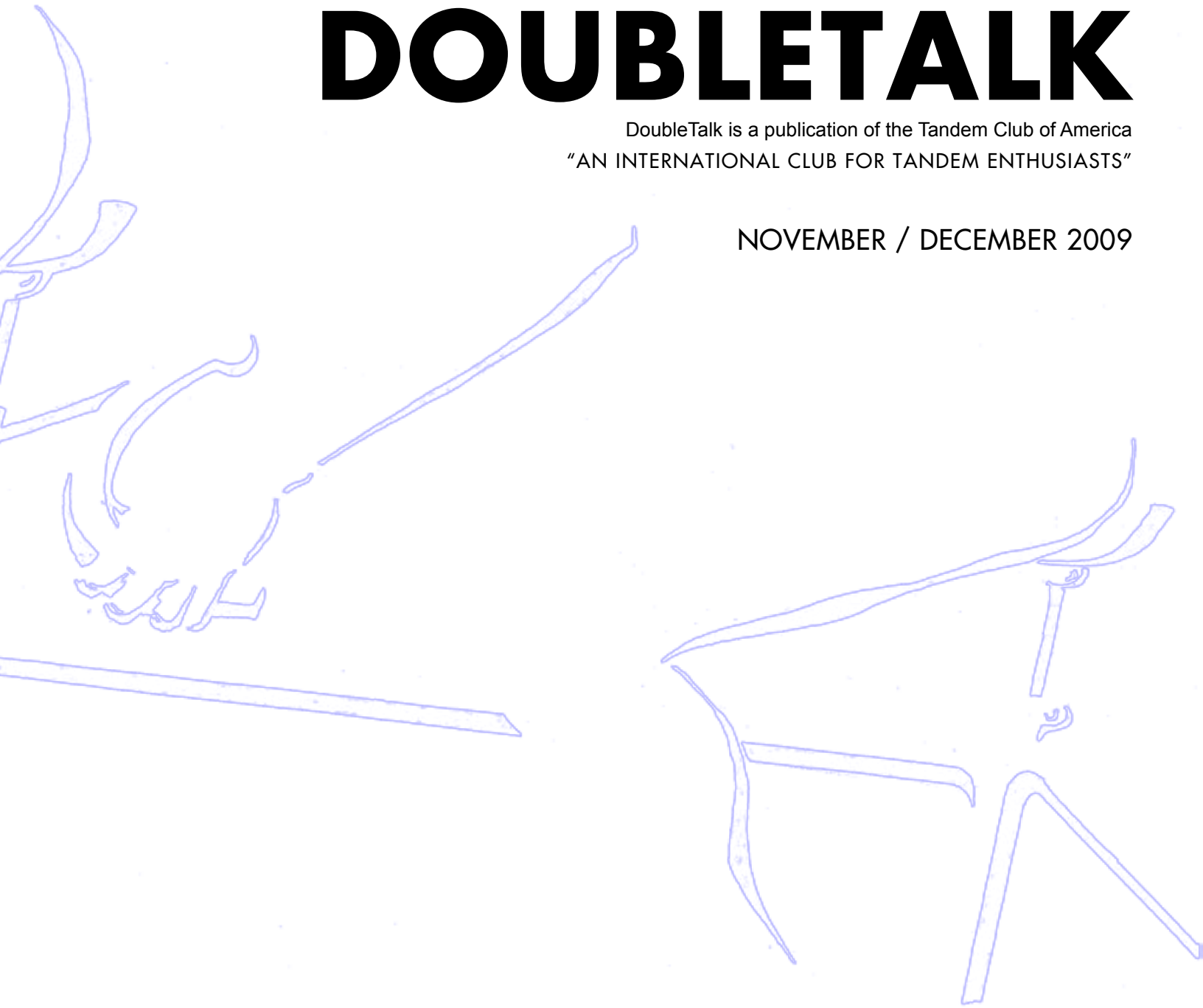


DOUBLETALK

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

NOVEMBER / DECEMBER 2009



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Double Talk

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An International Club for Tandem Enthusiasts

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TABLE OF CONTENTS

What do TCA members do?	2
Who Does What?	2
Back Issues Available	2
Calling all Clubs!.....	4
Anne Ellis, TCA Secretary	
Across Washington And Vancouver Island.....	5
Jack and Gaynelle Stamm, St. Regis, Montana	
Interbike 2009	9
Jack Goertz, Birmingham, AL	
The Schwinn City Slicker.....	11
Natalie & John Lyons, East Aurora, NY	
Schwinn-built Ultra Close Coupled Tandem.....	15
Oh, Canada! The Sixth Annual Canadian Tandem Rally In Leamington, Ont	17
Mary and Bill Mobeck, Harris, MN	
Virginia is for Lovers – and Tandems!.....	20
Bill and Jane Weech, Vienna, VA	
Riding Double Since 1988	20
Jennifer Hamlin & Jim Pona, St Louis, MO	
Club Notes.....	21
Georgia Tandem Rally.....	22
Susan & Jack Goertz, Birmingham, AL	
RAAM 2010 - Captain Wanted!.....	26
Tandem Calendar.....	27
TCA Tandem Hospitality Homes.....	28
CLASSIFIEDS.....	29
TCA Dealer Members	31
Membership.....	32

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editor@tandemclub.org



DoubleTalk

What do TCA members do?

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

Deadline for the November-December issue is December 1, 2009

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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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

September - October

July - August

May - June

March - April

January - February

2008

November - December

September - October

July - August

DoubleTalk

November / December 2009
www.TandemClub.org

From the Editors

The year is winding down, and what a year it has been! If you lived in the South (but not Florida), you've seen rain, rain, and more rain. In our part of the US, we're already 15 inches over our average yearly total, and we still have 10 weeks to go as I write this. This could go on record as the wettest year in Alabama since they began keeping records, over 100 years ago. Of course, along with the rain have come cooler temperatures, so it hasn't been all bad. July-October in Alabama has seen highs typically in the mid-80's, rather than the high 90's. So with the bad comes some good. It just makes us plan our rides around where it's not raining right now. Sometimes we were lucky, sometimes we got wet, but we kept riding!

This is our last issue for 2009, and we're giving you a "heads up" on your membership. Check your label. Go ahead and renew if the renewal date is nearly here. We'll be printing our annual membership list in February, 2010, and we want to be sure we have your information correct. If there is something wrong with the way your address is printed on the label, or if your copy of DoubleTalk was forwarded to you from your old address, let us know your correct/current address. If you've been one of the ones who has successfully accessed the new TCA website, you should be able to update your information on line! If all goes according to plan, we'll be taking your data from what's on-line at our secure server.

Wintertime is usually a slow tandem time for many of our members. We hope

you'll take some time and write an article or two for publication in a future issue of DoubleTalk. The more articles we get, the better DoubleTalk becomes. And if we get more articles than we have room for in a single issue, don't despair! We read them all, try to print those articles that are time-relevant, and hold the others for a future issue. We try our best to print all the articles that we receive. (Okay, sometimes we combine a few articles into one, when we receive 3 or 4 articles about the same event, but we do recognize all contributors!)

This time of year also finds our calendar of events shrinking. If your club is open to others attending your rides/events, let us know the particulars for it as soon as they've been nailed down. Do take a few minutes to look at the calendar page, though, as we do have the dates/contacts/locations for the major rallies for 2010 already listed. This will help you convince your boss that you really do need some time off to go to Paris (Texas) in the spring and Florence (Alabama) in the fall, and to all the other rallies in between.

We thought we had our new TCA Website ready to go, but some last minute problems with our members' database information has kept it from working as desired. Our new webmaster promises us that it won't be much longer and he'll have those last few bugs stamped out. Once it's fully debugged, you'll be able to do a lot more on the site, including keeping your own address up to date (a very handy feature for those who winter down

continued on page 4

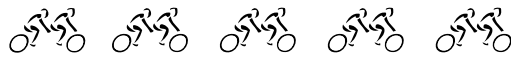
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thoughts
with
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From the Editors - continued from page 3
south, summer up north), and you will be able to renew your membership on-line via PayPal. Of course, the ads and the calendar will be on line, too, and you'll be able to submit ads, events, and articles via our website.

See you on the road!
Jack & Susan



Calling all Clubs!

Tandem cyclists are people people. The enjoyment we experience with two or more people on one bicycle is part of our very nature. This desire for companionship while we are riding is a driving force behind the many tandem clubs across the country and around the globe. The Doubletalk membership issue provides up-to-date information to help keep in touch with your friends, is helpful while traveling, and can help you find the contact information for new friends we meet (when that small piece of paper with names and emails becomes unreadable in a sweaty jersey pocket).

The membership issue also includes a list of tandem organizations, their catchy humorous names, location and contact information. The listing can be used for new tandem teams or relocated riders to make contact with fellow enthusiasts in the area. So it's important for TCA to have information about active clubs, websites and current contact names. Take a few minutes to send club's information to

Anne Ellis, secretary@tandemclub.org. I'll use this information to update the club listings for the 2010 membership issue of the Tandem Club of America

I am especially interested in how the groups came up with the names and the clever acronyms. Why do they seem to all have animal names? There are some stories there I am certain. Share them with me and I will pass the tales along in future issues of DoubleTalk.

Please, don't assume someone else in emailing me, go ahead and send it along. I will sort it out as we go. I am looking forward to hearing from fellow tandem riders from all over. Don't disappoint me.

Anne Ellis
TCA Secretary



Thank-you

A great big thank-you to all of the fantastic Tandem Club of America Members who shared some of their Midwest Tandem Rally time with others. Our hosts, the LOONS provided some space and we kept it filled with wonderful volunteers. Ray and Ellen Fischer, Kent and Anne Ellis, Jim and Susan Marcott, Bill and Marsha Peters and Ed and Laurie Barr all did a gret job of answering questions about TCA, encouraging members to renew and signing up new members. It was one of the most successful efforts in recent years.



DoubleTalk

November / December 2009
www.TandemClub.org

Across Washington And Vancouver Island

We had just gotten off the Whidbey Island to Everett, Washington ferry, ridden up a mile-long 6% grade, and we were stopped along the busy road, trying to figure out the best road to take. It was not the best time of our month-long tour of Washington and Vancouver Island, but there were many other better and memorable occasions before and after that day.

It all started last year when our tandem friends and veteran bike tourers Ken and Jan Absher asked us if we were interested in riding from their home in Spokane, Washington to the 2009 Northwest Tandem Rally in Victoria, British Columbia. My wife Gaynelle and I had ridden with Ken and Jan to Yakima for the 2007 NWTR and this sounded like a tour that would combine great scenery, memories, and companions, so we said we were in. Eventually, the ride to Victoria would add Dave and Sue Smith and Jim and Mary Kay Britton joined us mid-ride after riding from the Tri Cities, Washington. Since the Rally utilized University of Victoria dorm rooms and campgrounds were scarce some days, we decided to do a credit card tour.

We left Spokane on a perfect late June morning, heading west. We were soon in the Palouse area of eastern Washington. This area of rolling hills and no trees is noted for the fields of wheat stretching to the horizon. Our first stop for the day was a quilt shop a mile down a gravel road in the middle of nowhere. Anything to keep the



stokers happy! Highlights of the next couple days were Grand Coulee Dam and riding along the Columbia River. As we proceeded west through the towns of Bridgeport and Pateros, we steadily gained elevation and the trees increased. The town of Winthrop, in the center of the scenic Methow Valley, was crowded

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DoubleTalk

with tourists, but it was still much better than it is in winter. Winthrop has some of the best cross-country skiing in the country. Our first rest day was in the little town of Mazama, the gateway to the North Cascades Highway. Here we got ready for the climbs over Washington and Rainy Passes. We did the 17 miles of 6% grade at a steady 6 mph or so and crested the 5447 foot pass in good shape. After a fast, curving downhill and short uphill, we were over Rainy Pass and into 24 miles of deserved downhill coast, ending in Marblemount. The next morning was notable primarily for the increasing civilization, with accompanying traffic, into Anacortes. We were up early the next morning for the five mile ride to the ferry terminal. It certainly is nice to be the first ushered onto the ferry!

We arrived in Sidney, BC on July 1, Canada Day, had lunch in a pub, and on

our way out of town, ended up in the middle of a parade. The 15 miles to the University of Victoria were almost all on the Lochside Trail, which wove through a beautiful mix of small communities, rural areas, and forests. The University campus was a perfect spot for the Rally: nice dorm rooms, cafeteria next door with discount breakfast coupons, nearby pub, and it was close to downtown. We all got a bus to downtown, had a great dinner, watched some of the 35,000 people congregating at the inner harbor, and saw a great fireworks display. We were treated the next day to a guided bike ride to Butchart Gardens, a world famous arboretum. The Rally routes incorporated a nice mix of city, ocean front, rural, and downtown with a good bit on the Lochside and Galloping Goose Trails. During our five days in Victoria, we grew to love the city for its old world ambiance, friendly people, flowers everywhere, and numerous bike trails.

With the Rally over, we and Abshers headed north on Vancouver Island. We took our second ferry ride, a short cut across Brentwood Bay, and ran into the first of two days of showers, the only rain on the trip. After a night in Qualicum Beach, a beautiful village on the Strait of Georgia, we had a short 28 up and down mile trip west to Port Alberni. The 62 mile route from Port Alberni to Ucluelet on the west coast was described



DoubleTalk

November / December 2009
www.TandemClub.org

in the "Cycle Vancouver Island" brochure as "up and down, up and down" and "absolutely worth the ride". It was certainly correct on the up and down since we went up many 8-10% grades and down one labeled 18%.

However, the scenery was not as good as advertised, and coupled with the climbing, left us quite tired at the end. Thankfully, we had planned four rest days in Ucluelet and spent the time kayaking, walking the ocean beaches, visiting the aquarium (where all the inhabitants are caught in the spring and released in the fall), and watching dozens of bald eagles across the inlet. Rather than bike back to Port Alberni, and up the 18% hill, we boarded the Francis Barkley ferry in Ucluelet and, over the next five hours, watched whales and kayakers in the Broken Islands and the scenery in the Port Alberni Inlet.

We retraced our route to Victoria, spent an afternoon at the Inner Harbor watching street entertainers and eating chocolate and ice cream, and boarded the

Victoria Express ferry to Port Angeles, Washington. After a cold, windy crossing of the Strait of Juan de Fuca, we stayed at a downtown hotel where we carried the two tandems to a second floor storage room for the night. Our next day was spent on the Discovery Trail to Sequim, then it was on to Port Townsend, a Victorian seaport on Puget Sound. The next morning, we were again up bright and early, where we caught the ferry to Whidbey Island. We rode a rolling 25 miles to the south end of the island and were lucky enough to catch the ferry to Everett as it was leaving.

Getting off the ferry and grunting up the mile long hill was bad enough, but to be back in heavy traffic and not sure of the best route was not fun. As so often happens on a tour, a single bike rider stopped and asked if he could help. We said we were looking for Airport Road and is there a way to get there without any bad uphill? It turned out he lives on Airport Road, was going that way, and could get us there without uphill! Five

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miles later, we thanked him profusely. Unfortunately, we weren't done with the bad traffic for another 15 miles or so; it was actually a relief to get on Highway 2 after the suburban traffic. We spent the night in Sultan and prepared for the ascent of Stevens Pass over the Cascades. Most of the ride the next day was moderate, however, the last four miles up to the 4061 foot pass were 6-7% and 4-5 mph. The reward was the 36 miles, mostly great downhill, into Leavenworth where we spent a rest day. We really needed that rest day, since the 79 mile day was our longest. A number of years ago, Leavenworth transformed its downtown from that of a logging town to a Bavarian-themed village. All the stores are German appearing with the requisite flower boxes, cuckoo clocks, lederhosen, accordion music, sauerbraten, etc. After Leavenworth,

we rapidly lost the trees and were back in the scablands of eastern Washington along the Columbia River. We spent a day riding in the Grand Coulee and past Dry Falls over which the remnants of prehistoric Lake Missoula drained causing the scablands. The last two days to Spokane were the only hot ones we experienced but we were on the road early to beat the heat.

Grand totals for the trip: 23 riding days, seven rest days, 1260 miles, 55 miles/day average, one flat tire, seven ferry rides, and lots of great memories.

Jack and Gaynelle Stamm
St. Regis, Montana



DoubleTalk

November / December 2009
www.TandemClub.org

Interbike 2009

September 23-25, 2009

Each year the bicycle industry offers a trade-only show to people in the bicycle industry. As a member of this industry, I do my best to attend this show, so that I can learn about what's coming in the world of tandems.

For 2009, the economy took its toll on the event. While there were approximately the same number of booths this year as in the past, many exhibitors cut back just a bit on booth size, staff size, and exhibit size. Overall, though, the mood was fairly upbeat, as if the corner had been turned (ie, the "recession" is over), there is what I would have called a cautious optimism at Interbike.

What did this mean for the tandem industry? Well, business was less than usual. The number of tandems in sight at Interbike was down considerably over the past. While I may have missed some bikes that may have been tucked away in corners away from the general eyes of the guests, I did find tandems in 7 different booths. And I know for a fact that other manufacturers are still in the game, but did not choose to allocate some of their precious booth space to tandems. So don't despair! Our favorite form of self-propelled transportation is still very much alive in well.

Okay, then, who was there? In alphabetic order, tandems were exhibited by "Buddy Bike", Co-Motion, DaVinci, KHS, Micargi, Phatt City Bikes, and Santana Cycles. Since Buddy Bikes, Micargi,

Phatt City, and KHS did not make any significant changes to their line-up for 2010, I'll high-light the changes I saw at Co-Motion, DaVinci, and Santana.

Co-Motion is making a few changes to their fine line of tandems for 2010. Visually, folks who see the 2010 PerisCope tandems will immediately notice the larger headtubes, now using a 1.5" head-set in these models. Co-Motion says this change allows a better, smoother joint between the headtube, the top tube, and the downtube. And it also offers a larger bearing, which should last even longer than the 1.25" headsets offered.

Co-Motion's other major change was the addition of disk brakes as standard equipment on Speedsters and Roadsters for 2010. They also re-located the brake mounting tabs for a cleaner brake cable routing to the rear, and for less flex in the frame for the future.

Their final change was in their paint line-up. They already had the most extensive selection of color choices for their beautiful frames, but they hadn't made in changes to what was offered for several years. For 2010, they've retired some colors and added new ones. If you're thinking of a new Co-Motion, check out their website or your favorite Co-Motion dealer to see what's offered for colors this year.

It's always fun to talk with Todd Shusterman, one of the principals at DaVinci Tandems. The major news from Todd was that they (DaVinci) are now making their all-carbon-fiber framesets in house. Previously, the cf frames had been contracted out to Calfee Designs.



DoubleTalk

Todd says that bringing the CF construction in-house allows him to better control delivery times, letting him make deliveries when promised, or at least he now knows what may be causing the delay, if there is one. Of course, all DaVinci's ship with Todd's innovative ICS (independent coasting system), which allows either rider to coast when necessary. Sweet!

Finally it was on to Santana. It's always interesting to see what Santana is showing. Unlike Co-Motion or DaVinci, Santana often has bikes on display that may or may not actually make it into production in 2010. Last year Santana was showing several models that they called "Exogrid", tandems that had cut-outs in some of the key frame tubes. Inside the tube was a carbon-fiber "bladder", similar to the bladder used to make the carbon tubes for their Beyond. The bladder bulged into the cutouts, and then another thin piece of carbon fiber was glued into the cut-outs on the tubeset. Very slick! And Santana claims that the Exogrid system, together with the carbon fiber rear stays, makes for a smoother ride. Last year Exogrid was offered as an option to any Team bike (Ti, Scandium, and Niobium), but I don't think any actually shipped. Rumor has it that since Interbike they've begun shipping Exogrid models, and some dealers may already have an Exogrid in stock by the time you read this.

Santana was showing a new model tandem, not made in California, that they hope to bring to the market in the mid-\$2000 price range. It will have a limited color selection (most likely red and blue only), and no – or at least limited – fac-

tory options allowed. Component package shown was Shimano's excellent Tiagra brifters and derailleurs. Cranksets & brakes were in the same component level.

Santana was showing two very exciting bikes at the upper end of their line-up. The Beyond is now available in a PHD version, which is supposed to be stronger and lighter than any Beyond built to date. The cut-outs in the titanium tube allowed the carbon-bladder to squeeze out, strengthening the joints while not harming the ride in any way.

The other exciting bike shown was a Beyond set up with a working Shimano Di2 electric shifting system on it. If you haven't heard about Di2, you will soon. This system, while theoretically only available at the Dura-Ace level, allows you to switch gears with the push of the button. Santana looked at the system, saw the possibilities in such a system, and worked to make it a reality. Since they did not modify any Shimano-developed components, Shimano is expected to stand behind Santana's implementation of the Di2 system completely. Very sweet, if only offered w/ a double crank at this time.

After seeing Santana's implementation of the Di2 system, I beat it over to Shimano's booth to learn more. It is one sweet system, extensively tested during the Tour de France by several teams. It shifts very well under pressure, both front and rear. Once it's set up, there should be very little adjustment necessary to the shifting, as there are no cables. It's not a wireless setup, so there shouldn't ever be any interference with other electronics on

your bicycle. The re-chargeable battery pack is good for 600-800 shifts before a re-charge is necessary. There's an indicator gauge on it to let you know when you are coming to the end of a charge. When it does run down, your derailleurs will stay in the gear they're in, rather than dropping down to the smallest cog or chainring, as happens when a derailleur cable breaks. And yes, Shimano said they are already working on a Tandem-Specific unit, but no timetable was given as to when we might expect an off-the-shelf unit adaptable for upgrades. We'll be anxiously awaiting to see how fast Shimano produces a Tandem-Specific unit. In the meantime, we'll also be checking out Santana's implementation of Di2.

Oh, one last thing – the new 2010 model of Shimano 3x10 speed shift/brake levers pull enough cable so that you may no longer need to use a Brake-Power-Booster on your rear disk brake, or you may not need to use a Travel-Agent with your V-brakes. A nice touch for those buying a new 2010 model tandem, or who may be ready to upgrade their tandem again.

It's going to be an exciting year!

Jack Goertz
Birmingham, AL



The Schwinn City Slicker

In 1946 John King, future father of Natalie, came back from the war where his role was that of a young radio operator on a B-17 bomber flying missions over Germany. While in training in the states and on station in England, he dutifully sent home a portion of his paycheck to his family in Hamburg NY (about 15 miles down the Erie lakeshore from Buffalo) to put aside, and which he expected to claim on his return. Unfortunately, he was met at the train station by his father who was driving an unfamiliar but very nice car.

His money was gone.

Strapped for a job and for some transportation, he came across a Schwinn tandem that was being used as a prop



John King is in the front row on the right



DoubleTalk



John King today

in a play in Buffalo. This tandem caught his fancy. When the play closed, John tracked the bike down to the shop that had lent it to the performance company and bought it. He used the bike constantly for daily transportation (he looked forward to picking up hitchhikers on it so they could help with the pedaling between Buffalo and Hamburg). He even courted his wife on it. After he married, the kids used it and when Natalie was about three years old in the late 60's,

she remembers riding on the back and breaking her ankle by sticking her foot in the spokes. Her older brother, who was in front and about 15 years old, warned her not to put her foot in the spokes, but he neglected to explain what spokes actually were. The bike was also used by John in the early 70's during the first 'gas crisis'. All the rides ended shortly after that when the frame cracked at the captain's seat tube/rear top tube joint.



The Schwinn was then relegated to the damp basement for nearly four decades where it slowly rusted and deteriorated. I first learned about the machine when Natalie's brother showed up with a newly-welded bare frame and a box of parts and a desire to 'fix it up'

somehow. I did some web research and turned up 1945 catalog pages showing the tandem, along with advertising copy referring to 'European style' components, high strength tubing and a close coupled 'Ladyback' frame style. I'm guessing the pictures and copy predated the war and was composed in the late 1930's.

Nat and I took up the challenge and decided not to restore the bike to an 'as original' condition but to modernize it to the extent possible to make it useful to us. It just wasn't all that great when it was new as it was only a single speed machine and how John managed all those miles on a 70lb single speed remains a mystery.

Going through the original components provided some surprises. The hubs were steel with an integral drum brake in the back and were not going to be reused. The wheels turned out to be size 650 B but the rims were rusted steel and the tires were no more. The most interest-

ing finding was that the bottom bracket threading was English standard on 70mm wide shells with an eccentric tensioner in the front. The arrangement is, of course,



DoubleTalk

November / December 2009
www.TandemClub.org

still very modern and gives us the option of putting on brand new tandem components one day. But we decided these changes (modern tandem compnentry) were not quite yet in the plans, and they probably never will be. Instead we took a different tactic and decided to turn the Schwinn into a useful tandem in the North European city bike tradition.

All of the bearing components were found to be in like-new condition, so we elected to keep them, along with the captain and stoker chainwheels. We were in a quandary as to whether or not to put a derailleur on the bike. The first objection is that the style of city bike that we were emulating doesn't usually have derailleurs. The second issue was that we would have had to machine the backside of the that cool chainwheel with the stamped-in A,S and Co logo to accommodate a 3/32 chain. Rather than do that, we elected

to install a multispeed internal gear hub and to keep the chainwheel unmodified. It helps that we own a cotter pin press to facilitate the damage-free removal and installation of the crank assemblies.

We got the frame, fenders, and fork powder coated red and all of the components that were chrome at one time were powder coated white after what was left of the chrome was removed by scraping, sanding and bead blasting. The seat frames were found to be in good shape after bead blasting them clean and a local saddle maker, who could use the original covers as patterns, made new leather ones to replace the originals.

We chose to lace up 650A rims (26 x 1 3/8) since they were only 3mm difference in radius from the original and because tires are more readily available. Actually the biggest factor in that decision was the fact that Schwalbe makes



We were able to reuse the saddle frames.





DoubleTalk

cream colored tires in that size and those are what we chose to use. We also chose to use a Shimano Nexus 8 speed hub in the rear and a Shimano generator hub in the front. The 130mm rear hub fit the frame perfectly but the front hub is 100mm and spacers are required to match the 105mm fork.

The new seat posts are 28.2mm aluminum and fit perfectly. The handlebars, stem and fork hardware are original, as are the Torrington pedals. The lights are Lumotec halogen in the front and LED in the back. Both feature stand-lights so that the lights remain on for a few minutes while waiting at traffic lights when the generator is not turning. The

rear brake is generic; it was chosen to allow the cable for it to follow the frame and enter from the bottom. The front brake is a Tektro dual pivot; we found that more braking ability was needed on the first test ride, so KoolStop pads were fitted and a Shimano roller brake was installed onto the rear hub. Nat controls that brake by use of one of the original brake levers mounted on the stoker handlebars. Braking is now reasonably good.

Using an internal gear hub is a bit of a risk since it is not 'tandem rated'. We've limited the amount of torque sent back to the hub by riding out of phase (roughly single bike torque twice as often rather than doubling the torque as when pedaling in phase), putting on the smaller of the two sprockets (19 tooth), that came packaged with the hub, and having a 'no standing on the pedals' rule. If it comes to that we just have to get off and push.

The bike rides and handles beautifully and is very agile as you might expect from a tandem with such a short wheelbase. The seating position is quite upright and the re-covered mattress saddles are quite comfortable. It's no lightweight at 65 pounds but that's not a problem in its new role as a city bike built for two

The bike is quite a head turner and we plan on riding it a lot and bringing it to tandem rallies for fun. It's been a real treat to create that new machine and it has the added feature of a King family back story to go along with the hardware.

Natalie Lyons
John Lyons
East Aurora, NY



Schwinn-built Ultra Close Coupled Tandem

This description was found on the web in a scanned Schwinn catalogue at

http://www.trfindley.com/flschwinn_1941_1950/1946_15.html

The new Schwinn Tandem embodies all the improvements in design and construction to be found in the latest types of foreign machines plus many improvements in design and construction which are the result of a number of years in experience and thousands of miles of road testing by Arnold, Schwinn and Company. The frame, which is patented, is of the ultra short type which not only greatly improves handleability but also reduces the drag on hills to a minimum. The lady-back feature is the result of years of experience in Continental Europe and Great Britain where it has been found the most practical and has been universally adopted. The steering is done by the front rider only, because double steering is confusing and dangerous. The rear handlebar is fixed. The rear rider has a firm grip and this very materially improves handling. The new Schwinn Tandem is ultra modern in every respect, as light as it can be built to provide the requisite strength and stability, easy to ride, and provides the utmost in handleability and safety in traffic. The new tandem has all of the latest Schwinn features such as drop-out rear fork ends, chain and mudguards mounting directly to mounting lugs on the frame, the new kickstand, and removable seat post clamps. The steering head bearings have the thrust type

lower races and are extra large for tandem service and the handlebar stem is double fastened using both the expander bolt and the fork stem clamp. The fork is a special heavy tandem design throughout, the hubs are all special width, tandem size; special tandem width tires are provided. The entire machine is tandem design and construction throughout.

SPECIFICATIONS

FRAME: Ultra modern short coupled, lady-back European type, new patented design, built with the finest 1 1/8 diameter seamless drawn steel tubing, with 1 1/2 diameter bottom tube, two sets of rear stays, detachable parking stand bracket, removable seat post clamps, built-in chain and mudguard mountings, special heavy dropout rear fork ends. Special large diameter head tube. This frame is tandem engineered throughout,

FORK : Special heavy tandem design throughout, special heavy drop forged steel tandem fork crowns. Fork sides are extra heavy double tapered with brazed in fork tips. Fork stem 1 1/16 diameter – extra heavy. This fork is a special tandem fork engineered for tandem service.

REAR CRANK HANGER: Three piece cottered type, axle and cups turned from special bar steel, cups of extra length, cranks oval design with fixed pedal sprockets. Crank hanger assembly engineered for narrowest possible pedal tread.

FRONT CRANK HANGER: Same as rear but mounted in aluminum eccentric sleeve to permit front chain adjustment

HUBS: Special tandem width Schwinn dural. Rear hub has threaded steel insert to take sprockets and freewheels. Coaster brake optional.



DoubleTalk

Large flange front and rear Schwinn expander brakes extra cost. Caliper brakes furnished on freewheel models.

Dark Blue, Brewster Green, Black, French Grey, or Ivory. Gold hairline striping. Bright parts chrome plated

HEAD SET: This headset is tandem engineered throughout. All pieces are large diameter and extra heavy to withstand tandem strain. Adjusting cup turned from octagonal bar to permit use of standard wrenches for adjustment. The adjusting cup lock washer and the adjusting cup are serrated : an extra safety feature. Head set is provided with a handlebar stem adjusting clamp to augment the standard handlebar stem expander – another double safety feature. Bearing balls are extra large 3/16 diameter.



HANDLEBARS: Special tandem. Rear handlebar fixed – not steerable

HANDLEBAR STEM: Schwinn dural double adjustable

PARKING STAND: New patented post-war Schwinn-Built, dust, grit, water proof and grease tight mechanism with tapered sprag. Much lighter than previous. Detachably mounted.

MUDGUARD: Lightweight type equipped with the new semi tubular mudguard braces. Braces fastened directly to mounts on the frame. Braces fastened independent of axles. Two braces on the rear guard.

CHAINGUARDS: Front and rear chainguards mounted on strong brackets and attached to special mounting brackets brazed to the frame.

CHAINS: 1/2 x 1/8 roller

SADDLES: Schwinn lightweight tourist English type

PEDALS: Best grade

FINISH: Finest synthetic enamels over heavy prime coat. Colors: Maroon,

Tandem Haiku

Paceline on a trail

Taut muscles pound rotations

Racing on as one

Jennifer Hamlin & Jim Pona
St Louis, MO



DoubleTalk

November / December 2009
www.TandemClub.org

Oh, Canada! The Sixth Annual Canadian Tandem Rally In Leamington, Ont

We were on the 2008 Bike Florida when we ran into a tandem couple who talked about a great ride called the Canadian Tandem Rally. We were riding with Louise and John Geary from McGregor, ON, who also “winter” with us in Panama City Beach, FL. WOW! What a great chance to see them and also do a new tandem rally, this time in Leamington, ON. The four of us started making plans.

On Wednesday, May 20, it was off to the CTR and our very first Memorial Day Weekend away from home. We took the northern Michigan UP route, easily passing through Sarnia customs with our birth certificates and driver’s licenses firmly in hand.

Our mileage read 891 miles to the Geary’s home which is just a 1 hour drive to the rally. Friday we drove over to Leamington and checked into our lodgings at the Pelee Days Inn. It was interesting to see that the format was very similar to our MTR. At the registration tables we were greeted by our hosts, David and Brenda Vandavelde, and we

picked up our bag of goodies, cue sheets, routes/maps, neck badges, and a sharp looking long-sleeved shirt.

It was after 3:30 when we began our ice cream ride w/o ice cream and, of course, we got lost. An upright tandem team made up of two gorgeous, young gals from Indiana kept flying by and then getting lost, too. Thank goodness L & J were with us !

It was a sunny and warm temperature of 23? degrees C. Hmm, let’s see. Convert F to Celsius by subtracting 32, then divide by 1.8? What the hey? John’s easy formula: $C \times 2, +30$.

We made a loop before we got to the entrance to Point Pelee Nat’l Park and Lake Erie. “How far is it to the tip of the point?” we asked. A kilometer is about 5/8 of a mile so hmm....Too much



DoubleTalk

for our old brains, eh? “Let’s just try to use fahrenheit and miles.”

The park is a triangular-shaped peninsula and it is the SOUTHERNMOST part of Canada. We were accompanied by almost a cacophony of birds and later learned that there are actually 350 different species identified in this area. We continued down to the boardwalk and John pointed out some of the historical sites, including Admiral Perry’s Put-In Bay. We were disappointed that we

tasting party. The Pelee Island Winery hosted this experience for both novice and connoisseur wine tasters.

On Saturday morning, after a filling, hot buffet breakfast and group photo of the 46 tandem teams, we gathered for the mass start. Muts, Cows, Goats, Loons and, of course, Canadian tandem teams mostly from Ontario were ready and anxious to begin the fun. We chose the medium route and our destination was Kingsville and lunch at the Heri-

tage Village and National Transportation Museum. The countryside is flat, and the land is so rich that it produces the most diverse range of crops in Canada. Fruits and veggies abound both under glass (greenhouses) and from the fertile soil. And, did you know that Leamington is the Tomato Capital of Canada? We biked by the huge L.J. Heinz plant to reinforce this claim. And speaking of grapes, fourteen wineries can be found in the area. On our way to lunch we made a quick pit stop at the Pelee Islands Winery and



could not take our bikes to the observation tower, and there was not enough time to ferry across and bike around Pelee Island.

It was about 6:00 and too late for ice cream, so we ate in the motel’s newly opened restaurant. Then it was over to another room for the wine and cheese

Vineyard. We noticed many bottles of wine being loaded into a vehicle so that we didn’t have to carry them back on our bikes.

The CTR banquet dinner was on Saturday night, and it was QUITE A BUFFET DINNER! Looking for a place to eat, we spotted a table at which

DoubleTalk

November / December 2009
www.TandemClub.org

a young couple was seated. Their names were Jean Francois Carbonneau and Rene Langlois from Ottawa. They were bilingual, speaking French to each other and impeccable English to the four of us. We really enjoyed meeting some new, interesting tandem bikers.

Salads, roast beef, chicken, fish and we counted 5 or 6 different kinds of desserts. WOW! We started our meal and the entertainment began. We were treated to a unique murder mystery by a local theatre group and the dinner guests are involved in the story/plot. The players were in costumes and “circulated” through the tables choosing look-a-likes or not so look-likes to weave into the plot. At the conclusion, we were asked to vote for the “who done it”?

Sunday morning, after another breakfast feast, we decided to leave before the mass start to get a jump ahead of the gang. The weather was cloudy and threatening to rain. A few miles into the ride it did start raining just enough for us to get wet and uncomfortable. But by 11:00 the sun was out and both the temperature and our spirits were rising.

While biking along, a tandem team (Terry and Jane) kept slowing down and riding along side. They were so friendly and helpful. Duh—of course-- they were the ride sweeps. Thanks, guys! At the Comber Community Center our caterers had prepared another grand meal for us (salads, meats and cheese, dip and raw veggies, beverages and some yummy mega cookies.) This third day, a 75.6 K,

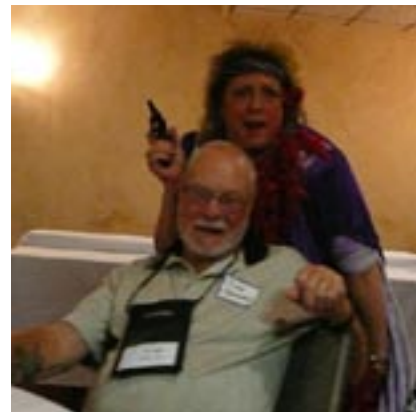
ended with at least two tired but contented tandem teams.

A few teams opted to bike on the scheduled Monday ride. However, we decided to leave Louise and John on Memorial Day and went through Detroit customs early that morning. The customs fellow did take a quick peek into our bike trailer.

We have so many warm memories of the CTR. The drivers along the routes were very polite, the roads were fine and we were amazed to run into so many other bikers during the three days we rode. We saw this phrase on one of the brochures: Southern Latitude, Friendly Attitude. But this only partly expresses how we feel. Every rally meal was a culinary masterpiece. Our routes were well planned, and all the many details of a rally were covered so well.

Thanks to Brenda and David Vandevelde and their team for making this 6th Annual CTR one of the best!

Mary and Bill Mobeck
Harris, MN
Minnesota LOONS





DoubleTalk

Virginia is for Lovers – and Tandems!

What would you do if your doctor said you had ten days before you had to start radiation and chemotherapy? My stoker's response was clear: "Let's go for a tandem trip!" So with that response, we did a spontaneous six-day tour of central Virginia. It was wonderful and we highly recommend the region to other cyclists. Below are some of the things we learned, for those of you who might want to plan a little more than we did:

- We started and ended our trip at The Acorn Inn south of Charlottesville. Owners Martin and Kathy Versluys have a Santana tandem among many other bikes and could not be more cyclist-friendly. They suggested great cycling routes and even offered cue sheets for a variety of rides. Oh, and the food was great too! (Ed. Note: Martin & Kathy usually have an ad in DoubleTalk for the Acorn Inn)

- Central Virginia offers great cycling. The Blue Ridge Parkway and Skyline Drive were more bike-friendly than we expected, with good road surfaces and surprisingly little traffic on summer weekdays. Two caveats, though. First, services are few and far between, so be sure to pack plenty of drinks and snacks if you ride on these roads. Second, these roads are very hilly. A drum brake or other drag brake is an excellent idea. We didn't install ours and we regret not having it with us on this trip. Although we didn't have any problems on the descents, we would have felt much safer with the drum brake.

- Central Virginia offers other great roads besides the Blue Ridge Parkway and the Skyline Drive. The Bikecentennial trail (U.S. Bicycle Route 76) passes through this region; we rode on portions of it during our adventure.

- Bed and breakfasts are abundant in this region. Besides the Acorn Inn, we also recommend the Llewellyn Lodge in Lexington and the Bed and Bagel in Raphine.

We discovered that it really doesn't take much planning to have a great vacation. We just threw the tandem in our van, threw the panniers on the tandem, and took off. We had a fabulous time. So what are you waiting for? Come ride your tandem in Virginia!

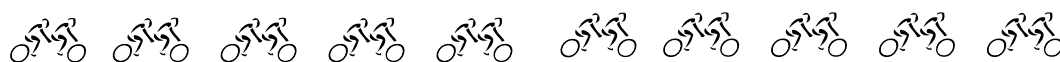
Bill and Jane Weech
Vienna, Virginia
Riding Double Since 1988

DoubleTalk

November / December 2009
www.TandemClub.org



Jane and Bill Weech in front of the Acorn Inn on their “pre-treatment” tour. The barn behind them is NOT the inn!



Club Notes

The COWS – Couples On Wheels have new jerseys. If you're a COW place your order soon. Check them out at <http://couplesonwheels.com/apparel.php>

HOT - Hawaii On Tandems now has a website [site.hawaiiontandems.com](http://hawaiiontandems.com) - check it out perhaps you can join them when you're in Hawaii.

Tandem Haiku

Hitched on a tandem
Fine tuning togetherness
Metaphor for life

Jennifer Hamlin & Jim Pona
St Louis, MO



DoubleTalk

2009 Georgia Rally

One of the great benefits of being a tandem rider is having the opportunity to participate in Tandem Rallies. These gatherings are weekend events with the object being riding, socializing and eating, all in about equal proportions, with other tandem riders. Through the years we have used tandem rallies to discover parts of the United States we wouldn't have another reason to visit. Why else would we be able to say that we had a great time cycling in Nebraska?

This past Memorial Day weekend we headed to Athens, Georgia to meet with 99 fellow tandem teams for yet another great tandem rally weekend.



Thursday afternoon we rolled into the Foundry Park Inn. Located on the edge of downtown, the Inn has cleverly converted an old foundry into a very

pleasant accommodation, with nightspots and comfortable rooms.



Our hosts, Eve Kofsky and Roger Strauss, greeted us with goodie bags, a reusable bag printed with the Georgia Tandem Rally logo, filled with the maps, rally schedule, attendee list, and a few other goodies. With directions to the evening beer party in hand, we were good to go.



We spent some time saying, "Hello." To fellow Birmingham teams Jim & Sherry Brown, Rich and Carolyn Casper, and Jack and Barbara Murbach. We met new teams and renewed friendships with many others.

Our bike was already settled into our pickup, so we spent a few minutes getting ourselves settled into our room before heading off to dinner. Downtown Athens has a huge selection of great restaurants. We headed off with a group of friends, restaurant name and GPS in hand. Jack led the way and we were within sight of the restaurant when the GPS popped out. Dave assured us that a left at the next corner and another half block of walking would have us at the restaurant door. Walking 5 steps forward, Jack asked if it was okay if we just entered the restaurant – we were at the front door.

Friday we drove to Watkinsville for our only remote start for the weekend. We could have ridden, and a few teams did, but Watkinsville was away from the

DoubleTalk

November / December 2009
www.TandemClub.org



Athens traffic allowing for two abreast riding and only occasional cars for the 49 mile option. We only felt a few sprinkles as we pedaled to Bostwick and Good Hope.



After loading the bike back into our pickup, we headed to Athens' Little 5 Points for lunch. Jittery Joes, a great outdoor store, quaint restaurants, and bike shop all make Little 5 Points a favorite location. We had enjoyed the 5 Points Deli on a previous visit to Athens, and we did so again on this occasion. We hadn't been seated long when the tables began to fill with tandem teams. Many of the teams had planned to eat at the Georgia Botanic Gardens, only to discover that the restaurant at the Gardens was closed. Torrential rain wasn't helping their enjoyment of the Gardens, either. It was too bad, we have

visited the gardens in the past and enjoyed both the gardens and the greenhouses.

Friday evening the rally officially began. Once we



returned from lunch and parked the truck at the Foundry Inn, we didn't move it until we were ready to head home on Sunday.

We walked to Lyndon House to enjoy Cold Stone Creamery type ice cream. Four flavors, our choice of accents and sprinkles to top it off. Needless to say, smiles were abundant. The adventurous toured the house and learned a bit about Athens history.

I was able to take care of some Christmas shopping in the gift shop.



DoubleTalk



The object of the day on Saturday was your choice of 36, 53, 66 or 72-mile rides to Watkins Mill covered bridge. The day began with an over the top breakfast buffet, then a mass start, complete with police escort to get us out of town.



Watkins Mill



Once again the skies were overcast but the rain stayed away. North Georgia has wonderful smooth rolling

roads with very little traffic. Athens is a fine place to visit even if there isn't a tandem rally at hand. We enjoyed rolling along chatting, checking out bikes, and just enjoying the day.



With an 82 year old middle stoker this triple wins the award for oldest team!



Audrey, age 2, in the trailer, is a rally pro.

DoubleTalk

November / December 2009
www.TandemClub.org



Lunch was served in the classroom at the Sandy Creek Nature Center. Some enjoyed the exhibits, some found the rockers on the front porch more to their liking.



Some of the teams spent the afternoon searching for Uga – fiberglass models of the UGA mascot. An amazing prize was to be awarded at the banquet to the team that found and photographed the most Ugas.

The banquet (casual dress of course) was an easy walk from the hotel. We were well fed and finally spotted our Uga. He was dressed much more formally than we were. The prize went to a team that located 42 Ugas in and around Athens.



The return to the hotel was an easy ride along the Sandy Creek Greenway with a final climb up to the hotel.

DoubleTalk



The rally concluded with a short (26 or 38 miles) ride to Nowhere. The police helped us out of town again, and even with the very foreboding skies, most of the 93 teams headed out. A few rain drops did fall, but not enough to stop or even slow down the group.

Yes, we were able to successfully find our way home from the middle of Nowhere.

Susan & Jack Goertz
Birmingham, AL



RAAM 2010 Captain Wanted!

What are you doing next June? Fred Boethling, RAAM President & CEO, sent word that he knows of a young lady who's a blind stoker, but who wants to race RAAM next year on a tandem. Fred didn't offer many details, other than the captain must be experienced, must be an endurance rider, and may need to temporarily relocate – depending on who might have the desire/drive to be a part of next year's Race Across America, and where s/he currently lives!

I know the details at this point are sketchy, but Fred wanted to be sure that only someone who was serious about competing in this grueling event would respond.

Here's what is known: Race Across America – Relay teams start June 12, 2010, from Oceanside Pier, Oceanside, CA. Captain/Blind Stoker would be part of a relay team (currently planned as a 4-person/2-tandem team)

Other than that, you'll need to contact fred@raceacrossamerica.org for more details. Tell Fred this information came via an Interbike conversation, as I doubt if he'll remember any names, but he should remember passing on the information.

If you think that riding RAAM might be right for you, but you need more information, check out the RACE ACROSS AMERICA website, <http://raceacrossamerica.org>. Search around the site. There's lots of good information on the site.

DoubleTalk

November / December 2009
www.TandemClub.org

TANDEM CALENDAR

November 6-8, 2009. **DOGS (Doubles Of Garden State) Tandems Off-Road at Minnewaska-Hohonk.** New Paltz, NY. Three days of riding unpaved dual track at Minnewaska State Park and Mohonk Mountain Preserve just west of New Paltz, NY. Suitable for off-road tandems or cyclocross tires. This is one of the prettiest areas we've ever ridden. Cliffs and views. Malcolm Boyd and Judy Allison. [Http://www.d-o-g-s.org/](http://www.d-o-g-s.org/)

November 8, 2009. **Evergreen Tandem Club Tour de Hills.** Seattle, WA area Tracy Own Station. Please join us for the Tour de Hills, a ride through Bothell, Woodinville, and Kirkland! We'll climb some of the hills from the "Seven Hills Kirkland" ride, and enjoy some views. We'll stop for snacks in downtown Kirkland. Steve Hastings and Denise Chan denise@chan.net www.evergreentandemclub.org

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 14, 2009. **HATS (Houston Area Tandem Society) Fayette County ride.** Fondren Ranch. This ride includes a potluck. Bring your bike and bring your food for a great time. Ride beautiful Fayette County routes provided by Leland and Laurie Fondren. Tandemhats.powweb.com

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

November 15, 2009. **Evergreen Tandem Club Easy 8.** Seattle WA area. Ride to Tukwila, Kent, Auburn and back. It's "easy" because it is as flat as the Kent Valley. The "8" is because we will ride in a big figure 8 and it's twenty-"eight" miles. Steve & Janet Sisson www.evergreentandemclub.org

December 13, 2009. **CATS (Chicago Area Tandem Society) Christmas Party.** Round Lake, IL. Tandem teams, but there may not be a ride. No matter, we know how to party. www.Chicagotandems.home.mchsi.com or e-mail Chicagotandems@mchsi.com

December 20, 2009. **HATS (Houston Area Tandem Society) Christmas Party.** Houston, TX. We meet at the Old Spaghetti Warehouse. Tandemhats.powweb.com

January 1, 2010. **HOTTS (Heart Of The True South).** Birmingham, AL. We ride regardless of the temperature or weather. This ride has occurred in the snow. Iced roads will stop us – we just can't get to the ride start. Begin the year right with a 25-30 mile ride. A stop at Krispy Kreme Donuts gets the heart ready for a new year too. Jack & Susan Goertz Jack@TandemsLtd.com

April 23-25, 2010. **Southwest Tandem Rally 2010.** Paris, TX. Bonjour, y'all! The Dallas Area Tandem Enthusiasts invite you to join us for a weekend of country riding in northeast Texas,

TANDEM CALENDAR

If any TCA member(s) do take part in RAAM2010, we want to hear all about it, the preparation and the event itself.



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where the land is flat (more or less) and the cycling is easy on your knees. Come explore the farmlands and ranches of the Texas plains in this Northeast corner of Texas. Kevin and Linda Vinson seem to be in charge with able assistance from the rest of the DATES. Details will be posted at <http://www.SWTR.doubledates.com> as they become available.

Spring, 2010. **COWS (Couples On Wheels) Spring Rally.** Middleton, WI. The plans are developing. Keep checking the COWS home page for details. [Http://couplesonwheels.com](http://couplesonwheels.com)

May 13-16, 2010. **Georgia Tandem Rally 2010.** Stay tuned for details including the location <http://www.georgiatandemrally.com/>

July 2-5, 2010. **Northwest Tandem Rally 2010.** Medford, OR. Geographically, the Rogue Valley is the drainage of the Rogue River and its tributary, Bear Creek. The valley is bordered to the west

by the ancient Siskiyou Mountains and to the east by the relatively young volcanic Cascade Range. The Rogue Valley is also Tandem Country. NWTR 2010 will ride the flat to gently rolling country roads through pear orchards and vineyards, family farms and horse ranches that connect the historic small towns that dot the valley. Details as they become available at <http://www.nwtr.org/>

July 2-5, 2010. **NOTE DATE CHANGE FROM SEP / OCT issue Eastern Tandem Rally 2010.** Saratoga Springs, NY area <http://www.easterntandemrally.org/>

Labor Day, 2010. **MTR 2010** Shipshewana, IN. Nice flat terrain, quaint Amish locale. Hosted by HOOTs (Hoo-siers Out On Tandems), part of CIBA (Central Indiana Bicycling Association). More details at MTR 2009 in Rochester, MN and DoubleTalk. www.mtr2010.org

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

DoubleTalk

November / December 2009
www.TandemClub.org

October 15-17, 2010. **Southern Tandem Rally 2010.** Florence, AL. Come roll with us in the "Shoals". Find your secret places, live high on the hog, and make good memories. Snap your fingers to a little jive. Listen to the sounds of W.C. Handy, Nat King Cole and more. The "Shoals" is the hit recording capital of the world. Great riding in the Tennessee River Valley and on the Natchez Trace. Host hotel is the Mariott Shoals 256.246.3600 Registration will open in early 2010. Make your hotel reservations now. Contact Jack or Susan Goertz STR2010@TandemsLtd.com www.southerntandemrally.com

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: 1997(?) Cannondale MT2000. Excellent condition. I also have a Yakima pivoting tandem roof rack attachment (no crossbars included), which makes it easy for one person to load. Parkinsons prevents me from enjoying tandem riding. Must sell. Over \$3000 invested. First reasonable offer takes it. Gerald Pelletier. Contact via e-mail, please, to geraldpelletier@att.net. (CT) 11/09

FOR SALE: 2003 Co-Motion Speedster Co-Pilot, medium, Champagne to Light Blue Metallic fade paint. Co-Motion Wound-up carbon fork, Chris King headset, Carbon Fiber crankset, Shimano Wireless Flightdeck computer, Bontrager RaceLite wheelset, OMM Rear Rack, Esge Fenders (P45's in black), Deda bars f & r, Trek Computer for stoker, Tamer Pivot Shockpost, Carbon fiber Seatpost, 2 Zefal bottle cages, 2 S&S hardcases. A well-cared for travel bike. Original price →\$7768, it can be yours for only \$3800 + shipping. Contact Jim Gregg @ 52jdg@hughes.net or call 405-209-0401 or 405-771-3379. (OK) 11/09.

FOR SALE: Ride2 crank arm shortener's: \$60. Kid Back child stoker conversion 1 1/8th seat tube: \$80 Burley Piccolo with two Moose Racks: \$160. These items will be in Rochester, MN during MTR 2009. If interested, or for more info, e-mail or call Robert Manulik at rmanulik@charter.net - 507.282.1856. (MN) 11/09

FOR SALE: Seat posts 29.8 mm from Santana tandems, shock posts, both offset & straight, \$40 to \$65.00. Also many tubular alloy fixed posts, \$7 to \$15.00. Photographs available on request. Contact Matthias or Carol Kurzrock, MDKurzrock@Astound.net, or call 925-465-4611. (CA) 11/09

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FOR SALE: Stem, gooseneck, 1.25", ±15 degrees, 9-cm. steel, one x 2 bolts; from Santana tandem. \$22.00; Stem, gooseneck, 1.25", ±30 degrees 8-cm. alloy, 2 x 2 bolts; from Santana tandem. \$26.00 Photographs available on request. Contact Matthias or Carol Kurzrock, MDKurzrock@Astound.net, or call 925-465-4611. (CA) 11/09

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FOR SALE: Seatpost: Get back for comfort; Outrigger seat post, fixed, 26.6 mm x 180 mm H x 100 mm L c-c extension; up to 4" posterior set-back extension, usually for stoker. Uses conventional clamp. Used on a ~1980s Santana tandem. Steel. A bargain @ \$20.00. Photographs available on request. Contact Matthias or Carol Kurzrock, MDKurzrock@Astound.net, or call 925-465-4611. (CA) 11/09

FOR SALE: Seatpost shims, sizers: Using this device attains increased performance, easier availability, and reduced cost. Change from the poor performance of 29.8 mm posts. These slit aluminum sleeves reduce a 29.8 mm frame to accept a standard 27.2 mm seat post. Get away from the poor performance of Santana shock posts, use the 27.2 mm for better performance, ready availability and reduced cost. Three of these aluminum sizers. \$7/each. Photographs available on request. Contact Matthias or Carol Kurzrock, MDKurzrock@Astound.net, or call 925-465-4611. (CA) 11/09

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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November / December 2009
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