear we hadn't really used much, plus saving the weight of the panniers and front rack as well – we probably took off close to 20 pounds from the bike, and we had less wind drag, too.

From Ithaca, in the Finger Lakes area of upstate New York, we headed over



Our red tandem ready to board the ferry for the Delaware river crossing at Cape May

to New England. Our route ended up a corkscrewy path determined by the location of various friends and sights we wanted to see. Many of the most interesting places we stayed at were here, inns and B&Bs dating back to the late 1700s and early 1800s, plus a hiking lodge at the end of a dirt road in New Hampshire run by the Appalachian Mountain Club. Although New England is a densely populated area, we were mostly able to find back roads or highways with adequate shoulders and modest traffic, using AAA maps and <http://maps.google.com>.

The “terrain view” on Google Maps is particularly helpful in hilly areas like New England, as it gives you topographic detail.

The centerpiece of the New England segment was a visit to Durham, New Hampshire for the Eastern Tandem Rally. This was a great chance to do a few days of very different riding, plus of course socializing with many of the 120 teams. The routes were great, the food outstanding, the organization of the whole event perfect. It was a great change of pace, in this case a change to faster longer riding than we usually do.

At Derby Line, Vermont we crossed into Canada for a ceremonial “wheel dip.” We also had a unique experience, going to a British musical about Japan (of course *The Mikado*) performed in a theater where the actors were in Canada and most of the audience in the U.S. That's right, the Haskell Opera House was built right on the border, marked inside the building by a thin line! So long as you left the theater to the same country you came from, you did not need to check in with customs.

After that we headed south through Vermont, with a memorable stop for 2 days of exciting class-1 canoeing on the Batten Kill River, and then took an Amtrak train 250 miles west from Albany to Rochester, in order to visit Keuka Lake, which ended up being our favorite Finger Lake due to the mostly level road around it, a pleasant 43-mile jaunt. From there we rode back to Ithaca and packed up for the next adventure, biking in New

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Crossing a canal near Little Falls

Zealand this winter, which is their summer of course.

In the eight months of this trip, we spent about 30% of our nights in B&Bs, 30% in chain motels, and the rest in a variety of other types of accommodations – mom-and-pop motels, resorts, cabins, even a mobile home in a fishing camp one night. We spent several nights in homes of people we met along the way who invited us home with them, and five nights with tandem teams who are in the Hospitality Homes program of the Tandem Club of America. Interestingly, all of them have been in the program for several years, but we were the first tandem team to visit 4 of the 5 homes! It was great to meet five other tandem teams (well, three teams and two captains, as two of the stokers were out of town the night we visited) and to gain insight

into their different tandem interests and lifestyles. Hopefully we entertained them sufficiently with a few of our stories in return.

So how did we keep the excitement up for such a long trip? For us the answer was in three things:

1. Taking it easy. We've only biked over 60 miles in a day twice. When hills or weather get us fixating on how far it still is to the day's destination, it's a rare event, not the norm. There's a lot to be said for *not* waking up aching all over and thinking you have to do it again! In exchange, we've gotten to really know and understand the areas we've ridden through, and seen things that we would have missed if we were doing more miles each day.



Woodstock, Vermont - a covered bridge

2. Varying the routine. We don't just bike. We've had many 2-, 3- and even 4-night stays along the way where we park the bike and instead walk through an historic town, or canoe on a river, or just

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Overall our trip was trouble free. But finding cracked rims had us stopped along the trail in Farmington as we made plans.

laze around and read novels. In April we were off the bike for 2 weeks visiting Williamsburg, Jamestown, Yorktown (getting around with the free bus service between them) plus Richmond, Washington DC and Alexandria VA (using Amtrak and the Washington Metro). Yes, we got a little out of shape, but it was like starting a new bike trip when we got back on, with renewed excitement.

3. Mixing time on our own with time spent with friends and family. We really enjoy the freedom of picking our own route and timeline and changing them last-minute if we want, but our trip has been much richer for the personal interactions we've had with new friends and old. Steve and Janet Sisson, friends from our home club, the Evergreen Tandem Club in Seattle,

flew to North Carolina in early April for a 10-day trip with us up the Outer Banks. We had a few days of challenging weather but otherwise had a great time together. Right after that some non-biking friends joined us for those two weeks in Williamsburg and Washington DC. We've also made friends along the way, including the ones who took us home with them. We've talked to many, many folks at B&Bs, both fellow-guests and innkeepers, sometimes learning about special places to visit, sometimes getting insight into their lives and backgrounds.

As mentioned above, we're now off to New Zealand. We hope to have an article for Double Talk next year on what it was like to tandem there!

Jeff and Louise Davis
Team Redtandem
Ithaca, NY



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2008 Trip To Alberta, Canada

We just returned from a bicycle tour in the Canadian Rockies. Jay and I drove our van with our two tandems and panniers to Calgary Airport to pick up our son Jim and his wife Kathy.

We left our van at Lake Louise and the four of us rode from Lake Louise to Jasper.

We headed north on the Icefield Parkway (Route 93). This road is said to be one of the most scenic roads in the world and we all agreed it was absolutely beautiful.

On our second day we had rain that turned to snow while riding up Sunwapta Pass. We stopped at the Visitors Center for the Columbian Ice Fields. After a hot lunch and drying off, we viewed the glaciers. The ride down to our next stop at Sunwapta Falls Resort was exhilarating.

Our next stop was at Becker's Chalets, just outside of Jasper. We spent three nights here before heading back to Lake Louise, retracing our ride, stopping again at Sunwapta Falls Resort. This time we had beautiful skies going over Sunwapta Pass. We stopped again at the Ice Field for a hot lunch and a nice ride to Saskatchewan Crossings. We left The Crossings in the rain – again! -- going up over Bow Pass. By the time we rested at Bow Summit, it was snowing. Originally our plan was to continue riding down the 25 miles into Lake Louise, but everyone was cold and wet. We decided to stop at Num Ti Jah Lodge for hot drinks to warm up

and ended up getting a room for the night. The stay at Num Ti Jah Lodge was like icing on a cake. We spent the afternoon enjoying their game room, complete with pool table, and their beautiful family room where we enjoyed a pinochle game in front of a huge fireplace.

The next morning the weather was gorgeous and the scenery was fabulous – views we would have missed if we'd continued riding the day before in the snow. We enjoyed a 25-mile downhill ride back to Lake Louise, stopping to take pictures every couple of miles. The traffic was light and the shoulder of the road was wide with scenery on every side that was unbeatable, with fresh snowcapped mountains, glacier fed rivers, lakes and waterfalls.

We have been touring on our tandem for over 25 years all over the USA, Canada and two tours in Europe, including four weeks in Switzerland and mile for mile, if you love mountains, this trip was unbeatable.

Team Thome,
Jay and Joan
Elizabethtown, PA



Jay & Joan Thome, Jim & Kathy Thome





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Virginia's Shenandoah Valley On "The Other Thomp- sons" Tour

At the end of May 2008 we joined a small but enthusiastic group of tandem teams to ride the hills and scenic roads of Virginia's Shenandoah Valley.

This would be our first week-long cycling trip. We've been on a handful of regional three-day weekend trips for various tandem rallies and have aspirations to someday travel someplace further away for a longer tour. This was our test to see if we even like riding more than 3 days at a time, and to find out if our legs would hold up in terrain much hillier than we're used to. Well, we found out that we not only enjoyed ourselves immensely, we had no problems with the extra days in the saddle and even surprised ourselves at how well we did in the hills.

Long time friends, Bob and Jan Thompson organized this tour and invited us. They've toured in the area a

couple of times before and already knew most of routes they'd be using. Bob, with Jan's assistance, was the former Touring Director for the club I belonged to in Fort Lauderdale. At that time I only rode a single bike and Michele didn't ride at all. They were a big influence in convincing Michele to try tandem riding after we moved to Orlando. The Thompsons recently retired to The Villages, about an hour north of us, so we ride with them at a lot of events in Central Florida.

The tours they had put on for the Fort Lauderdale club were always very well planned, delivered as advertised and great fun. They described the Shenandoah tour as being challenging but not overly difficult for fit riders, comfortable accommodations, and plenty of opportunity for relaxing, sightseeing and socializing after the days' rides. We were confident that they could do the same in Virginia as they had in Florida, and we signed up.

We arrived on Saturday at a Stonewall Jackson Inn, a Bed and Breakfast in Harrisonburg, Virginia. The B&B had ten rooms and our group filled six of them. Once checked in, we joined our fellow cyclists on the back porch for a briefing and discussion of the upcoming week's rides. Accompanied by a few glasses of wine and appetizers, the discussions soon merged into "war stories" of past tours from some of the more experienced teams in the group. We soon felt very comfortable with our group, knowing we had common goals with our riding companions and our week would be less "epic" and more "epicurean".



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In the morning Michele and I passed on the sumptuous offerings of the gourmet breakfast cooked up by innkeeper extraordinaire Peter, preferring only a light meal before a ride. Others fueled up on fluffy omelets with all the fixings. They looked delicious and only copious amounts of willpower kept me to my coffee and small bowl of fruit.

The first day's ride was just right for getting the legs warmed up, about 45 miles and only 1500 feet of climbing. Our rest stop featured a visit to the park and gift shop on the grounds of Grand Cavern. We were more interested in riding than touring the cave that day, but it looked like a very interesting place so we've got good reason to go back again.

Along the way we saw lots of beautiful wild flowers and plenty of hills, but no steep climbs, and very little traffic. The route back to the B&B took us through nearby Dayton, a town with a large Mennonite population. We soon found ourselves catching up with and passing a family in their horse drawn carriage. We thought that the number of carriages in the vicinity might be a reason why we were finding cars and trucks accepting us so well, but we actually found all the motor vehicles throughout the area to be very polite to cyclists.

The ride was followed by a hearty lunch and then a nap for some, sightseeing for others. The center of town is only a few blocks from the Inn, and there are a number of small shops and some surprisingly good restaurants. Just don't eat too much, the walk home is almost all uphill.

Monday's ride was a little shorter, a 41-mile loop northeast of Harrisonburg with more hills, 4,500 feet ascending and descending according to Bob's charts. The steepest I recorded on my GPS were a couple of 12 percent grades. There were lots of 7's and 8's.



The Cannerellas enjoy a valley road.

Tuesday was my bad luck day. First there was the extra omelet. Peter miscounted and had one more omelet than he needed and asked for a volunteer. I had resisted the previous two days, but I couldn't just let it go to waste. It was lus-



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Don and Dolly Craft

ciously loaded with melty cheesiness and bacony goodness. After that delectable but heavy meal, I just couldn't get my legs going for the first 10 miles or so. Unfortunately we had one of steepest climbs of the week, about 14 percent coming up, and it was only 7.5 miles from the start. Thankfully stoker Michele was feeling strong and made the extra effort to get us through that one and soon after I was feeling right again. That's when the bee flew into my jersey. I thought bees could only sting once, not this guy! He got me three times before I could stop and get him out. Warning to others - keep your jersey zipped up. Luckily I'm not allergic and it was mostly downhill home, so overall it was still much better than a day at the office

Wednesday was a day off from riding and a transfer to a new location. We all packed up our bags and headed south to Staunton. We haven't spent much time in Virginia, so this was the perfect opportunity to play tourist. Our first stop was the Luray Caverns. It was worth visiting,

if just for the rock organ. It makes its sound by electronically controlled rubber mallets pinging on the stalactites. Each stalactite has a different tone, depending on its size. It was pretty cool. Our next stop was Monticello where we had a nice history lesson about Thomas Jefferson and his time as a plantation farmer.

Accommodations for the second half of the week were in Staunton's Stonewall Jackson Hotel (there's a lot of stuff named after the famous general here). This is an older building that was recently restored to modern luxury class in the center of town. It was very conveniently located, and it was easy to walk to shops and restaurants from the hotel.

Thursday's ride was the week's longest, a 54-mile loop to the southeast with 4,300 feet of climbing. Highlights of this ride were our water break at a deliciously cool mountain spring and the run-in home. The last ten miles were almost all



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on a long, gentle descent. We held 30+ for a very long way, just ticking along on the pedals with minimal effort at the end of the ride.

We drove to a remote start for our last ride. Bob and Jan had prearranged parking for us along at a location along the South River near Vesuvius. This was to be our shortest ride of the week, to the town of Buena Vista and back for 35 miles,



We assemble at Grand Caverns

with 2,300 feet of climbing. We started with a couple of short hills and then a long descent along the river and a couple of hills coming into our destination town.

The ride back was a long gentle ascent up river, then two short “tip-ups” and a coast downhill to the finish. Follow that up with a picnic lunch and wine tasting at the Rockbridge Vineyard and you have a perfect wrap-up to an excellent week of riding.

Final tally – we had 5 days riding, with about 210 miles and 14,500 feet of climbing, a gazillion wildflowers, one

broken chain fixed in record time, and zero flats.

As expected, Bob and Jan did an excellent job organizing our routes. The maps and cue sheets were spot-on

meticulous, the accommodations and dining opportunities were fabulous. I can't give enough kudos to the Thompsons for all the work they put in to making our vacation a trip to remember. Special thanks also for great company on and off the road to riding partners John & Lee Vermeulen, Nancy & Ray Murtaugh, Don & Dolly Craft, and Ray & Linda Cannarella.

Reg & Michele Ullmann
Orlando, FL



Following the Thompsons





DoubleTalk

The Joys and Challenges of a Little-Wheel Tandem

Fortunate to live in Florida where the climate allows it, my wife Sandy and I ride almost every morning, a habit we have enjoyed for the last twenty years. The ride has changed over the years, as training for racing gave way to touring, as riding companions came and went, and as we moved more and more to tandem riding. Through it all, the morning ride remains a fixed feature in our daily lives. While taking an occasional day off is fine, we try not to schedule anything which would keep us off the bike for long.

But our beautiful single bikes were not the only things gathering dust. We have loved sailing even longer than we

have been cycling. With leisure time limited, our boat was getting very little use.

As we approached retirement in 2007 I tried to think how, with more time available to us, we might combine sailing with cycling. Perhaps we could take our Santana tandem aboard and ride it when we made cruising stops. But even with S&S couplers that bike's frame is too large to fit into the cabin. The Santana is not going sailing. I casually suggested to my first mate/stoker that we ought to look for a couple of folding bikes. Sandy quickly responded that what we really needed was a folding tandem. I marveled to remember that as much as she prefers tandem riding now, years ago she was reluctant to try a tandem.

So even though we were perfectly happy with our Santana, we found ourselves looking for a folding tandem with small wheels and frame. A limited niche, we quickly learned- in fact, it seems to be pretty much limited to Bike Friday. We spotted a used one for sale right where any used thing can be found- EBay of course! Bike Friday's excellent web site gave us a quick education and comfort that the bike being offered, a Tandem Traveler XL, was near the top end of their line, and a reasonable value. The helpful people at Bike Friday cautioned me that each bike is custom built to fit the owners' dimensions. I traded emails with the sellers, and learned their heights and inseams were so close to ours we probably could wear their clothes. We settled for just buying their bike.



Sandy & Dennis Sullivan enjoy thier BikeFriday Tandem

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A few days later two big UPS boxes arrived. The first surprise was that our Bike Friday has exactly the same metallic red frame paint color as our trusty Santana. Everything else, it turned out, is different.

For starters, we knew the bike doesn't fold. Some Fridays do fold, but we knew that the frame of ours comes apart by unbolting the top and bottom connecting tubes. The seat tubes also detach. This we know now; since the bike arrived without instructions, it was up to us figure out how all the pieces fit together. Once we solved that jigsaw puzzle and set the bike up to match the Santana's fit, we took it out for a test ride. I was skeptical, half expecting the bike to be clunky and slow, and handle like a child's scooter. That would have been okay- it was our ticket to go sailing. After a few minutes of riding, we were both amazed that for all its radical differences, the bike Friday rides very much like a standard-wheel road bike.

There were differences, to be sure, and some of them required adaptations, but the bike rode well enough that it was worth spending a bit to get it right. Number one on the safety list, the caliper brakes didn't stop the bike very well, and it wasn't hard to see why. Since the rims are about one-third closer to the hub, the rim brakes have less leverage and require more pressure on the brake pads to get the same stopping power. V-brakes solved that problem effectively.

For the same reason that rim brakes are at a disadvantage, a drum brake works much better on small wheels. Our

Friday's drum brake, just to be different, is part of an integral hub on the front wheel. For two reasons, we prefer to have the drum brake controlled by the stoker. On a fast descent I as the captain want to keep both hands firmly on the handlebars. And if we go too fast for my stoker's preference, the drum brake control gives her something to do besides scream. Rigging the control for the front drum brake to the rear bars required some odd parts. Having found them, the drum brake works well for us.

"20-inch" describes our bike's 406 mm wheels, and tires and tubes that size are widely available. We learned the hard way that 451 mm tires and tubes- which don't fit- are also sometimes sold as "20-inch". 1 1/8-inch is the narrowest tire size we have found. For some reason, the little tires do not seem to come in the 25 or 28 mm widths we are used to for road riding.

We also replaced the stock stoker's straight handlebars with drop bars, as a matter of personal preference, not guessing that change would lead to a gearing problem, of all things. Getting adequate high or low gears for the small wheels was a challenge, and still is. Oddly enough, the timing chain is on the right, and occupies the inside ring on the triple crank. That leaves us only two chainrings to cover all our gear-

the bike
doesn't
fold...



the frame separates by unbolting



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ing needs. The biggest gear we had was 52x12, which is equivalent to 52x18 on full size wheels- not a big gear at all. So we bought a 56-tooth chainring, which helps. Nevertheless, we still run out of gears when conditions let us ride fast. Chainrings are made with up to 60 teeth, but two chainrings shouldn't be more than 14 teeth apart for reliable shifting, and the 56 leaves us with a 42-tooth small ring. To get small gears for climbing on tours, we changed to a nine-speed 11-34 cassette and a long-cage rear derailleur, which comes within 3" of the ground. The 42x34 is no granny gear by touring bike standards, but it is the best we can do. Bike Friday sells an internally-g geared rear hub which would solve the gear range problem, but the shifter for it only fits on straight bars. Yes, we could have switched back to straight bars for her, but we are stubborn in our preference for drop bars. A future upgrade may be conventional new cranks with the timing chain on the left and a proper triple crank on the rear. Despite our gearing concerns, we flatlanders were pleasantly surprised how well the bike does climb. It took us up a 20% grade in Thailand.

There is no eccentric bottom bracket to adjust the timing chain. We just loosen the removable frame tube bolts and adjust the tubes accordingly. Simple but effective.

In these days of strict airline luggage limits and expensive bike surcharges, the Bike Friday shines as a traveling bike. It weighs in at only 35 pounds and packs easily, quickly, and incognito into two standard Samsonite suitcases, with room

left for a fair number of other items. We have found that traveling with the Friday is much easier - and cheaper - than traveling with a standard tandem with S&S couplers. The suitcases can be made to serve as a trailer with a wheel kit we have not added, which would make it possible to fly and ride a tour with everything along. With the cranks removed, it is possible to pack the whole bike into one suitcase, but we have not tried that, either.

When we reassemble the bike, I do need to readjust the rear derailleur cable, and that has taught me to make adjustments on the fly, a skill all cyclists should learn. All the brake and derailleur cables have inline adjusters on the cables which the captain can reach. We simply start riding in the smallest rear cog, with a slack cable. I raise the shifter up one click and tighten the cable adjuster until I feel it shift up to the second cog. That usually does it, but any needed fine tuning is just as easy.

In the end we had quite a bit of money invested and had the bike as near as possible to what we wanted.

So much for the mechanics of the small-wheel bike. How does it ride? Bike performance is subjective, and few of us have the opportunity to ride many different tandems to make comparisons, so I can only offer our own impressions as experienced tandem riders who also spend a lot of time on a steel road bike with 700 mm wheels.

The Friday gives an enjoyably lively ride. It feels a little less stable, and doesn't track steadily enough to permit no-hands for the captain, but it is more maneuver-

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able. I expected the strange frame might be too flexible, but that has not been our experience. It feels plenty stiff, though we seldom get out of the saddle or otherwise put great strains on the frame. It is rock steady on a high speed descent, with no hint of vibration. It can corner more sharply than a standard road tandem can, but it does not hold a line quite as well. It needs firm control all the way through a turn. But here is a big bonus: the pedals do not hit the ground without leaning over farther than we ever would, so we can pedal around corners when we resist the instinct not to. The Friday does well at dead-slow speed waiting for traffic lights to change, and with the little wheels there is plenty of clearance between my feet and the front wheel in slow speed turns. The Friday feels faster than our Santana, but probably isn't. In windy conditions, my stoker feels the Friday does better. The only serious handling problem we have had was difficulty coming to a safe stop after a front tire blowout. And of course we can not brush glass or sandspurs off the tires without stopping.

The Bike Friday has made us sadder but wiser about electrolysis, knowledge which applies to any bike. The removable frame tubes, including the seat tubes, are titanium, and the rest of the frame is steel. The seat posts are aluminum alloy. It turns out that titanium essentially does not corrode, but steel and aluminum corrode especially quickly when in contact with titanium. Add a little sweat for an electrolyte, and titanium parts soon seize to dissimilar metals. When I disassembled it to pack for a trip, only six months after

it had last been apart, I found that the tubes were frozen tight, and we had to enlist the help of a friend with a machine shop to separate them. It took so much torque on the captain's seat post to get it loose that it must have been weakened, because several months later the post snapped below the stoker stem while we were riding, causing a half-crash: I was able to stand on the pedals, but poor Sandy, with nothing to hold onto and no unicycle experience, rolled onto the shoulder of the road. Now I faithfully loosen and retighten all the frame connections once a month, and grease them if they look dry. The same routine makes sense for any titanium component on any steel or aluminum bike.

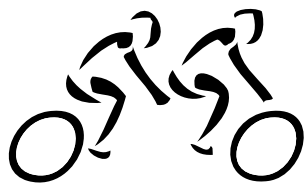
All told, we both feel the Bike Friday is fun to ride. And while any tandem is a social ice-breaker, the odd-looking Friday is a champion conversation piece. We seem to especially attract the attention of youngsters, and we treasure the frequently heard "Awesome bike!" Most serious cyclists would not guess what a sweet ride the Friday gives, which also makes us feel a little smug.

And the sailing? Oh yes, the Bike Friday fits nicely up forward on the boat, and although we have only taken it aboard once so far, it will be our ticket to explore future cruising destinations. Meanwhile, we enjoy having the little-wheel alternative for our land-based rides and tours.

Dennis Sullivan
St Petersburg Beach, FL



I faithfully
loosen and
retighten
all the
frame con-
nections
once a
month



DoubleTalk

A Review of the Ruegamer Yin and Yang

We recently (spring, 2008) bought a Ruegamer Yin and Yang. DoubleTalk editor Jack Goertz has viewed Brent Ruegamer's work at the Interbike trade-show for several years with interest, and asked us to write a review on our bike.

We bought our first tandem from Tandems Ltd. In the 80's; a Santana Targa, which we rode for 12 years, and regretfully replaced when parts for it became difficult to obtain. It was replaced by a Santana Ti-700. The Ti-700 seemed to adhere to a different design criterion than the Targa; we thought it was heavy for a titanium frame, and it felt "clunky" to us. We decided to look for a bike that was lighter and more agile. Jim had just bought a single bike made of carbon, fell in love with that feel, and decided that a carbon tandem would be just the thing. So we started looking at carbon tandems.

We tested a Calfee. Although a nice bike, we felt it could have a lighter design.

About this time we read some Doubletalk articles by the Van Renterghems, in the Tucson area. From these articles, and some Internet search, we learned of two interesting frame builders in the Phoenix area: Bob Davis, and Brent Ruegamer. The pictures of their work on the Web looked like what we were interested in. Due to a stroke of luck, Jim was attending a conference in the summer of 2007 in Las Vegas. During the conference we took a side trip down to Phoenix to look at tandems.

Bob Davis was in the process of retiring, and his frame production had almost ground to a halt. He didn't even have anything we could test-ride on hand. Our second stop was to visit with Brent Ruegamer. We met him, rode a test ride, and knew immediately that we were going to have him build a bike for us. So now that you know something of the background, here is the review part of this article.

When you order a bike from Brent, he first has you fill in a fit sheet. If you have never ordered a custom tandem before, as was the case with us, he will help you through the sizing and design process, although it pays to be an experienced tandem team and know what you like and dislike about your current tandem's fit. Brent then sends a design diagram to you for



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approval. In our case we went through several diagrams as we asked for tweaks to stoker cockpit length and angles. Ruegamer builds a lot of racing frames, and if you want a slightly more relaxed fit you have to work with him to get it.

Once the design is approved, Brent starts building. This process, in our case, took several months. After the build, Ruegamer will equip the bike for you and ship it complete, if you tell him what componentry you want. In our case Jim likes tinkering with new bike parts so we had Brent send the naked frame, ordered the parts, and assembled it here at our house. Brent sold us as many of the components as he could get, at a deep discount, and the rest we ordered over the Internet. In hindsight, it would have been better to have Brent assemble the bike.

If Ruegamer assembles the bike, he can check that all systems function together, avoiding a serious problem we had. In our case we normally ride a 23cc tire. But when we tour we like to install 27cc tires. When Jim tried this he discovered that the clearance in the rear triangle was too tight, and we had to send the frame back to Brent for an adjustment. I believe he has since modified his design to accommodate a larger tire size.

Eventually we got our frame right, all are components arrived, and we got the bike assembled. This is what we ended up with: Ruegamer's frames are all carbon. To decrease weight, they are built without a lateral tube. All tubes are over-size, with a round boom tube. The fork used has only a small amount of rake,

and the rear triangle puts the wheel tight against the seat tube, with a monostay used as the seat stay. Cables are normally run external to the frame, and the headset is integrated into the frame.

There are several options available on the frame. When we ordered we discussed but rejected internal cabling, and various paint options. Options we chose include paint job, water bottle placement, and drop-out type. The normal dropout used by Ruegamer is a straight design with no rack eyelet. To accommodate our touring rack Brent fabricated a integral lug bolt on the rear drop-out. Also, without a lateral tube, the placement of the stoker water bottle cage bosses is problematic. Normally he places one set on the stoker down-tube, and one on the boom tube, or, as in our case, on the rear of the captain seat tube.

And now let me talk about the paint options! Brent is a very capable and enthusiastic frame painter. As a matter of fact, we suspect he was a bit disappointed when we told him we just wanted his standard paint scheme. His standard scheme is some trim detailing, with the carbon fabric showing through a clear-coat. He has all sorts of exotic designs and color choices, many of them that can be seen on his Website www.ruesports.com including lightning, stars and stripes, and flames. He'll even paint your helmet to match your frame, if you want. Every frame also comes with the names of the team members painted on the top tub, next to their seat tubes.

As far as componentry goes, we have an FSA SL-K triple crank, and a Campy



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group which is a mix of Centaur and Comp drive-train components. Since we live in a hilly area, we chose suitable gearing by ordering Campy's lowest geared 10 speed cassette, which turns out to go down to a 29t inner cog. The chain rings that come with the crank are 53/39/30t by default, and we swapped out the inner ring for a 26t ring, to give us an even lower gear.

The wheels we chose, with Brent's recommendation, are Mavic Ksyzium wheels, which are very strong single bike wheels with large blade spokes. We have had no problem with these wheels, even on multi day light tours, where we are carrying a bit of extra gear. Our brakes are Dura-Ace road caliper brakes. Jim was a bit skeptical when Brent recommended these. But, after riding linear-pull, self energizing, hydrolic disk, and brakes with all kinds of booster mechanism, these brakes are as strong, if not stronger than any of the other hardware we've used.

The Ruegamer frame we have, the Yin and Yang, currently lists for \$5,300. (An even lighter model, the Yin and Yang Uberlight, lists for \$7,600.) When we purchased ours, the price was \$5,000. With mid-range componentry the total price of the bike was probably around \$7,500. So, you might ask, what did we get for that money?

The ride of the Yin and Yang required a little getting used to. Initially it felt a bit squirrelly. This is due mostly to the fork design but also somewhat the lack of a lateral tube. After we have adjusted to the ride, however, we find the bike has

good control and stability. The frame comfort lies somewhere between the soft ride of titanium, and the harsh ride of aluminum. As is typical of carbon frames, it climbs and accelerates exceptionally well. This is due partially to its tight geometry, good solid joint work, which eliminates frame flex, and its light weight. (As I recall the frame weight is somewhere between 3 and 4lbs.)

From this discussion, it is probably obvious that a Ruegamer tandem is not for every team. These tandems work well for teams that are, well... like us! That is teams that do mostly racing, fast touring, and light-weight extended tours.

Jim Gil de Lamadrid &
Jill Zimmerman
Baltimore, MD



CoMotion Stage Race

August 21-23, 2009

Eugene OR

The eighth edition of the nation's premier annual tandem racing event. A venue for competitive tandem cyclists to have some fun here in the superb cycling mecca of Lane County. The Co-Motion Classic is a great place to try racing for your first time, to test your fitness as you improve your tandem team strength, or for seasoned racers to test their mettle against the very best tandem riders in the country. The race consists of three stages, (a time trial a criterium and a road race.) and a Meet the competitors Fun Ride. The Fun Ride is open to all tandems.

www.co-motion.com/CCTandemRace.html



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TANDEM CALENDAR

May 9, 2009. **Evergreen Tandem Club Snohomish Ramble.** Everett, WA A short ride for new tandem riders. Mike & Susan Wiggins 425.318.2495 susan.d.wiggins@gmail.com www.evergreentandemclub.org

May 10, 2009. **Evergreen Tandem Club Issaquah to Renton Loop and Lunch.** Issaquah Brew House. 35 miles with an optional longer loop. Mike & Carol Widell, 206.818.8693 widells@msn.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 16, 2009. **DOGS (Doubles Of Garden State) Let's see more Bucks County.** Buckingham, PA. This is our 2nd annual ride through Bucks County. What a great time of year to see our beautiful County with its hills and dales, creeks and streams, magnificent gentlemen horse fams with a picnic lunch and lots of good cheer. We will try to have two versions slower and faster – with the goal of all arriving at the picnic at the same time. Pat & Bill Rock 215.659.5148 patrockbikes@aol.com www.d-o-g-s.org/

May 16, 2009. **Evergreen Tandem Club Puyallup Farmers Market Ride.** Tacoma, WA. About 20 miles to the farmers market. Mike or Renda Murphy 253.539.4630 twototandem@hotmail.com www.evergreentandemclub.org

May 17, 2009. **First HOOTS (Hoosiers Out On TandemS) Ride.** Carmel/Westfield, IN. This will be an easy family friendly cruise. Food is most likely involved. <http://tandemhoots.ning.com/> Jay Hardcastle tandemhoots@gmail.com

May 17, 2009. **Evergreen Tandem Club Be-**

tween the Lakes Ride. Kenmore, WA. We'll ride the loop between Lake Sammamish and Lake Washington with a lunch stop in Kirkland. Randall & Barb Angell 425.275.3467 www.evergreentandemclub.org

May 17, 2009. **Harpeth, TN Bike Club Monthly Tandem Ride.** Nashville, TN area. We begin at a friendly pace then separate into groups by speed. Contact Tom Spear for details www.harpethbikeclub.com click on the tandem group ride link

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. 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.

May 22-23. **Evergreen Tandem Club Weekend in Port Townsend.** Everett, WA. This is a self supported weekend tour. We use ferrys and quiet roads. Jim Grippin 525.556.2206 jim.grippin@msn.com www.evergreentandemclub.org

May 30, 2009. **DOGS (Doubles of Garden State) Warwick Winery Wide.** Warwick, NY. Wine and tandems, what a great combination. Barbara Flint & Neil McPhee and Deb & Al Cudworth www.d-o-g-s.org/

TANDEM CALENDAR



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TANDEM CALENDAR

May 21, 2009. **Evergreen Tandem Club Kent to Alki Beach.** Kent, WA. We ride to Alki Beach for lunch about 35 miles. Mike or Renda Murphy 253.539.4630 twototandem@hotmail.com

May 31, 2009. **GRITS (Greater Raleigh Intrepid Tandem Society) Ride.** Raleigh, NC area. Bruce & Margaret lead the way. www.ncbikeclub.org/Grits.htm

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 6, 2009. **Evergreen Tandem Club Fun-miles of Sundials.** Seattle, WA. We will indeed be stopping at sundials including a brief discussion lead by Professor Woody Sullivan. Randall & Barb Angell 425.275.3467 www.evergreentandemclub.org

June 7, 2009. **DATES (Dallas Area Tandem EnthusiastS) Easy Rider Ride of Southern Oklahoma.** Ardmore, OK. This Sunday rides lets you make a weekend out of the Oklahoma Roadkill Ride. Tandem riders stay over in Ardmore socialize Saturday night and ride about 45 miles on Sunday. Rick & Kay Watson 580.223.8180 or cw7540@cablone.net or www.doubledates.com

June 7, 2009. **Evergreen Tandem Club Vashon Island Adventure.** Barton, WA Explore the back roads of Vashon Island and finish with lunch in downtown Vashon. Larry and Marishka 206.949.3517 larry@larrygill.com www.evergreentandemclub.org

June 13, 2009. **Evergreen Tandem Club Three Ferries Ride.** Seattle, WA. This is a great new tandem team ride. The 35 mile loop includes 3 ferry rides. Randall & Barb Angell 425.275.3467 www.evergreentandemclub.org

June 14, 2009. **Evergreen Tandem Club Annual Renton to Black Diamond Loop.** Renton, WA. 50-70 miles. We ride to the bakery in Black Diamond. Mike & Carol Widell 206.818.8693 widells@msn.com www.evergreentandemclub.org

June 14, 2009. **Harpeth, TN Bike Club Monthly Tandem Ride.** Nashville, TN area. We begin at a friendly pace then separate into groups by speed. Contact Tom Spear for details www.harpethbikeclub.com click on the tandem group ride

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 interconnect-

Tandem Touring: NY, Ontario

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Maps / cue sheets / bag transfer / lodging / dinners

Canada's Lake Country

Adirondack's Tri-Lakes District

Southern Tier (NY) Tandem Rally

Lakes of Chautauqua County

Finger Lakes

Custom Group Tours Available

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Elmira, New York

607-732-4859

Tours@gtgtandems.com



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ing 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

June 20, 2009. **Evergreen Tandem Club State Capitol Loop.** Olympia, WA. A great 40 mile loop south of town. Randall & Barb Angell 425.275.3467 www.evergreentandemclub.org

June 28, 2009. **GRITS (Greater Raleigh Intrepid Tandem Society) Maple View Ice Cream Ride.** Carrboro, NC. Charlie & Helen lead this popular ride. www.ncbikeclub.org/Grits/GRITS.htm

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 12, 2009. **Harpeth, TN Bike Club Monthly Tandem Ride.** Nashville, TN area. We begin at a friendly pace then separate into groups by speed. Contact Tom Spear for details www.harpethbikeclub.com click on the tandem group ride

July 26, 2009. **GRITS (Greater Raleigh Intrepid Tandem Society) Ride.** Apex/Cary NC. Riding and eating what could be better? Gary & Sara. www.ncbikeclub.org/Grits/GRITS.htm

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

TANDEM CALENDAR

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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TANDEM CALENDAR

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

August 7-9, 2009. **PIGS Rally 2009.** Winterset, IA Three days of great riding including a Friday ice cream ride, a Saturday banquet and, oh yes, great riding on Saturday and Sunday. Host hotel Super 8 515.462.4888 or camp at Winterset Park. Darrell & Anita Brown host Pre-Registration required. <http://home.mchsi.com/~pigstandem/2009rallyinfo.htm> dbrown@netins.net

August 16, 2009. **Harpeth, TN Bike Club Monthly Tandem Ride.** Nashville, TN area. We begin at a friendly pace then separate into groups by speed. Contact Tom Spear for details www.harpethbikeclub.com click on the tandem group ride

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

the website @ http://rahrahrochester.com/events/2009_MTR_Rally/index.aspx

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

September 12 and 13, 2009. **Covered Bridges Tandem Weekend.** Northeastern Ohio (Austinburg/Ashtabula County). We will visit about a dozen covered bridges, several wineries, an apple orchard, and the old resort town of Geneva on the Lake. Terrain is primarily flat to rolling in mostly rural areas. Contact Doug Crush at dwcrush@aol.com

September 13, 2009. **GRITS (Greater Raleigh Intrepid Tandem Society) Smith & Claud's Chicken Ride.** Raleigh, NC area. Following the ride we grill veggie burgers and chicken at Smith & Claud's house. www.ncbikeclub.org/Grits/GRITS.htm

September 13, 2009. **Harpeth, TN Bike Club Monthly Tandem Ride.** Nashville, TN area. We begin at a friendly pace then separate into groups by speed. Contact Tom Spear for details www.harpethbikeclub.com click on the tandem group ride

September 27, 2009. **GRITS (Greater Raleigh Intrepid Tandem Society) Ride.** Carrboro, NC. We include the Carrboro Music Festival in our ride. Ed & Jeanne lead. www.ncbikeclub.org/Grits/GRITS.htm

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 1st of the year.

October 11, 2009. **GRITS (Greater Raleigh Intrepid Tandem Society) Chili Ride.** Cary,

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NC. This is the official Captain's Birthday ride. All October birthday's will be celebrated. www.ncbikeclub.org/Grits/GRITS.htm

October 18, 2009. **Harpeth, TN Bike Club Monthly Tandem Ride.** Nashville, TN area. We begin at a friendly pace then separate into groups by speed. Contact Tom Spear for details www.harpethbikeclub.com click on the tandem group ride

November 8, 2009. . **GRITS (Greater Raleigh Intrepid Tandem Society) Ride.** Eno State Park. Roy & Zelena lead us to apple pie. www.ncbikeclub.org/Grits/GRITS.htm

November 15, 2009. **Harpeth, TN Bike Club Monthly Tandem Ride.** Nashville, TN area. We begin at a friendly pace then separate into groups by speed. Contact Tom Spear for details www.harpethbikeclub.com click on the tandem group ride

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: 2004 Co-Motion Robusta, medium (22x19), Mango to Red Fade, Woundup Carbon Fork, Flightdeck Computer, Dura-Ace STI, FSA Carbon Cranks, Chris King Headset, Bontrager Racelite Wheels, Carbon Seatpost, Rocshok Stoker Post, Avid Disk Brake Priced @ \$4,900 (replacement cost over \$8,500). Phone: (704)-533-4799 or e-mail: wam-murphy@carolina.rr.com. (NC) 07/09

FOR SALE: 2008 Arriva SE, medium, Candy Blue, S&S couplers, Carbon Fork, Wireless Flightdeck Computer, 30 speed drivetrain, 48 spoke wheels, Arai Drum brake(drag brake), Tamer Stoker Shock post, Gatorskin tires, Water-bottle cages. Yours for \$4,750 (replacement cost over \$5,800). Phone: (704)-533-4799 or e-mail: wam-murphy@carolina.rr.com. (NC) 07/09

FOR SALE: 1990 Santana Noventa Frame with 2002 updated Components. Carbon Fork, Hadley Hubs, Shimano Ultegra STI Shifters and Drive-train, w/Deore XT rear derailleur. Avid brakes, 9-speed cassette, triple chainring, Chris King headset, Ti captain's stem, Continental Gatorskin tires, Selle Italia Pro Link Captain's Saddle, Bontrager Gel Women's Stoker saddle. The bike is in pristine condition except for 4 one millimeter chips in the paint on the underside of the bike which I have primed with a metal primer to prevent rust. The shifting is the smoothest of any bike I have ever owned. Awesome ride. This is Santana's Top of the Line steel tandem. Pictures available upon request. \$2,200. Call Erik Dennes, at (502)-955-4845 (work). (KY) 07/09

FOR SALE: Like new Santana Sovereign SE (Serial # XK208). Small frame, fits riders w/inseams from 77-83cm (captain) and 70-89cm (stoker). Ultegra 9-sp STI shifters and front derailleur, Deore XT rear derailleur. Santana Megadrive

TANDEM CALENDAR



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Classifieds

crankset, 12-34 9sp cassette, Shimano V-brakes (frame has mounts for disk brake adapter). Upgraded to Aerospoke wheels. Continental Gator-skin tires (700x25c). \$2000 + shipping. Call Jay @ (630)-561-2077 or e-mail to jayceil@sbcglobal.net. (IL) 07/09

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 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. New cost is over \$900. This hitch is in like-new condition (used once). Will sell the full hitch (2ea 76" tracks plus 1) for \$475 or rack with one 76" track plus 1 for \$325, plus shipping. Located near Spokane, Washington. Phone (509) 299-5383 or e-mail dkmelchior@ieee.org. (WA) 07/09

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 vandantom@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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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. 11/09 (55256)

TANDEM, 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 01/10 (431)

CRANK2 PERFORMANCE TANDEM BICYCLES. Test Ride Center for Santana, Co-Motion, daVinci Designs, & KHS. Over 45 tandems available for immediate delivery. 925-462-4272. www.crank-2.com. 5480-9 Sunol Blvd. Pleasanton, CA 94566 01/10 (63698) **PRECISION TANDEM**S – 30 Tandems, Triplets, Quads in stock from Burley, Co-Motion, Longbikes, Meridian, Santana. Child Adaptor Kits. On-line Parts

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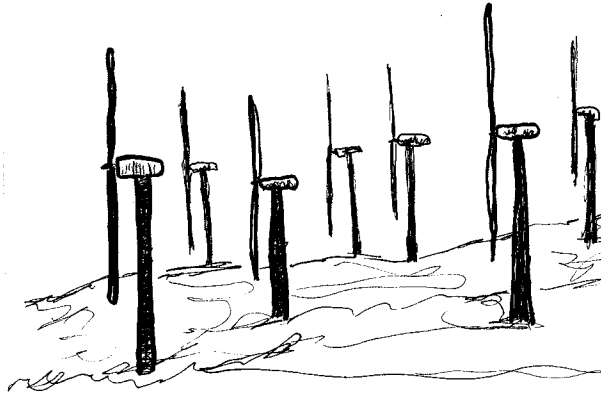
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BECOME A TCA DEALER MEMBER! A \$45.00 membership gives you a one-year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word classified ad in each issue of DoubleTalk while you are a member. Ads are pulled after the date shown in the ad. New ads with \$45/membership must be received by the editors by the first of the next month (i.e., ads with an 03/09 date will not run in May-June issue if your renewal is not received by April 1, 2009) to keep your advertisement current. Send your ad and check (payable to TCA) DoubleTalk, 2220 Vanessa Dr, Birmingham, AL 35242-4430.

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DEALER
MEMBER!**

TCA MEMBERSHIP APPLICATION / RENEWAL



Dues

United States \$15.00/yr

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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): _____

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Tandem Make: _____ Year: _____

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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.... _____

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

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? _____



We were delighted to join the Harpeth Valley Bike Club (Nashville, TN) Tandem Ride in March. The trees were blooming, the roads were gently rolling and the company was fantastic. It was a great way to enjoy a few miles on new roads with old and new friends. - ed

Please send us your pictures for use on the backpage - preferably with captions
Send your photos to:
DoubleTalk, 2220 Vanessa Dr, Birmingham, AL 35242
editor@tandemclub.org

