

# DOUBLETALK

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

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The Tandem Club of America  
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# Double Talk

A publication of the Tandem Club of America

*An International Club for Tandem Enthusiasts*

*Established in 1976*

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

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



# DoubleTalk

## Who Does What?

### What do TCA members do?

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

**Deadline for the January-February issue is January 1, 2010**

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

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

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

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

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

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

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

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## 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

November - December  
September - October  
July - August  
May - June  
March - April  
**January - February**

#### 2008

November - December  
September - October

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From the Editors –

*Resolved: I will write at least one article and send it to DoubleTalk. It may be a travel article, a rally wrap-up, or a technical article, but it will be written and sent in soon.*

That was one of your New Year's resolutions, wasn't it? If not, we hope you consider it and make it one of your top priorities for 2010. The Tandem Club of America is your club, and DoubleTalk is only as good as the contributions you make to it. We love articles. We love articles with pictures even more, and we look forward to receiving yours as soon as you finish it.

As 2010 begins, we want to thank to long-time volunteers. The first we thank is Phil Mortello, who's been handling the Hospitality Homes List for several years now, has sent in his resignation. We thank Phil for the efforts he's put into maintaining the list these past years. We hope it has been lots of fun (mostly) for him, and that it was also rewarding for him. We know he met a number of TCA members through e-mail contacts, and that he helped many people with lists of hospitality homes to assist them as they traveled. We know it was difficult to coordinate a "split database," as we tried to keep three copies of the TCA membership database up to date and synchronized.

The information that Phil was maintaining on his copy of the database has been uploaded to the master database that's on the TCA website, and is now available to be "self-maintained" as part of your member profile. If you'd like to

see what your record looks like, log onto the TCA website and go to your profile. It will show what Hospitality Home features – if any – you've designated.

If you're traveling or planning a trip, you can select a list of hospitality home providers for the state(s) of interest, and then you can contact them via e-mail for help, if you need to. Additional information/functionality will be added to the Hospitality Homes phase of the website over time. At this time, we aren't asking for a volunteer to replace Phil.

The second (set) of long-time volunteers we need to thank are our membership team, Claude Monnier and Smith Doss. For many years Smith & Claude have been processing your membership forms and your renewals, and sending us your updates. In conjunction with the move to a single web-based database, Smith and Claude have said it's time for new blood to go with the new system. We are asking for a new team to volunteer to serve as TCA Membership Coordinators. Our new web-based system can handle memberships and renewals automatically, using PayPal, and you can update your own address on-line, but we still need a team to help process those members who prefer to send in their memberships/updates the old-fashioned way. If you'd like to consider becoming more involved in the TCA and possibly serving as the TCA Membership Team, please contact us ([editor@tandemclub.org](mailto:editor@tandemclub.org)) for more information. Smith and Claude have graciously agreed to continue helping out until a new team comes

continued on page 4

**Please  
share your  
thoughts  
with  
Double-  
Talk**



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From the Editors - continued from page 3 forward, but if you have an interest in becoming Smith and Claude's replacements, let us know as soon as possible. Until we have a new team in place, if you choose to send in your renewal via paper, please continue sending it to Smith and Claude.

Wow, I didn't realize we had so many administrative items to discuss! And we still haven't mentioned that we're beginning work on the annual membership list. Please check your information on your label, and update it if necessary. If your membership is set to expire soon, please take the time to renew as soon as possible. We'd hate to miss you!

Finally, we're really looking forward to 2010 and cycling even more. We're already planning which rallies we'll be able to attend, and if all goes well, we'll be leading a tour in October. Check out the calendar of events, and make your plans, too. And if you don't see your favorite tandem event listed yet for 2010, please contact the organizers and ask them to send in their information.

It's time to close for another issue. We hope to see you on the road!

Jack & Susan



## Logging In To The TCA Website

We've had several inquiries about logging into the new TCA website. It's really quite simple, IF we have your current, correct e-mail on the database. Your e-mail address is the key to logging on.

For those logging in for the first time:

1. Go to <http://www.tandemclub.org>
2. Enter your e-mail address
3. Click on "Forgot Login"
4. Click on "Lost Password"

5. A new password will be sent to your e-mail address.

6. Use the new password and your e-mail address to login. Once logged into the site, you can now edit your profile and change your password if you desire. Please protect your password. If you change it, please select a password that will be difficult to guess. The website administrator does NOT have access to your password!!!

Note: This will only work if we have your correct e-mail address on file. The e-mail address that was loaded to the member database is the e-mail address as printed in the 2009 Member Directory. If this is incorrect, or you did not include an e-mail address when you joined/renewed TCA, you will need to send a short e-mail to the webmaster ([webmaster@tandemclub.org](mailto:webmaster@tandemclub.org)), asking that your e-mail address be updated. Please provide your full name and address so that the webmaster can insure he is updating the correct member record.

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Once you've logged in, explore a bit! You can update your address directly now, but be careful! That's the address we'll be mailing your copy of DoubleTalk. We'll be updating the website frequently, and we'll be adding features to it throughout the year.

You can also use the Website to join TCA or to renew your membership, using Paypal. If you don't wish to use Paypal, simply print a form from the website or use the form on the back of Doubletalk and send it in to the Membership team.

Questions or problems? Send them to the webmaster (webmaster@tandemclub.org). They'll be quickly taken care of.

Web Development Team

## Letters to DoubleTalk



Dear DoubleTalk,

We're looking for a tandem-riding couple who may be interested in becoming part of a long-distance relay ride in Alaska. The ride will be held next July, 2010. At this time, details are still in the planning stage, but we hope to take part in the **2010 FIREWEED - THE GREAT ALASKA BIKE RIDE**, the double century event of the Fireweed Alaska bicycle ride in July, 2010. For more information, see the Fireweed website @ <http://www.fireweed400.com>.

Plans are still sketchy, but our basic plans are:

Meet in Anchorage, AK. We'll drive from Anchorage to the starting line at Sheep Mountain, relay ride to Valdez, and then take the Alaska Marine Highway Ferry back to Anchorage. If inter-



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Joyce and Barry Weiss  
Tucson, AZ

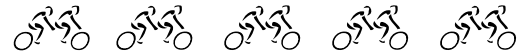
(Editors Note: Please send us an article about the 2010 Fireweed when it's over. Thanks!)



Dear Doubletalk,

I know the attached pictures shows a Sociable rather than a Tandem, but I am wondering if you have ever seen this particular model anywhere. It was supposedly invented by the operator, Charles Henry Edwards, in Los Angeles, I'm guessing in the early 1890's. Any light you can shed on this machine would be appreciated.

Marilyn Hamill  
Moggiesten@aol.com



Dear Doubletalk,

About fifteen years ago my wife and I purchased a vintage Motobecane tandem from an old friend who deals in old bikes. We had friends who had a Burley Duet, and were charmed by the prospect of the two of us being able to exercise together. We also wanted to renew our interest in cycling, which had been put on hiatus for quite a few years while we raised a family.

We rode and upgraded the Motobecane for a year and were hooked. Not all couples can enjoy the tandem experience, but for us it was perfect. We became acquainted with other Vermont tandem couples and upgraded to a used Gary Fisher enduro style bike, with slicks and drop bars. Our circle of tandem-riding friends began to take turns organizing rides, which were usually followed by a potluck dinner at the hosts' home. This is a group of people who can really cook!

In 1996 we traded up to a Santana Arriva. Our little bike gang has continued to operate, with snow shoeing or cross-country skiing replacing cycling during our Vermont winters. We have planned and executed a number of unsupported tours together, in the US, Canada and Europe. I've attached a couple of photos of us from our tour of Tuscany in 2003.

A few years ago we decided we should have a name for this informal



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club. We all agreed that TRAMPS was a good fit (Tandem Riding And Meal Planning Society). If we have a motto, I guess it would "ride to eat, eat to ride."

Best Regards,  
Bernie Derry  
Essex Junction, VT



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## Southern Spain via Tandem (Vuelta Andalusia)

After memorable experiences in France, Italy, and Sweden, we decided to explore the dry mountainous region of southern Spain (Andalusia) via tandem. We toured Aug 28 – Sept 09, 2009 with 11 total days of riding (480 miles) plus rest days in Seville, Granada, and Malaga. We enjoyed the scenery (lots of orange, olive and almond trees), the food (tapas!), and the courteous drivers of Andalusia very much, and we look forward to touring other regions of Spain in the future. As expected for early September, it was very hot and sunny (temps were in the high 90's), which contributed to the difficulty of some of the climbs. Timing a month later might have offered cooler

temps, but we all came home with great tans! And despite an unfavorable dollar-to-euro exchange rate, we found the hotels and food to be quite reasonable.

The two teams on this self-guided adventure were Team DL (aka Dos Locos, Duncan and Laura McCabe) and Team BS (aka Bandas Sonoras, Bill Leland and Sara Lundin), from Wilmington & Wrightsville Beach, North Carolina, respectively. Each person had a trip assignment: Sara – tour guide, Bill – hotels, Duncan – route planning, and Laura – daily navigation. Sara first selected the primary tourist sites of interest using the usual tourist resources. Duncan then developed a generally clockwise tour from Malaga to Seville, Cordoba, Granada, and back to Malaga. Duncan used “Cycle Touring in Spain” by Harry Dowdell as a guide, though we deviated significantly from the book’s routes.

Normally on self-guided tours we prefer flexibility and only reserve hotels for the beginning and end of the trip. Bill made reservations at the Hotel Monte Victoria in Malaga for the first and last two nights of our trip. This is a charming small hotel with beautiful views of the city. The hotel arranged special transport for us to/from the airport (Team BS is still flying an ancient uncoupled Santana via cardboard box) and stored our luggage while we toured.

Since our tour began in August (Spanish national vaca-



Team BS (aka Bandas Sonoras, Bill Leland & Sara Lundin) and Team DL (aka Dos Locos, Duncan and Lara McCabe) are ready to ride.

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tion month), Bill also reserved the second night's hotel, at El Chorro, near Ardales. Since we would never have found this beautiful spot en route, we've learned that for future trips we'll at least research the hotel options in each possible overnight city before leaving the US.

Team DL tours on a coupled 2002 Bushnell. It requires care to keep each tandem suitcase at no more than 50lb to avoid airline luggage fees (Delta gouged Team BS \$300 to fly their box from Wilmington to Malaga). We pack a \$10 portable luggage scale from magellans.com to weigh luggage for the return flight. For this trip we added a kickstand purchased from Tandems East, which we highly recommend.

## **Cultural observations:**

The Andalusian daily schedule created some challenges for our cycle touring. Shops and cafes didn't open until 8AM or later, so an early bike departure (to beat the heat) meant leaving without breakfast. This worked for us when we knew we would find another town up the road an hour or so. Lunch is never served until 12:30 or later, though in the larger towns we could sometimes find adequate snack food at a bar or cafe. We usually ended up riding in the maximum heat of the day, unless we planned a late lunch after stopping for the day. Dinner isn't usually served until 8PM or later, so we often relied on tapas meals at bars and cafes. The Andalusians have a wonderful outdoor café culture. We loved sitting outdoors every afternoon\* enjoying drinks and tapas, and watching people. It's apparently common for Andalusian

families to spend summer nights out late and rely on an afternoon siesta to make up for the shorter night's sleep.

\*In Baena, we were told that "afternoon" **starts** at 6PM!

If you're the type of cycle tourist who needs a hearty breakfast to fuel your ride, you will need to plan accordingly, as Andalusians prefer a light breakfast of bread and café con leche. A common breakfast sandwich is a bread roll with just a slice of aged cheese and a thin slice of ham, or a lightly toasted roll slathered with olive oil and salt. The Andalusians eat copious amounts of delicious olive oil and it was available at every meal for bread dipping.

We drank the water with no ill effects. Unfortunately the Andalusians still smoke, a lot.

**Navigating with Garmin:** Laura's job on tour is to try to keep the wrong turns to a minimum, and blame any wrong turns we do make on Garmin. Laura has a love/hate relationship with him (her Garmin is definitely a "he"). Garmin was amazingly accurate at showing the locations of our hotels in Malaga, Seville, and Cordoba, based on the programmed addresses. He also led us efficiently into Seville and Malaga. But Garmin showed the Alhambra in the wrong part of Granada, sending us far out of our way. We have also learned to use judgment before following Garmin's "go to" routes, especially in towns. For an excellent Garmin review, check out Sheila Hoffman's article in the Nov/Dec 2008 issue of Double Talk. And by the way, Laura thinks all you control freak captains (yes, Greg Knecht, this means you!)



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should turn your Garmins over to your rear admirals and let them do the navigating (Sheila would probably agree).

## Trip Diary:

**Thursday Aug 27th** – travel day – arrived Malaga, put bikes together, and explored on foot. It was obvious Team BS's box had been dropped, but we won't notice the bike damage until tomorrow...



Duncan and Laura McCabe at El Chorro.

**Friday Aug 28th** – day 1 riding – Malaga to Ardales – 43 miles. With the help of Garmin, Laura navigated us through the city, heading northwest. But after only a few miles Team BS began dropping their timing chain. Stopping to investigate, Sara noticed the captain's spider and chain ring were bent, most likely when the box was dropped in transit. Most cyclists would consider this a MAJOR MECHANICAL, but our two captains rose to the challenge. While Laura and Sara sat by decoratively, Bill and Duncan swapped the captain and stoker chain

rings (to distribute the misalignment) and straightened out some of the bent teeth. 1-1/2 hours later we were on our way. And after this mishap, we had NO MORE MECHANICALS the rest of the trip, not even a flat! (Note for future packing – line the bottom of the box with foam to protect the chain rings).

A lot of today's ride was through the El Chorro Parque Ardales, with some long climbs, to the beautiful Gorge of Los Gaitanes. We ended with a descent along a reservoir to the charming La Posada del Conde. After checking in at our hotel we went for a refreshing swim in the reservoir.

**Saturday Aug 29** – day 2 riding – Ardales to Ronda – 37 miles. A tough day of hot climbs through the Sierra de Ronda mountains. Around noon we rode into El Burgo looking for lunch. We learned that they were in the midst of their annual multi-day festival, so the restaurants were opening even

later than usual for lunch (though the cafes and bars were full of people already drinking beer). We ended up with a less than memorable meal of breaded and fried snacks and some awful potato salad coated with a layer of mayonnaise. We never did learn the name of this dish, but we saw it other places and learned to avoid it! (In retrospect, this would have been a good day to break out the picnic supplies.)

Our uninspiring lunch was followed by a long, hot climb and then finally a descent into Ronda, where we had

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reservations at the Parador de Ronda, overlooking the scenic gorge and old Moorish town. We spent the afternoon sight-seeing the historic town and admiring the view across the plains *below* us (despite our long descent into Ronda, we had more descending to look forward to tomorrow!).

**Sunday Aug 30** – day 3 riding – Ronda to Montellano – 54 miles. The descent from Ronda to the northwest was an absolute blast. By luck, we left Ronda on a Sunday morning, when even the highway traffic was light. We were really enjoying the morning of riding, and stopped for cappuccinos at a roadside café. But then the climbing and heat started (upper 90s). We descended to a beautiful lake and decided against slogging back up to the fortified hilltop town of Zahara for lunch, though it looked quaint from below. We rode on to a nondescript village, just in time for a classic, long, delicious Sunday Andalusian lunch, surrounded by locals, at the town hotel. The rest of the day was hot climbing, but we were fortified by our great lunch. We ended up in the town of Montellano, a logical stopover en route to Seville. This was our first night without hotel reservations. We found the charming Hacienda El Huerto a couple miles beyond town, but they had no rooms available and sent us back to Hotel La Posada, which was not at all as nice. It did have a refreshing pool, and that night we had a wonderful gourmet dinner in their restaurant – one of the best meals of the trip.

**Monday Aug 31** – day 4 riding – Montellano to Seville – 44 miles. Duncan

warned us that today would likely not be idyllic cycling, as all of the bike tours bus their clients in/out of Seville. We focused on the destination and made short work of the flat terrain, ignoring the Monday traffic as best we could. The surrounding fields were brown and harvested, but apparently sunflowers are grown here, so this ride might be very scenic earlier in the summer. We entered Seville from the southeast, the roads becoming bigger and more congested, until we merged onto a high speed highway. The drivers were unbelievably courteous, and the posted signs indicated that bicycles (as well as pedestrians and tractors!) were allowed on the road (though we didn't see any other bicycles). Finally we entered the city and were surrounded by scooters and other bicycles. Despite the congestion, we were always given our fair share of the road.

Seville is such a big city, finding a hotel was overwhelming. Bill used the computer at the too expensive Hotel Alfonso XIII and found the charming, affordable El Rey Moro hotel in the Barrio de Santa Cruz, and we settled in for two nights.

**Tuesday Sept 1** – rest day – Seville. We used our first day off the bike to play tourist and give our legs and butts a break. The top attractions are the Alcazar, a 14<sup>th</sup> century palace and gardens where you can spend a couple of worthwhile hours, and the cathedral (third largest in Europe). But we were unimpressed with The Big Red Bus tour as it mainly seems to sit stuck in traffic in the modern parts of Seville. We picked up a map of city bike paths to help plan our route out tomorrow. We tried, but couldn't find



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A very welcome, unexpected police escort out of Seville.

the energy to stay up late enough to watch flamenco!

## **Wednesday Sept 2** – day 5 riding

– Seville to Palma del Rio – 57 miles. This morning we had an adventure that

we'll talk about for years. We left the hotel at first light (7:30am) to try to get out of the city as early as possible. Laura was navigating via the bike path map and Garmin. Suddenly, the bike path ended and we were confronted with a major highway blocking our way. Just then, a little white police car pulled up. We told them the name of the next town up the road, our intended breakfast stop, and ended up with a police escort (with lights flashing) for several blocks as they took us through town and to the quieter road out of town. We got a picture of Bill with the two cops, thanked them profusely, and headed on our way. Up the road we found a traditional and cheap breakfast at a working men's café.

While researching hotels in Seville, Bill found Monesterio de San Francisco, a 15<sup>th</sup> century monastery converted to a hotel in Palma del Rio, a logical stopover northeast of Seville and en route to Cordoba. Today's riding was very pleasant on

deserted, relatively flat rural roads. After arriving we enjoyed a classic, gourmet two-hour Spanish lunch at the hotel, and then hit the pool, where we met a group of single riders on tour via [countrycycling.com](http://countrycycling.com).

**Thursday Sept 3** – day 6 riding – Palma del Rio to Cordoba – 36 miles. We enjoyed very pleasant riding on good rural roads, mostly flat with a few short ups. The weather was a little cooler today, too. The Hacienda Posada de Vallina, which Bill had reserved while in Seville, was charming and conveniently located directly across from the Mezquita (8<sup>th</sup> century Great Mosque). We had planned a short cycling day to arrive early and use the afternoon to see the Mezquita, which is a very unusual and interesting Muslim building with an elaborate Catholic cathedral plunked into the middle of it. Enjoy wandering through it, but don't bother renting the audio guide.

**Friday Sept 4** – day 7 riding – Cordoba to Baena – 44 miles. Today we began heading southeast on great roads with no traffic, hot but with a bit of breeze. We arrived in Baena, a commercial olive oil region. We stayed at Hotel Casa Grande, a former mansion converted to a large business hotel in the center of town, and we toured the local olive oil museum.

**Saturday Sept 5** – day 8 riding – Baena to Granada – 68 miles. Since it was Saturday, traffic was light even though we were on main roads most of the day. We were finding the main roads had more traffic but more gradual grades and a clean wide shoulder. The rural roads were deserted but much more challeng-

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ing, with more steep ups and downs. The weather was cool in the passes, and started getting hot as we dropped into the plains before Granada – a screaming descent. We had not made hotel plans and so began a late afternoon search in the old town near the Alhambra. We ended up splurging on the Alhambra Palace. It was pricey but convenient for walking, and it had a gorgeous view of the city and surrounding plains.

**Sunday Sept 6** – rest day – Granada. We spent all day touring the Alhambra, a historic Muslim palace and fortification, and one of Europe's greatest attractions. The audio guide helped us get the most out of the place.

**Monday Sept 7** – day 9 riding – Granada to Alhama de Granada – 37 miles. We enjoyed nice roads with minimal traffic but no shoulder, with some climbing, though nothing horrendous. We picnicked by a lake, and saw few other food options for lunch. We climbed into the center of town and ended up at the modest and quaint Casa de la Sonrisa, run by a Dutch family.

**Tuesday Sept 8** – day 10 riding – Alhama de Granada to Colmenar – 41 miles. The climb out of town was exactly as described – long, with lots of switch backs, but very scenic and well worth it. We descended into a huge agricultural

valley and rode for miles past fields of ripe tomatoes, peppers, artichokes, and lettuce. The combination of road quality, scenery, and temperatures made this the best day of riding. We stopped for a nice lunch with the locals, but then ended up at a nondescript hotel. Colmenar is an industrial town with little to offer tourists, though we did have a good dinner at



Bill and Sara prepare for the descent.



# DoubleTalk

the Balcon de los Montes hotel, where we wish we'd stayed.

**Wednesday Sept 9** – day 11 riding – Colmenar to Malaga – 20 miles. The morning started with some decent climbing to the top of the pass, where we stopped for a herder guiding his goats across the road. We also noticed the recently harvested cork trees lining the road. After stopping at a café for cappuccinos, we enjoyed the glorious descent into Malaga. The views of the city and Mediterranean were spectacular. The road is so steep it even doubles back over itself twice, which looks like two curlicues on the map! The mid-week traffic was light (this probably would not have been as much fun on a weekend). With help from Garmin and the signs for Hotel Monte Victoria, we cruised right to the hotel and had the afternoon and evening to sightsee.

**Thursday Sept 10** – rest day – Malaga. We spent the day like tourists (Picasso museum, Big Red Bus tour), shopping and packing the bikes for our flight the next morning.

## **EPILOG: AH, THE “JOYS” OF TRAVEL...**

The trip home started with a smooth taxi ride to Malaga airport. We checked in, and were delighted when Team BS was not charged for their bike box. We landed at Charles de Gaulle airport on time, but with <1 hour layover. Unfortunately, we arrived at the gate for our flight to Charlotte <15 minutes prior to departure to find that they had already shut the gate. Air France Customer Service then spent the next two hours trying to figure

out how to get us home. (Note for future: when a connection is tight, request seats near the front of the plane!)

We've learned on previous travels that it's usually better to get a flight - any flight - and start making progress towards home, rather than to accept a 24-hour delay on the original itinerary. We've also learned you have to help them with options, such as alternate airports and airlines, especially if you're flying to a small place. For example, the Customer Service rep asked what other cities were “near” our final airport, when the right question was “what airlines fly to your airport, and from where?” We were eventually booked to Boston several hours later, arriving late evening. We were not allowed to re-check baggage for our domestic flight the next morning, so we opted for expensive hotel rooms at the airport Hilton and schlepped our luggage there, to get some rest prior to the next morning's 5AM flight.

At 4AM the next morning, the US Airways ticket agent tried to send us and all of our luggage to United, at another terminal. The Air France customer service rep probably re-booked us on United, but we confirmed that only US Airways had a 5AM flight to Charlotte, and eventually got our boarding passes. (The airlines' code sharing sucks - sometimes it is impossible to tell ahead of time which airline will actually fly the route.) Fortunately, Team BS's box had already been tagged all the way to Wilmington, so no extra luggage fee.

Our flights to Charlotte and then Wilmington were uneventful. Instead



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of getting home late Friday night, as originally planned, we arrived home early Saturday morning. One of Team DL's bike suitcases ended up going to Moline, Illinois but was delivered a few days later intact. Why Moline? Maybe because Wilmington's airport code is ILM, and Moline's is MLI...?

**FINAL WORDS:** We know we are very fortunate to have each other as traveling companions, and look forward to exploring Puglia, Italy together next April!

Team Dos Locos  
Team Bandas Sonoras  
Duncan & Laura McCabe  
Bill Leland & Sara Lundin  
Wilmington, NC  
Wrightsville Beach, NC



There once was a man from the falls  
Whose stoker was exceeding tall  
She looked over his head  
With a loud voice she said,  
"If you hit that pot-hole we will fall"

FR & Kelly Jordan  
Menomonee Falls, WI



## Impressions Of A Cycling Addict

From the camaraderie of new friends on an organized tour to the silence you treasure away from the rat race on a solo ride to the joy of sharing a favorite route with your partner on a tandem.

That's cycling.

From the sweet scent of honeysuckle along the Natchez Trace in April to the heady fragrance of linden trees blooming along the streets near home to the distinctive odor of a sewer treatment plant next to the city bike path.

That's cycling.

From watching pelicans, hawks and eagle soaring overhead to catching glimpses of herons and egrets in the river to sharing the trail with a stubborn mama goose herding her goslings to safety.

That's cycling.

From the rain drizzling down your face and into your glasses to the cold wind that freezes your cheeks and nose on a January ride to the welcome warmth of the sun on your bare arms and legs after a dreary winter.

That's cycling.

From carpets of purple lupine covering a mountainside to meadows of wild iris to fields of nodding sunflowers in North Dakota.

That's cycling.

From the deer that gazes warily at you as you pass to the herd of horses that race



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you along the fence to the dog that chases you, barking ferociously as you cross its territory.

That's cycling.

From the 30mph crosswind that buffets you unmercifully and pushes tumbleweeds into you unprotected legs to the tailwind that pushes you down the road like a giant helping hand to the headwind that makes that flat stretch seem like a mountain pass.

That's cycling.

From snacks of Cliff bars, gorp and peanuts to the turkey sandwich and chips you share with your captain at the top of the hill to the ice cold Gatorade you savor after a long hot day.

That's cycling.

From achy knees at the beginning of the season to quads so tight after a week of riding, no massage could loosen up to the strength you enjoy after weeks of training.

That's cycling.

From the rushing of a waterfall as you pass to the whirl of a hummingbird buzzing your brightly colored jersey to the roar of traffic on a narrow road.

That's cycling.

From pine and aspen forests to meadows of gently waving grasses to rolling hillsides of red and orange maples along the Missouri River.

That's cycling.

From the rosy glow on the mountain peaks at dawn to the sweat dribbling down your neck under a hot midday sun

to the velvety softness of the dark as you pedal along the canal at night.

That's cycling.

From high mountain passes in Colorado to rolling hills in Illinois to those "false" flats that make your legs burn.

That's cycling.

From flat tires to cracked rims to the whirring a perfectly tuned wheel.

That's cycling.

From 5-star hotels with down comforters to B & B's in Victorian houses to the coziness of a 2-man tent.

That's cycling.

From organized weeklong rides to charity one-day events to self-contained cross-country tours.

That's cycling.

From tandems to triples, road bikes to mountain bikes, uprights to recumbents.

That's cycling.

From mountains to prairies to valleys and beyond.

Let's go cycling.

Marilyn Swett  
Denver, CO



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## 25,000 Miles Later

Seems like it was not so long ago that we took delivery of our custom carbon fiber Zona tandem. Yikes!!! We have now logged our 25,000<sup>th</sup> mile on this great twofer!

A little background first and then we'll see how this tandem, and our component choices, have fared over the past six years.

### Background . . .

We had been riding single bikes for years, doing club rides and centuries; due to different abilities, we did not always ride an entire event together. That all changed on our 20<sup>th</sup> wedding anniversary in January 1975 when Rudy presented Kay with a brand new Follis bicycle-built-for-two!

Yes, we know, tandem bikes were a bit scarce then, and a real 10-speed two-seater was quite a rarity. We learned a lot from riding our French Follis twicer. What did we like? Not like? We really liked riding TWOgether as a couple!

We did not like the make-do fit for the stoker; we did not like some of the componentry. We did not like the regular spoke breakage nor the Atom drum brake; we did not like . . . well you get the idea!

Nobody at that time built exactly what we really wanted in a tandem; so the solution was to design our own bike-for-two, then find a custom builder willing to execute our design.

Kay is a bit height-challenged, at just under 4'11", so production tandem stoker

er positions were way out of whack for her. A shorter rear cockpit for stoker also meant a shorter wheelbase. We wanted a light and quick handling machine. While we were at it, we specified some of the best, and lightest, componentry then on the market.

Matt Assenmacher of Swartz Creek, Michigan, built our first custom twicer and it fit us to a 'T'. We took delivery in January 1977 and "WOW" . . . what a difference!

Ready to ride, it weighed in at a then incredible 34 pounds with a 60 and ¼-inch wheelbase. It handled as great as it looked, and we put 64,000 happy miles on it.

We progressed from that Assenmacher to another great custom from Colin Laing followed by another from Co-Motion. We logged thousands of miles on each of these built-to-our-specs bikes-for-two.

Between all this riding, we also did free lance writing on tandems for various publications and did tandem test riding for several companies.

In all, we've ridden over 30 brands/models of tandems from well known American and foreign builders to almost forgotten ones like the first mountain bike tandem built by



Rudy and Kay Van Renterghem are always ready to ride.



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Glenn Berry, the unique recumbent/upright combo from Counterpoint, 'bent Bik-E, and a travel friendly folding full-size Montague . . . among others.

Frame material from steel alloys, aluminum, titanium, bamboo and carbon fiber. Ah, yes, carbon fiber . . .

Long time friend and retired aerospace engineer Bob Davis of Peoria, AZ had been building custom carbon single bikes since 1985. He inquired if we'd be interested in testing his prototype carbon tandem.

Having just finished an article on testing a Calfee twicer that we really liked, we quickly agreed to put some miles on Bob's latest carbon innovation.

We were impressed by the workmanship and ride quality of his Zona prototype two-seater.

It featured a mixture of oversized USA-made carbon tubes, titanium S&S fittings for EZ travel, front and rear disc brakes and top-shelf components. After the testing, Bob inquired if we'd be interested in ordering a custom bike for ourselves.

Our Co-Motion's odometer just tripped the 57,000 mile point and when we reach that kind of mileage it's time to think of some major component upgrading; however, instead of upgrading, we prefer ordering a new bike. Great timing, Bob!

## The Bike . . .

With all the years we've ridden TWOgether, we are a bit fussy and know



what we want. So we deviated quite a bit from his prototype.

Our design called for a 63 1/2" wheelbase; full carbon fiber frame with c/f lugs, including retro window cut-outs; a drastically sloping top tube to accommodate our now aging limbs; re-inforcing fillets, fully adjustable c/f stoker stem; a custom bottle mount for Kay integrated on her stem; round carbon fiber stoker handrests; under-the-boobtube spare spoke carrier; a glue-on attachment for our mini garage door opener plus a custom rear rack . . . carbon fiber, of course! Oh, and we wanted it to weigh in at less than 30 pounds.

Paint? N-a-a-a-h! Opted for carbon weave finish with a clearcoat.

We took delivery of our new full carbon steed mid-May, 2003, two weeks earlier than Bob had promised! It was everything we had requested . . . and then some. It officially weighed in at 26 1/2 pounds. Of course, we still had to add full water bottles, rack trunk bag and other 'stuff'.

Major components included a Wound Up carbon fork with V-brake studs; FSA c/f Team Pro triple crankset, FSA titanium bottom brackets; the eccentric was a custom lightened Zona.

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The bike rolled on Velocity Aero-head 700c rims, 32H front and 36H rear, mated to Chris King hubs and DT Revolution double butted spokes, alloy nipples and ultra-lite rimstrips. Tires were Michelin Pro 23 mm.

It had a Chris King headset, Avid-Ti V-brakes front and rear, 9-speed 11-34 Ti XTR cassette with XTR rear derailleur, a Dura Ace front derailleur mated with D/A STI shifters. Chains were SRAM PC89R hollow pin.

Handlebars, front and rear, were carbon Easton EC 90. Seatpost for pilot was a Thompson Elite and a Wound Up X for stoker. Saddles were Selle Italia SLR for the front seat and a Flite-TT for the rear. Wheel QRs were by Salsa. The captain's stem was a Ritchey WCS.

We also designated a custom mount for our Topeak Mt. MasterBlaster pump on top of our boottube. And we prefer road pedals with toeclips to clipless ones.

There was room for 5 bottle cages on the frame plus two handlebar-mounted cages. Yes, we live in the desert Southwest and we do not like to carry water on our backsides! The bottle cages were made by American Classic.

Cinelli LUX reflective cork handlebar tape and a Planet Bike Protoge 9.0 computer rounded the major components on our new Zona tandem.

Titanium was utilized for the rear dropouts and most fittings, where applicable. Hey, if you plan to get a custom tandem, get the best you can afford. The retail price bumped to near 5-figures. Was it expensive? Depends on your perspec-

tive and priorities . . . we don't own a second car and a tandem is a lot healthier to get around on!

## **Tweaking Things . . .**

The proof is in the pudding as they say. It's only natural that a tandem takes twice as much tweaking to get things 'just perfect.'

Saddles were not 100% to our liking so Rudy ended up switching his super-light SLR to his single bike and opting for the Flite Ti while stoker Kay switched to a more sitzbone friendly Serfas Cosmos. A-a-a-h: comfort counts!

The fork caused a bit of concern as we detected harmonic vibration twice; once on a 30+ mph descent and another at a leisurely 12 mph. We installed a wider front tire to alleviate the problem but eventually ordered an Alpha Q X-2 fork, without V-brake studs. We changed out the V-brakes for a Dura Ace caliper on the front, and to a Tektro Mini-V on the rear.

We did try a set of SPD pedals as folk had commented 'what are you doing with toeclips on a hi-tech bike? You need to go clipless!' Due to lack of float, Kay developed knee and foot problems. So back to toeclips for us after a month's worth of riding hi-tech pedals. A bonus: it's a lot easier to walk around without SPD cleats, plus eliminating foot/knee issues for the stoker made it worth the comments!

The triple STI front shifting was temperamental. After 3,000 miles of fiddling around to perfect the shifting, stoker Kay opined 'why not go back to barend shifters like we used to have?' We purchased



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and installed some V-287 brake levers and Shimano 9-speed barcons and the shifting issue was immediately resolved. It pays to listen to your stoker!

We decided to perk up our Zona's exterior by having a new glossy clearcoat sprayed on by a renowned painter. We also had the lugs re-done in black/gold paint, which gave the bike a bit of a twinkle in Arizona's bright sunlight. Okay, end of tweakings!

## Some Statistics . . .

So what has held up and what had to be replaced in the past 25,000 miles?

Rear rim got wobberknocked really bad after 22,000 miles, and we replaced it with same setup except for upgrading to titanium spokes.

At 17,490 miles, we broke an alloy spoke nipple (not the spoke) on the front wheel, then another one a couple thousand miles later. A rear alloy nipple was next. Brass nipples have a longer life than alloy, but hey, 17,000+ miles isn't bad!

Fixing flat tires is not fun! Living in the desert Southwest cactus thorns and goatheads are a constant threat, plus the other usual detritus that accumulates on the roadside adds even more challenges. Near the end of the El Tour de Tucson in 2003 we got a flat. We fixed it; then came home and had another flat. We inspected the tire closely and found one goathead, seven thorns and a loose patch! No wonder so many folks had flat tires near the end of that El Tour.

We've experienced a total of 19 punctures on front wheel and 18 in the rear

in 25,000 miles. That's an average of a flat tire every 675 miles. We can live with that!

Tire longevity has varied, with rear tires wearing a bit faster than the front tires. We've replaced 10 front tires. The longevity king was a Maxxis Detonator that rolled 3,830 miles. The shortest usage, and same model tire, lasted only 349 miles before being discarded with a nasty gash in the casing

We replaced the rear tire a dozen times; the mileage king being a Maxxis Re-Fuse that rolled 2,478 miles. The worst, a Maxxis Detonator that succumbed due to a bad slice in the casing after 1,323 miles.

Other tire brands used on our Zona were Michelin Pro Race and Axial Sport and Kenda Konzept Lite. However the Maxxis Re-Fuse has become our tire of choice; quite light weight, Kevlar folding bead, an Aramid flat protection layer that really works, good mileage and not overpriced is another plus for us.

We replaced our ultra light rim strips with Veloplugs, a plastic plug that inserts into each individual spoke hole on our Aerohead rims. These plugs are a bit lighter than rim strips and take up less space and facilitate installing/removing tires. We have even managed to change tires without use of tire levers.

On the drivetrain side, we've used up three cassettes and are now using a SRAM 11/34.

Our XTR rear derailleur was exhibiting some shifting issues due to worn jockey rollers and a weakened spring, so

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we replaced it with another XTR about a thousand miles back.

Chains! We've replaced three drive chains and now utilize a SRAM PC991.

The original crossover chain was replaced with a KMC 9SL X. We broke our original crossover chain once . . . Whoa! No pedal pressure, except from the stoker, with captain's feet spinning wildly!. We stopped, picked up the chain, and stoker Kay then valiantly powered us the few miles home while pilot nonchalantly coasted and steered the twicer. What a woman!

Our secret to chain longevity is to keep the whole drivetrain ultra clean. It means wiping down the chains, cogs and chainrings as needed. We've been decades-long advocates of cleaning a chain and then immersing it in boiling/liquified parafin, often referred to as canning wax. Cheap, clean and efficient and it puts the lubricating wax right where it belongs: around the chain's pins. Don't toss out the wax . . . it can be re-used several times. Another bonus: no sticky/oily mess on the sideplates, thus eliminating that dreaded chain tattoo on your calf!

Rear brake pads seem to get a good workout; our KoolStops lasted 20,000 miles while the front stoppers are still fine.

We're on our third computer and again using a hard wired Planet Bike Protoge 9.0. We like this particular 'puter as it gives us five simultaneous readouts and a total of nine functions, including temperature.

We've broken a couple toe clips, including a steel Campagnolo for Rudy and a plastic mountain bike clip for Kay. She's currently switched to Powergrips in the stoker compartment; Powergrips give her clipless-type ingress/egress without inhibiting float and thus avoiding her foot and knee issues; plus she's still able to use her touring shoes.

Cables and housing have been great; we've replaced rear shifter cable once, plus a short piece of kinked cable housing. The rest are still good-to-go.

Handlebar tape's been replaced three times. We currently use a black simulated c/f cork handlebar ribbon by FSA.

It pays to keep tabs on components; an ounce of prevention still beats a pound of cure.

We realize many tandems will never see 25,000 miles of usage. In our 35+ years of riding as a duo we have now covered over 225,000 miles TWOgether . . . and yes we're still happily married! We may no longer ride as fast or as far as we used to, but we're still having fun. It's not just miles . . . but also smiles!

See what you've got to look forward to as you, and your tandem, rack up the smiles and miles?!

Rudy & Kay van Renterghem  
Tucson, AZ





# DoubleTalk

## How are You going to get Home?

This was the most asked question when we told people: “We are going to get on our tandem and bicycle to our daughter’s and grandson’s house in Clearwater, Florida”. Not what route are you taking, are you worried about safety, what if you run into bad weather, who is going to watch the house, what about responsibilities or what if you get sick, where do you plan to sleep, eat, or how do you keep in touch with friends and family. I can understand this question, because no matter what happens, at the end there is always home. Home is the end point, the sanctuary, a place of comfort. Home is where one can lick their wounds from a

bad day, week, month, or longer in our case. Nancy and I were starting from our home in South Haven, Michigan, not a trip around the world, but not a Monday night church bike ride either. To avoid going straight over the Smokey Mountains and to stay on less traveled paved roads, on paper, this trip would be 2,070 miles. Once through Indiana, Adventure Cycling’s “Underground Railroad” and parts of the “Southern Route” were to be used. We were way over this mileage once we further modified the route looking for places to eat, sleep, avoiding some narrow two lane roads with heavy traffic and getting lost and needing to back track. At 1900 miles into the trip, we were still two days from the Florida Panhandle and several hundred miles from Clearwater, FL, when we needed to seriously address this question: How ARE we going to get home?

Not being totally without experience, having ridden Adventure Cycling’s “Ride the Divide” and “The Northern Route”, like this trip, self supported and on our own, the plan was to leave the bike at our daughter’s and fly back from Tampa. Part of the fun (or not so fun) of a bicycle adventure is the surprise. An example is when something happens that is not expected or prepared for. What we were hoping for was good weather, to stay in good health, and to suffer no break downs. We were blessed by one of our three wishes, the most important one – we stayed in good health.

We had every spare part that I felt might fail on this trip, and so far we had replaced two tires, a tube, a freewheel,



Chuck and Nancy Garber loaded and ready to ride.



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and the drive chain. These seemed minor after almost 2000 miles, and they were not show stoppers. They only slowed us down for a short while. We had another spare tire and three spare tubes, a derailleur cable, spare chain, spokes, and various other odds and ends. It had been a good day. We had just completed 83 miles and were slowly cruising down Main Street in the sleepy little town of Grove Hill, Alabama on a Sunday afternoon. Having just passed a seedy-looking little motel, our hope was to find a nicer one, if possible. Camping was a luxury for non rainy days, and we had not had one day completely without rain since we left Indiana. We were finally making some serious progress. We had opted out of our original planned route and had decided instead to fly down the paved shoulder of US 43, even if the rumble strips and scattered truck retreads were an aggravation and flat tire threat. It was a break from the planned twisty, hilly motel-less original planned route, which would add more miles that we did not need. Besides, rain had been forecast again.

Bang! An explosion, then the rear of our Santana Extreme caved to the pavement. Well, a blow out could be expected, even though we had hit nothing, but what is with the pretzeled and shattered wheel? It had been built this summer for this trip, 40 spoke, super strong, never out of true. The bike with us on it was close to 470lbs. Nancy stood holding up the rear with the stoker bars. I just stood in the street looking amazed with my mouth open. 4" pieces of the wheel were scattered across the pavement. A

shattered rim was something new to me. Bent yes, cracked yes, but not shattered. We needed a new wheel and Birmingham, AL – home of the nearest tandem shop -- was a long ways away. The bike was dragged up over the curb and placed on the sidewalk. We needed a car or truck. We needed a support vehicle, a trail angel, or some close by quick friends. Nancy said to flag down a pickup but the little town was pretty deserted. Finally a drug delivery pickup pulled in the driveway one lot from our bike and luggage. I approached the driver like a door-to-door salesman, having little hope, when the gentleman flashed a smile and said he would be glad to help us drop off bike and gear at the motel down the street. I offered a \$10 for his trouble, but he said he was headed that way and wouldn't accept it. Nancy jumped in the cab with Dale and I held onto the bike in back of the box, suspended over his stuff and ours.

Once settled in the motel, we decided not to try and go any farther. The weather was predicting rain for at least another week, especially for those heading south. The chances of finding, or having a wheel built on short notice, strong enough to support our heavy tandem, were unlikely. We needed a ride home and one that would take our bike. There was no Bill and Marsha Peters, with their Van and trailer handy, like when we broke down 100 miles from the Mexican border on our adventure five years ago. Dale, our new friend with the pickup, suggested renting a car in Thomasville, about 16 miles back up US 43. Because 16 miles is a long walk and there was no



# DoubleTalk

public transportation, I called Enterprise. They pick you up!? No. We were too far away. I called the recommended dealer in Thomasville and told him of our situation. He said he would send someone down to pick us up! Sheffield would rent us a little car but we would need to return it to where we picked it up. We were mobile but still needed a one-way trip for us and bike to South Haven, MI. It turned out the salesman at Sheffield and the people we had met in Grove Hill had been watching and talking about us when we bicycled through both towns on US 43. I wonder if this is why they were willing to pick us up, more able to relate to our predicament. The next problem was finding a way home.

I went through all the national car rentals, mostly at far away air ports and they had no cars to rent. Budget Car rental couldn't help me but had a separate truck rental division. Yes. I could rent a 10 foot rental truck for only \$220, un-

limited mileage, for 5 days in Meridian, Mississippi, one way to Grand Rapids, Michigan. This allowed us to pick up our own car on the way because we would pass through South Haven to get to Grand Rapids. The 10 footer turned out to be a 16 footer, all they had, and it was not a relaxing ride. I will say, there are very few drivers who cut off a big rental truck. I drove the truck and Nancy drove the car back to Sheffield from Meridian, which took us a half day and required an extra night at the motel. We then loaded up the following morning for home.

So, how are we going to get home? Any way we can. This usually means making friends, asking for help and returning the favor when possible. It is not often easy or cheap, but neither is riding a tandem. We did not get to finish our trip, but we did get home safely to plan another. The 1900 miles we did cover left us with lots of memories of great places, good food, and friendly people.

Chuck and Nancy Garber  
South Haven, MI



Poor bike!



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## Photographs and Memories or do I mean Photographs and DoubleTalk

I thought that I would once again try to pass along some of the lessons that I have learned as I have managed the photos that make it into DoubleTalk.

Firstly, I can not tell you how fantastic the whole digital revolution has been. It used to be that when we had photos for an article I had to determine the size they needed to be when printed, take them to the printer where the printer would have them "screened". Screening involves taking the photo and producing a new item, the screen, that is actually made up of many, many dots. If you look at your newspaper photos with a magnifying glass you may still see the 'dots'.

Today, with digital images I receive your images and place them directly into the issue from the digital file. I can make them bigger (usually), smaller and crop the photos all with simple mouse movements. Life is sooo good!

But, there are issues with digital photos.

When most of us transfer our photos from our camera to our computer the photos are transferred as a .jpg file. jpg files are a universal file type for graphic images. And because graphic files can take up SO much space on our computers, the

smart programming people created a file type that compresses the file into as small a space as possible. This is a wonderful thing, BUT, this file compression happens EVERY TIME the file is saved. The result is that detail is lost and the image actually begins to change.

To see how much detail is lost every time you save a .jpg, take a high-definition picture of your tandem. Open the picture with a "Paint" program and save it. Repeat this several times and your tandem will begin to change until the wheels and frame are almost unrecognizable.

If you will turn the page you will see the photo from page 18 expanded to a much larger size.

So what are you photographers to do?

1. Be sure to only MOVE not save photos.
2. If you are going to crop, or alter a photo in any way use the appropriate program and save the file in the program format, (ie for PhotoShop save the photo as a .psd).
3. When you send your photos to DoubleTalk be sure to send either the original file or a file as close to the original as you can. If you send us a copy of your article with the photos in place please also send the separate photo files.

This means sending BIG files. We know this. You may have to use several e-mail messages, up load the photos to a web site and have us download them, or send us a disk by snail mail. Please DO NOT allow your e-mail program to optimize the message and attachments for

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The photo as sent originally (modified to 200 dpi) is found on page 18. I have taken expansion to an extreme so you can begin to see the result of an image that was worked with and saved.

faster sending. I can guarantee that the photo files will not be usable at any size other than postage-stamp.

4. And finally, remember that when you are viewing a photo on a computer screen, a resolution of 72 dots per inch (dpi) is great. When DoubleTalk is printed, our printers need a resolution of

200 dpi to have a good quality photo. I can, and do take care of this as I prepare DoubleTalk for print, but if I'm starting with a small 72dpi file I'm back to printing postage stamp size photos.

Susan Goertz  
TCA Photo Editor

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## TCA Tandem Hospitality Homes

Are you willing to become a TCA Hospitality Home? If so please head to the TCA website, [www.tandemclub.org](http://www.tandemclub.org). There you can sign up and find a complete description of the program. If you would like to discuss what's involved, drop an e-mail to us or call the membership chairs or the editors.

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.

Please go on line and register to sign up at [www.tandemclub.org](http://www.tandemclub.org). You will need some basic information such as your TCA Member Number (from your label), your address, and contact information.

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

# DoubleTalk

January / February 2010  
www.TandemClub.org

## TANDEM CALENDAR

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

January 24, 2010. **HATS (Houston Area Tandem Society) Annual Riverhaven Chili Ride**. West Columbia, TX. Come rain, shine or cold. We'll have a pot luck lunch after a flat ride through the countryside down south of town and near the coast. RSVP is required. houstontandems@yahoo.com 713.665.4472 tandemhats.powweb.com

January 30, 2010. **ETC (Evergreen (Seattle, WA area) Tandem Club) Non-riding event**. Ballard, WA. Pot luck lunch and a slide show. Jeff and Louise Davis will present a program on how to spend the 1<sup>st</sup> year of retirement on your tandem. They managed to ride 5,200 miles from Key West to Canada. Evergreentandemclub.org

April 1-5, 2010. **Easter 2010 UK Tandem Rally**. Ham, Ashbourne, Derbyshire, England. This event will be based at Ham Hall Youth Hostel in the Peak District. Ilam Hall is part of the National Trust South Peak Estate, adjacent to the picturesque village of Ham. Ashbourne is the nearest place for shops and services. There will be rides from 25 – 50 mile distances. Pre-registration is required. www.tanem-club.org.uk/\_2010-04.htm

April 9-11, 2010. Alabama Tandem Weekend 2010. Sufaula Alabama Area. The details are being worked out but please save the date. Steve and Wendy Baxter are hosts. Steven. baxter@sewoodtreating.com or 334.397.4127

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, 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 at <http://www.SWTR.doubledates.com>

May 13-16, 2010. **Georgia Tandem Rally 2010**. It's official, GTR not in Georgia this year. If you're not on the e-mail list head to the web page to learn more. Roge Strauss and Eve Kofsky-Strauss host. <http://www.georgiatandemrally.com/>

May 21-23, 2010. **COWS (Couples On Wheels, (WI)) Spring Rally**. Middleton, WI. Bill Hauda and Diane Lillis will be our host for the COWs 2010 Spring Rally in Middleton Wisconsin. Middleton is a very pro-cycling city and the gateway to all the good bicycle routes north and west of Madison. Friday will be a beer/ice cream ride that will include the Capital Brewery (producer of many fine craft beers). Saturday's rides will explore the area north and west of Madison, using some of the most popular Bombay Bicycle Club ride routes. Included will be the prime bald eagle watching area of Sauk City and Prairie du Sac in the Wisconsin River valley. Pre-registration is required. The host hotel is the Courtyard by Marriott – Madison West. For more info <http://couplesonwheels.com> or cows\_secretary@sbcglobal.net 262.251.1677 before 9 Central Time.

May 30- June 5, 2010. **Trans-Sylvania MTB Epic**. Spring Mills, PA. 7 days of off-road riding. The Epic is based at Seven Mountain Boy Scout Campground, with tent camping and other lodging options available. Pre-registration is required. If you participate please share your tale with DoubleTalk. Ray Adams Director 315.569.8045



# DoubleTalk

[www.transSylvaniaEpic.com](http://www.transSylvaniaEpic.com)

June 19, 2010. **DOGS (Doubles of the Garden State (NJ)) Summer Solstice Ride.** Pittsgrove, NJ. A basically flat ride to celebrate the coming of summer. Barbara Kornbluh [tandemwiz@aol.com](mailto:tandemwiz@aol.com)

June 25 – 27, 2010. **Saranac Lake Tandem Rally (SLTR) 2010.** Saranac Lake, NY. The hosts have moved so the event has a new name – formerly STTR there is now a new venue for this great event. Pre-registration is required. Rich and Lindsay Shapiro 518.891.1869 [www.gtgtandems.com/sltr](http://www.gtgtandems.com/sltr)

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. **Eastern Tandem Rally 2010.** Saratoga Springs, NY area <http://www.easterntandemrally.org/>

August 7-14, 2010. **International Tandem Rally 2010.** Echternach, Luxembourg. The rally will take place on a family run campsite about 1 k from the center of town. Echternach is in an area known as “Little Switzerland” because of its rock formations, forests and streams. Across the border in Germany is the Rhineland-Palatinate in the Eifel region. The cycling is easy along the river valleys but a little lumpy in between although in a week’s cycling Janet and Tony Prichard only had to walk one hill. Pre-registration is required. [www.tandem-club.org.uk/\\_2010-08.htm](http://www.tandem-club.org.uk/_2010-08.htm)

[tandem-club.org.uk/\\_2010-08.htm](http://www.tandem-club.org.uk/_2010-08.htm)

Labor Day, 2010. **MTR 2010** Shipshewana, IN. Nice flat terrain, quaint Amish locale. Hosted by HOOTs (Hoosiers Out On Tandems), part of CIBA (Central Indiana Bicycling Association). More details at MTR 2009 in Rochester, MN and DoubleTalk. [www.mtr2010.org](http://www.mtr2010.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 Rally registration will open in early 2010. Make your hotel reservations now. Contact Jack or Susan Goertz [STR2010@TandemsLtd.com](mailto:STR2010@TandemsLtd.com) [www.southerntandemrally.com](http://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](mailto:editor@tandemclub.org)

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

## 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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## Classifieds

**FOR SALE:** Santana Sovereign SE, small frame. Designed to fit the following inseams: front: 77-83cm, rear: 70-89cm. Ultegra 9sp STI Shifters & ft derailleur, Deore XT rear derailleur. Shimano/Santana Mega-Drive crankset, Shimano 12-34 9sp cassette. Shimano V-brakes, Aerospoke wheels w/Continental Gatorskin 700x25c tires. Asking \$2000 + shipping from western Chicago suburbs. Contact Jay @ jayceil@sbcglobal.net or 630-561-2077 (IL) 03/10

**FOR SALE:** Beautiful early-90's Cannondale. Fully Campy drivetrain. Campy triple crank and an 8-speed cog set with Campy ergo shifters. Captain's size fits a 6' rider (56-57 cm) - stoker size fits a 5'4" stoker (48-50 cm). Stoker position has a setback seat post allowing larger riders to have room. This bike is in really nice condition and mechanically excellent. Wheels are Campy high flange tandem specific hubs, 8-speed Campy cassette. Also included is an Aerospoke rear wheel. \$1,500 (without shipping). Buyer to arrange shipping or pick-up. Contact 386-322-9971 or drmike@cfl.rr.com Asking \$1500.00 (FL) 03/10

**FOR SALE:** Burley Samba w/Softride. A comfortable stoker is a happy stoker! Mountain bike frame with 26" wheels, Configured as a road bike. 21 gears, Drum brake Asking \$1000 + shipping. Les - Janet Westlake Email: diaconalminister@juno.com (FL) 03/10

**FOR SALE:** Santana Triple. Beautiful mid-90's Santana. About 1000 total miles since new. Fully Campy groupo, including cantilever brakes & derailleurs. Campy triple crank with 54 42 28 and an 8-speed cog set with bar end shifters. One lever controls both rim brakes; second controls an Aria drum. The bike is in really nice condition and mechanically excellent. Photos show bike set up for riding with two child stokers, but I have

all original bars, stems, seats and posts. Extra \$ for child stoker kit(s). Oregon \$ 3100. John Replinger Email: jrportland@comcast.net (OR) 03/10

**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) 01/10

**FOR SALE:** Tandem travel hard case. Santana Airliner SafeCase with Foam Tray System (FTS) provides the ultimate in packing ease and protection for a tandem while traveling. The case dimensions are 33" x 17" x 14", and the case rolls on 4 swivelling wheels. The FTS is designed for tandems with S&S couplers that separate the stoker top, lateral and bottom tubes from the front and rear triangles. Used on only 3 trips. Originally \$800. Will sell for \$400 plus shipping. Pictures on request. Contact Stevan Yee by email: skyee@hawaiiintel.net. (HI) 03/10

**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) 01/10

**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-

## CLASSIFIEDS



# DoubleTalk

4611. (CA) 01/10

**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) 01/10

**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) 01/10

**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) 01/10

**HELP OFFERED:** Are you planning a cycling trip to England or Europe? As Overseas Liaison Officers for the Tandem Club (of the UK) we can help with advice on routes, accommodations, bikes by rail, local bike clubs, etc. England is a great place to cycle, and you are sure of a friendly welcome. Chris & Jenny Davison, Pennyfarthings, 4 Badbury View, Wimborne Minster, Dorset, BH21 1DH, England,

Phone 011 44 1202 884288 or e-mail to [chris@pennyfarthings.com](mailto:chris@pennyfarthings.com)

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

**WANTED:** Objective roadtests, with photos, of tandems built by quality frame-builders. Send articles, photos (prints only), etc. to Jack & Susan Goertz, Editors of DoubleTalk. (or e-mail them to [editor@tandemclub.org](mailto:editor@tandemclub.org))

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

Classified advertising rates available upon request. Send a SASE to the Editors.

Non-commercial Classifieds are free to TCA Members. Please include your member # with your ad.



## CLASSIFIEDS



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## Tca Dealer Members Tandem Dealers

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

**GEAR-TO-GO TANDEM**S. NY & northern PA's largest Tandem Dealership located in Elmira NY. Santana, Co-Motion, Calfee, Burley, Rans in stock. Test rides by appointment. Elmira (607)-732-4859; Rich@gtgtandems.com Check our website: <http://www.gtgtandems.com> 05/10 (53741)

**TANDEM**S EAST. Free catalog Stocking Co-Motion, Seven, daVinci, Calfee, Cannondale, Hokitiki, Green Gear, KHS, Burley, Rans, Kidz, Bushnell, Bilenky, Wheels, child conversions, parts, advice. [www.tandemseast.com](http://www.tandemseast.com) tandemwiz@aol.com (856)-451-5104 (NJ) 11/10 (59214)

**VILLAGE CYCLES**PORT. Selling Santana, Co-Motion, daVinci, Rans & Sun tandems. Testriders welcome. Trade-ins accepted. See us at [www.villagescyclesport.com](http://www.villagescyclesport.com) or 45 Arlington Heights Rd, Elk Grove Village, IL 60007. (847)-439-3340 11/10 (63908)

**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](http://www.TandemCycleWorks.com). 11/10 (55256)

**TANDEM**S, 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](mailto:tandems@mindspring.com) or [www.tandemsltd.com](http://www.tandemsltd.com) 01/11 (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](http://www.crank-2.com). 5480-9 Sunol Blvd. Pleasanton, CA 94566 01/11 (63968)

**TANDEM MATCHMAKERS** - Nearly 200 in stock. Touring, Family, Track, Race, Recumbent, Triplet, Portable, Quad. Rentals. Long rural tests. Repairs, Modifications, refinishing. Wheels, Obscure Parts. worldwide shipping. Buy and trade MT. AIRY BICYCLE. - [www.bike123.com](http://www.bike123.com) - Orders: 888 MY TANDEM (MD) 01/13 (50987)

## Other Dealer Members

**ACORN INN** Bed and Breakfast: Discover Central Virginia's rural beauty with tandem-riding hosts. Ten bedroom renovated stable; cottage. Near Blue Ridge Parkway, historic Charlottesville. Ideal for groups. Delicious breakfasts. (434)-361-9357. <http://www.acorninn.com> 05/10 (59632)

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

**BECOME  
A TCA  
DEALER  
MEMBER!**

# TCA MEMBERSHIP APPLICATION / RENEWAL

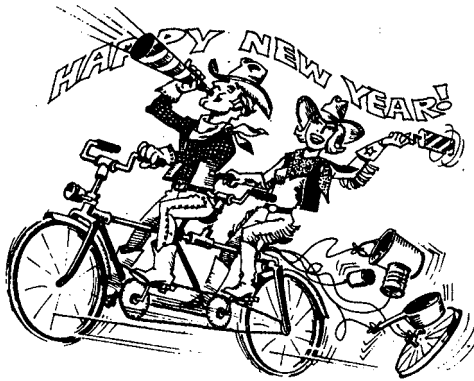
## Dues

United States \$15.00/yr

Canada 20.00/yr

Other International \$25.00/yr

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



## Membership

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

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

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

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

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

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

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

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

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

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

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

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

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? \_\_\_\_\_

A couple of thoughts for the new year...



Tandem in Paradise



Sign confusion

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

