

# 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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# DoubleTalk

## Who Does What?

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

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

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

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

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

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

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

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## What do TCA members do?

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

## Deadline for the January February 2011

issue is

## December 1, 2010

## 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:

2010

September - October

July - August

May - June

March - April

January - February

2009

November - December

September - October

July - August

# DoubleTalk

November / December 2010  
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From the Editors –

We made it! 2010 is coming to an end, and we're beginning to look forward toward 2011. We asked for help, and you responded! At MTR2010 (Shipshewana, IN) this past Labor Day, the TCA booth was staffed by TCA volunteers throughout the rally. If the Vendor Area was open, it seems a volunteer team was at the table, representing the Tandem Club of America, and signing up (and renewing) more members for our club. There were so many different teams volunteering, we hesitate to attempt to name them all, but to all who spent some time, we do want to give you a great "Thank You!" The club can't exist without its terrific volunteers.

We also want to thank all of you who responded to our desperation plea for more articles. We got a bunch! And if we didn't use yours in this issue, don't worry! We will. All the articles we received are fantastic! We may need to edit some of them for length, but we hope we do it in a way that only the original author will be able to tell it.

We also received an excellent request for articles that we haven't included in DoubleTalk in the past, and we think it is a valid suggestion, one that will be appreciated if we, with your help, can get a good response from our members. Don Lobelle, TCA/MUTS member, asks for articles to explain what benefit, or lack thereof, is derived from handlebar change outs (to different bends/styles) on the Rans Screamer (or other recumbent). How can you lighten your tandem – without sacrificing reliability—for touring?

What spare parts should you take on tour with you to make sure you have what you need?

Other requests -- Is there such a thing as a flat route through Pennsylvania (traveling east/west or north/south)? How about a flat route through New England if you're heading south on the Atlantic coast? Or through your state?

Speaking of touring, what are some "can't miss" destinations? Either for a day trip, or for a longer tour? We don't necessarily need reports of a full-blown tour (tho' we love those, too), but perhaps a short article about a destination in your area, or a destination that you visited on a recent tour, and want to let the secret out so others can make the visit. It doesn't even have to be a destination – it may just be a short side trip. For example, have you heard about the Octagon house or the Whiskey Bottle headstone in Clayton, AL?

You get the idea. How about sending us your favorites?

Only one more major rally remains on this year's rally calendar (the Florida rally in The Villages this month), but 2011 rallies are already being added to the calendar. It's time to check the calendar and to start making plans for 2011. There's lots of great bicycling ahead!

So, in closing, we're still asking for more articles. DoubleTalk deadlines keep coming, and we keep needing more articles. Articles, letters, pictures, and more! We like them all! E-mail works, and it's the easiest way to get your article to us. If

continued on page 4

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



# DoubleTalk

From the Editor - continued from page 3

you send pictures (and we REALLY like pictures), please send them as separate files, not embedded in our article.

See you on the road!

### Club Notes

We recently had a call from Barton Cox – Aloha from Hawaii – and a correction – the club is HOT not HOTS as we have previously published.



The crowds gather for MTR 2010 in Shipsewana, IN

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## What Goes Down, Must Go Up or..... Over Hill and Hill

On my first bike trip through New England as a teenager, fresh out of high school, I had the chance to bicycle up the Mount Washington Auto Road. It was non-stop for 7.6 miles and 4000 feet of elevation change. I reached the summit in 1:40. What a feeling! The ride down was a bit nerve wracking, even to an immortal teen. I was hooked on riding up hills from then on. I returned a year later to ride that same "hill". One hour and 25 minutes this time. Still, non-stop. No longer does the privately owned auto road allow cyclists to journey up. They do offer a race to the top to benefit charity once a year, but a rider must have a ride down in a car in order to enter.

Searching for other hills, I cycled cross country from Seattle to NYC a year later. I knew this would cross the mountain passes of the Cascades and Rockies. Those were some seriously long hills, but the grade was relatively tolerable. Four feet of snow on the shoulder in early July showed the elevation I was achieving, and subsequently, "un-achieving" on the descents. The ride after the Rockies was all basically flat but it felt like a 3000 mile uphill as 1982 was the summer of the Easterly headwinds.

One summer later I heard of a place where you could cycle and be the first person in the USA to see the sun rise on any given morning. This was Cadillac Mountain in Maine. I camped 15 miles

from the road to the summit and woke at 3AM in order to cycle to the road and then up it before the moment of first sun. Getting up that early was the only hard part of the ride. The hill to the summit was exhilarating to ride as the sky lightened more and more.

I then allowed life to get in the way of the hill riding that I so enjoyed for about 20 years. Then I met my wife who prompted me to hatch a few plans for elevation change. We decided that riding hills on a tandem would be the way to make it the most enjoyable for both of us. It was the best decision one (two) could make. For 10 years now we have been spending our summer vacations trying to find the next challenging hill to ride.

Our pursuit of hilliness began near home in the Finger Lakes region of New York State. We knew what the hills around each lake were like but it was riding over the hills between the lakes that was awesome. The grades were steep, the length of most hills was long but the views, the wine, and the sunsets on each of these lakes is phenomenal.

We did not expect to ride any hills when we set out to circumcycle Lake Superior in 2005. We did not find any, either. After 200 miles, the used tandem we were riding "bailed" on us shortly after a small descent into Marquette, entering the town from the East. A strange noise is never good on a bike, but this one turned catastrophic as the front fork snapped off, leaving us in a heap next to a convenience store. We only suffered scrapes and bruises but our trip was over, and no hills of significance were found.

## Over Hill and Hill



# DoubleTalk

We purchased a new Santana tandem before attempting the trip again in 2006. This time we were successful, and we also found that Lake Superior has some mammoth hills on the north shores of Canada. One of the “passes” we cycled over had a plaque commemorating the workers that died while blasting the rock. For those times, losing only a few workers was impressive. We wonder what OSHA would have to say about that these days? It was an awesome ride.

2007 found us taking a ferry to Newfoundland and Labrador in Canada. We had an “inkling” that there would be a hill or two there. Oh my yes. Day 2 and 3 of our ride up the Western shore of Newfoundland took us through Gros Morne National Park. The scenery there was unbelievable and so were the hills. We actually maintained a 2 mph speed for a few minutes while trying to crest one of the park’s hills. I am sure the loaded Bob trailer we pull had something to do with that. Just when we thought the hills could not get any longer or steeper, they got longer when we crossed the straits to Labrador. Here we found some of the most severe hills we had seen. We were loving them except for the fact that when you are only going 3 mph, the black flies have a chance to entertain you. We noticed the locals mowing their lawns with bug nets on their heads. That clued us in that we needed to purchase nets ourselves. The road from Red Bay to Cartwright is about 225 miles of gravel. Our road tandem pleaded with us not to ride on it, but we won the argument with the bike by reminding it that we spent extra money to have 48 spoke wheels put

on it. Those wheels made that journey and 8,000 other miles and have not been even so much as trued up once. By comparison to Gros Morne or the coastal hills of Labrador, the “gravel road” (route 510) was flat. It was a different hill experience though as the ups on gravel saw the back wheel spinning out and the downs saw the drum brake save our lives over and over.

We purchased the Adventure Cycling maps that took us down, and up the hills of the Pacific Coast in 2008. We were able to visit family in Seattle, Sacramento, and Los Angeles while taking in the amazing panoramic views the coast had to offer. Leggett Pass was the most memorable hill. It was 4 wonderful miles of UP. While crawling along at an almost anemic pace of 4 mph, a large motorcade of black SUVs approached us with the officers on motorcycles asking us to give them a wide berth. I guess they did not understand that when a tandem pulling a loaded trailer is trying to climb a mountain pass, they are supposed to be given the wide berth! In watching the news later we figured it was President Bush’s motorcade as he was in the area surveying the damage caused by all the wild fires. We did not see any of the fires but did ride through a few ash clouds when the wind picked up in spots. The charred hillsides we viewed near Big Sur while climbing and descending will leave an impression on us for a while. On one long downhill we rounded a corner at 40 mph to see the traffic stopped dead in front of us. No time to react so we pulled into the oncoming lane. There was no traffic approaching so we got lucky. We found



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out later that we would have the PCH to ourselves for 5 miles as they stopped all traffic for a commercial shoot. If you see an advertisement for a sports car with a tandem flying by, it was us. Our most tiring day was a 110 mile day ending with a very long and steep up to the municipal campground near Monterey. Our legs were very “wobbly” but the \$10 camping fee made that one worth the climb as the area was out of our price range for motels or B&Bs.

The Kancamagus Highway in the White Mountains of New Hampshire has always been a goal as we drive it frequently and marvel in its beauty and hilliness. This summer we tackled it by camping near the midway point of the 40 mile stretch. One day we cycled 22 miles to Lincoln, New Hampshire and then back to the campground. The next day we cycled the opposite direction to Conway, New Hampshire and then back to the car at the campground. The first day while descending to Lincoln we passed by an accident where a motorcycle evidently did not slow down enough going around a curve and wiped out. We saw him being airlifted to a nearby hospital as we reminded ourselves to be more cautious with our speed on the descent. A tandem gets going very quickly as you all know but when Bob (our trailer) is behind you pushing harder it becomes even more of a braking issue.

After completing the dramatic Kancamagus Highway we left our tandem locked to a tree at the AMC's Pinkham Notch Camp. We would then drive around Mount Washington, leave our car

and ascend the mountain via the Ammonoosuc Ravine Trail on foot. The beautiful summer weather afforded us unprecedented views during our hike. We then descended 4,000 feet on the Tuckerman's Ravine Trail to find our trusty tandem still locked to the tree. We rode the 45 miles around the mountain on routes 16 and 302 to reach our car again. Route 302 through Crawford Notch State Park is an excellent source of hills. A one mile stretch was advertised at over 13% grade. Awesome.

The “mother” of all hilly trips for us, and the hill that inspired us to want to write about cycling hills, was this summer's trip down, or should we say up, the Skyline Drive and Blue Ridge Parkway. This road is one of the nicest and most bicycle friendly roads we have ridden. It was however, basically a 600 mile hill. There were no flat spots to mentally prepare for the next hill. We coined the phrase “what goes down, must go up” on this trip. Our average speed on an extended tour is usually 13 mph but on this excursion we averaged only 9 mph. This average includes all the 40-50 mph downhill blasts too! We love riding the bike up hills as you get a chance to look around rather than focus on safety etc. There is not too much to worry about when going uphill at 4 mph. We had 4 different black bear sightings as the bicycle made very little noise to warn them of our approach. Very cool. One bear just watched us go by from the side of the road before crossing it himself. We could almost imagine what he was thinking to himself as we passed. The longest hill of the trip was about 13 miles climb-



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ing out of the James River Valley. It took us almost 4 hours in the 90 degree heat. We got the thumbs up from many drivers and motorcyclists on the way up. The 10 mile down to the campground after took only about 18 minutes. Very exciting! The panoramic views were staggeringly nice with the faint blue haze that gives the region its moniker. The pinnacle of the trip in terms of elevation was the 5 mile side trip up Mount Mitchell in NC. The 25 mile approach on the Blue Ridge Parkway to the auto road was actually more tiring than the mountain itself. We left the trailer in the bushes before beginning the ascent and enjoyed the unencumbered ride to the summit. This is the highest peak east of the Mississippi River at 6684 feet. It was a bit disappointing to have to walk the last 50 feet or so of elevation to the observation deck but we figured non-bikers need the experience too and the small path would not accommodate walkers and bikers at the same time.

If there are any tandem teams out there who also enjoy riding the hills, we would love to hear suggestions for future trips. E-mail us at [rdando@verizon.net](mailto:rdando@verizon.net).

Roy & Laurie Dando  
Endwell, NY



## NIGHTMARE RIDE



Dream Ride Project has a yearly ride around the perimeter of Lancaster County Pennsylvania called “NIGHTMARE”. Total distance 177 miles and total elevation gain 11,150 feet.

I suggested to my wife we do it on the tandem. She said no way, the name NIGHTMARE does not sound like a dream ride around flat country.

My son rode it several times on his single and said he would give it a try on the tandem. Since we never rode together we wanted to take a few practice runs. After five training rides of 30 to 80 miles we decided to go for it and sent our application with the \$125 fee for each person. (who said people are crazy).

Seventy-four singles and one tandem departed the school at Marietta, Penn-

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sylvania at sunrise August 14th 2010 .The first hill started at the two mile mark and by the time we reached the top we were riding sweep. The next six miles were down and flat and we passed several riders on this stretch. Several groups of three and four riders seemed to be taking it easy - hoping to finish rather than going for record time.

We arrived at the first water stop about 9:30,some what faster than I expected, and stopped long enough to fill our water bottles.

The fifty-eight mile mark was the first food stop and we arrived ahead of our estimated time so we took a relaxing break. With the most difficult fifty eight miles complete, and time wise we were ahead of our estimated schedule, I felt we had good chance to finish. We knew the course would smooth out somewhat until mile 116 where Swamp Church Rd would be the longest and steepest single climb on the ride.

Our next food stop was at Stoudburg Village a European style village just outside Adamstown, Pennsylvania. This was mile post 110.

We spent an hour or so eating and resting up for the climb up Swamp Church Rd less than ten miles away.

As we made the right turn onto Swamp Church Rd my brother in law



and sister were waiting to cheer us on and this gave us the incentive to complete the climb. While the climb was steep the 28x32 did the job and we crested about one hour ahead of my estimate.

With only fifty miles to go and knowing the last fifty would be easier than the first fifty I had high hopes we would finish barring mechanical problems or a crash. Needless to say some of the small rises in the road seemed to turn into mountains as the miles increased.

Our third and last food stop (mile 143) gave us chance to check the lights because the last thirty miles would be in the dark. We arrived at the start/finish line at 10:18pm - 16 hours 2 minutes after starting and spent about 13 ½ hours on the tandem.



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Although we did not set any speed record we were the first tandem to finish “NIGHTMARE” 2010. We were also the oldest tandem team - captain age 69 stoker age 44.

Several riders had personal support vehicles supplying them with food , water and extra bikes. The organizers had water and food stops well placed. Their cue sheet and road markings (large orange N) would allow you to complete the ride without support. Restaurants and convenience stores were limited.

Sixty eight out of seventy six riders finished 2010 Nightmare. The unofficial fastest finisher was 9 hours 35 minutes for 2010

We are undecided about NIGHTMARE 2011. I may be a spectator.

Jay M Thome  
Elizabethtown, PA

## Interbike 2011

### Las Vegas, NV

### September 2010

The annual Bicycle Dealer Show is always a great place to see what’s new, and what may be coming to the bicycle world in the next year or so. I go to see what’s new in the world of tandems, and what we should be looking for from the major players,

This year, my trip was abbreviated, as I was only able to spend one day at the show. This was barely enough time to do a quick walk-thru the exhibit halls at the mammoth Sands Convention Center and stop/talk with the key figures in the industry. For me, this meant talking with the folks at Co-Motion Cycles, Santana Cycles, DaVinci Tandems, and KHS. Burley isn’t yet (and may never be) back in the tandem business, Cannondale wasn’t exhibiting on the floor (although there were plenty of Cannondale representatives around), and Trek wasn’t on the floor, either. I took a brief pass through the Shimano booth – always interesting – and stopped and talked with many other suppliers.

Here’s a short summary of what I saw: Co-Motion is simplifying their frame design for their Primera and Mocha models. They’re now offering an open-frame (or lat-less, as DaVinci calls it) for these two models. The Roadster has disappeared from the line-up, and the Robusta , Supremo, and Machiatto were sporting a new Carbon Fork, similar to the now-gone AlphaQ fork. All in all, a nice col-



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lection of tandems. Co-Motion continues to offer innovations to their customers.

Next, a visit to Santana was on tap to see what they were offering. In their booth were two new models priced below \$3000 MSRP. Santana has promised these before, but it looks like they are going to be “real products”, nicely equipped, and on your dealer floors soon. The other models in Santana’s 2010 line-up all return for 2011, with only minor changes. One new option being shown in Santana’s booth were Spinergy wheels, a soon-to-be ready option for their Team models. Santana’s expanded line-up should be a boon for their company in 2011.

DaVinci was showing a new “Ex-oGrid” tubeset in their booth. Todd Shusterman continues to offer its unique ICS (independent coasting system). This unique drivetrain allows either captain or stoker to coast independently, and is a favorite of many tandem teams.

KHS will be offering the same four models as offered in 2010, and in the same color schemes. Their four models, priced @ \$2000 and below, make it easy to gain entry into the world of tandem cycling without breaking the bank. If you – or a friend of yours – is thinking about a new, low-cost tandem, the KHS may fill the bill for you.

Several booths were showing beach-cruiser tandems, but with my short time in Las Vegas, I didn’t take the time to even make note of all the brands/models being shown. Suffice it to say, there are a number of beach-cruisers out there to fill that need.

Finally, I did have the chance to talk with Cannondale about their plans for the tandem market in 2011, and was assured that they intend to have a presence in the market for 2011, tho’ it will be reduced from what was available to date. Only one model – the RT2 – will be offered in 2011. It will be basically the same as the 2010 RT2, but most likely the price will have to increase slightly. The other models, the Street Tandem and the RT3 road tandem won’t be offered in 2011, but may return for the 2012 model year, once the production lines have been established in Cannondale’s oriental factories. We’ll be watching for updates.

I also spoke to Randy Schlitter, RANS owner. Randy wasn’t exhibiting this year at Interbike, but was walking the halls looking and listening. He said the 2011 RANS line would be basically the same as what was offered in 2010. All models of tandems will return, but with some new colors available.

And the biggest news – INTERBIKE IS MOVING TO ANAHEIM! After 10 years in Las Vegas, the show is moving back to the Anaheim convention center, and the show dates will be moving to early August, much earlier in the season. I look forward to returning to Anaheim in 2011.

Jack Goertz  
Birmingham, AL







# DoubleTalk

Every Day Is An Adventure and God is Always There

## Let's Go See Marcia!

We have been taking loaded bike tours for 25 years. Our last tour was a year long ride around the perimeter of the United States. This year...a "short" one. What could possibly go wrong?

Sunday, August 15, 2010

ROCHESTER, NY - FRANKLIN, NH AND RETURN! SOUNDS SIMPLE, DOESN'T IT!

This trip almost didn't happen! We had been talking about visiting Marcia in Franklin, NH. But we only had two weeks to work with. We decided to drive to New York from our home in Ohio, leave the van and do a loop up to New Hampshire. We had some friends in Rochester we wanted to see also. And I wanted to see Niagara Falls. So a bike tour was born! We figured we could ride 900-1000 miles during this time. I already had the Northern Tier Bicycle Route from Adventure Cycling.



The section I had went through Niagara Falls and went all the way to Bar Harbor, Maine. We decided to use this map, then head south to Franklin, NH. New York State DOT sent us some "recommended" bike routes across the state that went through Albany, NY, to Buffalo, following the Erie Canal. I will try to put a map somewhere on this page if I can figure out how to do THAT!

You can check out more pictures from the trip at <http://www.flickr.com/out-bikin>

Just a week prior to leaving, Hap's dad passed away. So that made it difficult to do anything, let alone get ready for a bike tour. Hap rebuilt the rear wheel (it was damaged from our year long tour), went over the bike, and I got clothes, etc ready. We kept thinking, "Hey! We are only going for a two week bike ride. That's nuthin.....seems an awfully short ride...but let's go."

## Saturday, July 31 and Sunday, August 1 Rochester-Sodus Point

We left two days later than we thought, on Saturday we loaded the van and headed for New York. We didn't have time to start in Buffalo like we wanted, so we drove on to Rochester and spent a great evening with some "ol" friends of Hap's. On Sunday we left the van with them and started out the Erie Canal. We knew that we started out great when we got lost within one mile and couldn't find the trail. As we were looking at the book I bought "Cycling the Erie Canal", another cyclist rode up and said the trail starts right over there. We were maybe 50 yards from the start! The trail is really nice but

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it is a cinder, gravel trail. OK for our tandem but it sure slowed us down. We only rode 20 miles on it at first and then got off it and rode north toward Lake Ontario. Our second oops was when we went to look at our County map book. I pulled it out of the trailer only to find that we had our OHIO county atlas. Does that tell you how this trip was going to go?

It was really great to get on the road again. There isn't anything like being out on the bike, in the hot sun, (it was really HOT, and not that dry heat either), watching out for the crazy drivers, looking for a place to sleep, hoping for a nice shower and of course the most important. What are we going to eat?? Oh and I almost forgot to mention that when you haven't been riding a loaded bike and you first start your legs do say, hello there, I really don't care how much you have ridden! It's a whole different animal.



The route (Seaway Trail) to Sodus Point was fairly hilly, but we did have a good shoulder, low traffic volume and we were still speaking to each other after the

hectic start to this ride. That's always a plus, when you ride a tandem! We stayed at South Shore RV park on Lake Ontario. For dinner we had.....are you ready..... drum roll please....freeze dried beef stew over rice. It was a beautiful morning for riding. We rode into Sodus Point for breakfast. It was a great spot looking out on the Lake. We saw two cyclists in town, but didn't get a chance to speak to them. The route today was a little hillier, and busier we were still on the Seaway Trail. We noticed a "noise" in our front crank. Mmm.....what's that I say to my mechanic. Turns out he had

changed the rear cassette cogs but not the front ones. Isn't that something you should do, says I? Well, sometimes but they looked ok (says my mechanic, captain, cook and all around good guy), it's just a little noise. But just in case we stopped at a bike shop in Fulton, New York. They didn't have the right size. The chain ring that was making the noise was the small one in the front which is our Granny gear. For

loaded tandem touring this is our most important one. We always want Granny to come out and play when we asked her to. But my mechanic said she should be



Lunch and route planning in the park



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alright.....I hate it when he says “should be”. Never mind that we are heading into the mountains in Vermont and New Hampshire.

We stopped for lunch, PBJ at a little park. and then rode on to Texas, New York, and camped at Jellystone Park with Yogi. Dinner? Couscous and green beans and almonds.

## Monday, August 2 Sodus Point, NY-Texas, NY



am not sure she was the happiest. Maybe the noise we are hearing is groaning! We met another cyclist finishing a cross country tour. We are also riding into more forested areas. It was really pretty. The campground we found for the night was Styes Brown Barn Campground in Texas. Of course it was the bottom of the hill. But then it was just following some of the rules of the bike ride: The campground shall be either at the bottom of the climb or at the top! The owner was really nice. He had a great set up. He had a kitchen/dining area/tv room/playroom/banquet hall that he let us use. It was nice. Then I read on the wall that this used to be the dairy barn and we were staying in the cowbarn. After we set up the tent, the couple we saw in Sodus Point showed up. They were from Philly and riding from somewhere in NY to Philly. We started to cook dinner inside and realized it was

We woke up to another beautiful day. Another HOT one! We are riding into the Adironadacks now so the terrain is much hillier.

A lot of steep, long climbs. I didn't know that I could sweat so much. Several of the hills required a lot of standing on the pedals. Granny came out to play, thank goodness, but I



pouring down rain. Elliott and Sarah ended up sleeping in the cow barn, but we slept in our tent. Dinner tonight? Mac and cheese, salad and hamburgers.



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## Wednesday, August 4 Texas-Boonville, NY

We started the day with breakfast in the cowbarn. Elliott and Sarah started riding with us in the morning. There were once again a lot of steep, rolling hills (hello granny??). There was one very long, steep climb over Blue Mountain that was memorable. The humidity and heat was up there again. As we were riding we heard one of the most feared sounds of biking. Pinnnggg..... Uh oh...that wasn't a broken spoke was it?? Well as a matter of fact yes, it was. We said good bye to Elliott and Sarah. It didn't take Hap long



to get it changed. It was more annoying than anything. Standing on the side of the road and sweating is not any fun! But the rest of the day went well. The climbing continued but bike and bodies held up! For dinner we had Rice/beans/carrots/ and Peanut butter sandwiches. We camped at Hideaway Hills. It was right on a little lake. I was hoping for a swim, but the lady said oh you are not allowed to swim. It was an ok campground, not that clean but our tent was clean on

the inside! We met a couple who said if we needed anything to ask. Hap did his typical sad man walking around the campground looking for a beer routine so he went over to ask his new "friends". He was successful and came back with a cold one! We finally finished watching a movie I had brought "Mr. Limpitt," an old Don Knotts movie where he turns into a fish. It was one of my favorite movies growing up. I know, what does that say about me? It took us four nights to finish it!

## Thursday, August 5 Long Lake, NY-Ticonderoga, NY

It started raining just before we got out of the tent to pack up. So we waited until it slowed down before riding over to the Long Lake Diner for breakfast. It was about a 4 mile uphill ride in the rain. We were quite the hit in the diner with our "train" sitting out front. One lady came over and asked what we were doing and asked if it was ok if she gave us some brownies she had made. We couldn't be rude? What could we do? We only had a few showers the rest of the day. Then the humidity and heat started again. I think I like riding in the rain better. Just before Ticonderoga we had a major climb (have I mentioned that it was hot?) and then a huge downhill. What a great view from the top. THAT'S why we climbed up here.....

There were not any campgrounds





# DoubleTalk

around so we decided on a hotel tonight in Ticonderoga. It wasn't fancy.....and you probably wouldn't stay there if you could drive somewhere else. We rode into town (downhill-3 of them!) got our laundry done. Then rode back up the hills (3 of them) to a Walmart and picked up dinner. Rotisserie chicken and salad.

## Friday, August 6 Ticonderoga, NY-Killington VT

We rode over to Walmart for breakfast. I had been wanting some yogurt and it is difficult to get it when you don't have a refrigerator. From the hotel we rode to the ferry to cross Lake Champlain and go into Vermont. It was a beautiful, sunny hot, humid day. We started climbing as soon as we got off the ferry and didn't stop for the day. We didn't have a Vermont county map book so we stopped at the first store for one. We hadn't decided our exact route down to Franklin (surprise, surprise). We stopped at one town

for suggestions at the local info center. And of course we got lost. Hap has renamed us as "Mr and Mrs Missed IT". How many times can you turn this bus around? How did we get here? That's odd.....We broke another spoke today.....mmm... Hap what's that all about? It'll be ok, we have spares. We ended up in Rutland, VT on a Friday nite, during

rush hour, riding Rt 4 (main road out of town!) and climbing 10 miles to Killington. I don't think anyone passing us that day really liked us very much. I swear we are nice people. We did have a shoulder thank goodness, but it was a very LONG climb. There was a hotel near the top.....Hap did you see that..... what.....? Did you.....do you..... WHAT?.....never mind! We got over the top of the climb and made it to Gifford Woods State Park just as it was getting dark. I asked if they had a campsite and she said, "we only have one do you want it??" Do we want it? NO we WANT to climb back UP the mountain, in the dark and .....never mind. The campsite was really nice though. The temperature dropped below 50 degrees that night. It felt like it was freezing after all our hot weather. I put on my heavy shirt and my down vest. I told Hap I was going to wear it at least once since we carried it all that way. But then it only weighs 10 ounces! We got showers, fixed dinner and went to bed.

## Saturday, August 7 Killington, VT-Grafton, NH

For breakfast we had oatmeal and fruit. The weather was hot, humid again. We were on Route 4 for much of the day. There was a nice shoulder. The first part of the ride was downhill (remember the 10 mile climb yesterday). We stopped at a bike shop to buy more spokes (just in case, captain said, "don't need 'em" .... stoker says, "buy 'em anyway!"). It is a beautiful area here. We have been up here several times to ski at Killington. We saw several covered bridges. In Woodstock,



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Vermont we stopped at a deli for great sandwiches. Woodstock was a very busy town. We saw some kids jumping off a big rock into the river. We rode some nice backroads around Woodstock to get off of Rt 4. We crossed the river in Lebanon and found a rail trail that went all the way to Grafton where we were spending the night with Marcia's daughter, Nancy. It was slow going on the trail. So we finally gave up and got on the road. Nancy lived on a beautiful little lake. It was a little hard to find, but Mr and Mrs Missed it, made it with only a couple of do-overs. Nancy fixed us a wonderful supper of beans and cornbread. We sat out on the deck by the lake to eat.

## **Sunday, August 8 Grafton, NH-Franklin, NH**

We ate breakfast out on the deck and said good bye to Nancy. She gave us directions to Franklin where her mother, Marcia, is in an assisted living facility. That is the reason we wanted to ride up here was to see her. She lived in Circleville for years before moving to New Hampshire to be closer to her daughter. It was another hot sunny day. But we didn't have far to ride. We spent several hours with Marcia, eating lunch and visiting. It was so good to see her. We stayed close in Franklin and went to a nearby hotel. The owner of the hotel was Sarah. She was a hoot. She also had a border collie that looked just like our Katie. Except that hers was much taller. We rode down the street to get our laundry done at the gas station (guess that's how they do laundry in New Hampshire!). For dinner we or-

dered a pizza that was delivered. Then we just enjoyed the air conditioning!

## **Monday, August 9 Franklin, NH-Claresville, VT**

So who said bicycling was an exact science? The only thing I have written in my notes today is **2 more broken spokes! How is that possible?** Mmm... something must be going on....ya think? It was a hot, humid day today again. Lots of climbing and beautiful scenery. It didn't take Hap long to fix the two broken spokes. But now we are thinking. We only have 3 spokes left! Maybe we need to go to Plan B? Do we have a Plan B? We rode to Wigan State Park (back in Vermont). It looked like it was going to rain so we opted to stay in a Lean To. We set up our tent underneath a really nice wood Lean to. We cooked stir fry for dinner. It did rain off and on all night. So the extra \$7 we spent was worth it. It was a beautiful campsite on the river.

## **Tuesday, August 10 Claresville-Manchester,VT**

We ate oatmeal for breakfast and then headed down river for about 5 miles. Then we turned west and started climbing. It was 10 miles UP! A long very steep climb. A car went by and I said Hap why are they laughing, as we were standing up on the pedals. Within 10 miles we broke another spoke AND found 2 more spokes cracked.....uh oh.... Now this is getting exciting. Hap fixed them, and we spent all day climbing. We stopped at a town and asked where there was a bike shop. They said 15 miles from here in Manchester (where we were going). Hope the wheel holds together



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until then! What can we do but keep ridin'! The roads we were on were really good roads for riding. And the scenery was just awesome. We had another huge climb up to another ski resort and then 10 miles of down into Manchester. But the wheel had another idea. How about I break one more spoke (remember we only had one spare one left)? How does that sound? Yes, you guessed it just before the crest of the climb. Think standing on the pedals??? We heard THAT sound again. Pinnnggg..... Instead of fixing this one it wasn't too much out of true Hap said it would be ok to ride easy into town. So we spent 10 miles of incredible downhill, coasting and braking. Don't ya just hate that? We found the bike shop (at the bottom of the hill) and he did have what we needed. Hap made a call to the tandem guru, Jack, where he bought the new rim from and they decided that the "pattern" that Hap used when building the wheel was wrong. More on that later! Hap bought 56 new spokes, we found a hotel about a mile away (uphill of course) and Hap completely rebuilt the wheel. We walked next door for dinner. Whew what a day!

**Wednesday, August 11 Manchester, VT-Scotia, NY**

We started out the day with Hap riding the bike, without any bags or extra weight (including me) back to the bike shop to use their truing stand to finish up the wheel. Needless to say we didn't start riding until around 11am. I had looked at Google map for our route for the day. Google has a bicycle route option now. Bad choice. Google doesn't recognize either how hilly the route is OR if it paved or not. At the top of one VERY steep climb, the road turned to gravel. THIS isn't going to work! We turned around, got on the closest state highway and headed toward Scotia. That ended up being a bad route also, because Rt 40 was the main route in/out of Albany/Cohos New York. There wasn't a shoulder. And of course it was rush hour. We got off that road ASAP and found our way back to the route. We were trying to find the start of the Erie Canal. The next thing that happened was that a bridge was out and we ended up making a big detour around it. After all that we finally found the trail in Cohos and then we saw a sign that said Trail Closed-Get off! Well, not exactly but it might as well. We got off the trail and came down onto a very busy highway, somewhere. We didn't know where we were, AND it was getting dark. Remember our late start!? A cyclist stopped and gave us some directions. We put on all of our lights. (total of 5 + I had a flashlight in my hand!). We looked like a christmas tree train. Hap asked a guy at a traffic light if he could see us and he laughed and said, "Oh, yeah!" By the time we got to the Arrowhead RV camp-





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ground it was after dark. We quickly set up the tent, walked over to the laundry room to do laundry and called for some pasta from a pizza place that delivered to laundry rooms! No trouble sleeping that night!

## **Thursday, August 12 Scotia, NY-Herkimer, NY**

The day started with breakfast at Dunkin Donuts. Bet you will never hear that from us again! We started out riding the gravel Erie Canal trail but the going was very slow. We got out on Rt 5 to make better progress. There was a nice shoulder and not much traffic. We were going to Utica but stopped short in Herkimer just because it was just so hot. We rode into Herkimer and asked at a nail/beauty shop about a motel. She recommended the America Best inn just up the road. We went down, checked in and walked to Ponderosa for dinner. Then back to the hotel to enjoy the air conditioning.

## **Friday, August 13 Herkimer, NY-Plainsville, NY**

We got an early start (for us-9am) with breakfast at Denny's. We really needed to pick up some miles so we decided to get on Rt 5 and not ride the trail today. We were a little behind schedule due to the wheel problem. The route was flatter than we had been riding. But it was once again very hot and humid. We moved along better than any other day due to a nice tailwind. At 3p we decided to push on another 25 miles (for a total 91 miles for the day) to make up some of the miles. Everything was going great until....we came up to an area of about

10 miles where there was a huge mall. The traffic was very heavy and the people were in a hurry to get to the shopping. It is amazing the chances that people will take in cars. I guess if someone has to die so you can start shopping sooner so be it. I had a really hard time with this section. Sometimes on the back of the tandem because I am not in control of anything, just sitting there watching cars come at you can be very unnerving. But Hap did a great job! Once we got away from there all was good again. We got to Sunset Park campground and set up camp. It was a nice campground on a small lake. We headed over to get water to cook with and were told we couldn't drink the water from there. We had to get water back up hill at the "spring". That would have been good info when we were checking in. So off we went in search of water. A couple came over and asked us over for a bonfire. After our shower, and dinner (beef stew, rice) we sat around the fire with about 15 people. During the night Hap got a really bad stomach ache. Not sure what that was about, very unusual. But the next morning he was fine.

## **Saturday, August 14 Plainsville, NY-Rochester, NY**

We started with our usual oatmeal breakfast before heading out on Rt 31 toward Rochester. It was very hot and humid again. We were very glad we had ridden the extra miles the day before because we had a side/headwind and we were both tired from the long day before (7 hours in the saddle!). We were paralleling the Erie Canal trail so we decided to use it off and on to give us a break from



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the wind. It was nice being away from the traffic. But the gravel sure slows us down. We stopped for an ice cream break. We had a lot of hills towards the end of the day. And then just when you thought it was over, the lady was starting to warm up, yep you guessed it....p.innggg.... Was that a .....? Yes it sure was. We had only 30 miles to ride to finish this trip and now we are once again standing on the side of the road, in the heat, changing a spoke. Ah well....that's bike touring. Hap fixed the wheel and I fixed us PBJ sandwiches. We arrived in Rochester before dark, that's the main thing! We went out to an Indian restaurant with Bev and Lance to celebrate our return to the real world.

## Wrap up

All in all a great trip, but a difficult one. I think we were a little spoiled at not having time to take our time and not have to do certain distances every day. You can do that when you are on a year long trip. We loved traveling in the New England states, I wouldn't be surprised if we end up there again soon. We didn't have enough time but then that happens. The most important part of this ride for us was visiting with Marcia. It was great to see that she was healthy, happy and very well taken care of. As far as the wheel, well, one thing I that came to mind when all of this happened is that bicycling is NOT an exact science. You just don't know what is going to come up. When we were standing on the side of the road, with only one more spare spoke after breaking 7, our thought was don't

panic...just work with what ya got and keep peddlin!

Until next time.....

TOTAL MILEAGE: 900 MILES

TOTAL FUN: PRICELESS

HAP AND DIANE EATON

CIRCLEVILLE, OHIO

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## TANDEM CALENDAR

November 5-7, 2010. **Florida Tandem Rally.** "Florida's Friendliest Home Town," The Villages, Florida. The Villages is an active retirement community in Central Florida with wide boulevards and bicycle/golf-cart lanes. It's a great place to ride, and just 24 miles south of Ocala off U.S. Highway 27/441, or a few miles east of I-75. All rides will begin and end at the Waterfront Inn, a beautiful lakefront hotel. A variety of rides will be on tap, ranging from 28 to 70 miles. Full details and the rally application are at <http://floridatandemclub.org/floridatandemrally.htm> Do not miss this event. It will be one you will remember.

November 5-7, 2010. **Mohonk-Minnewaska Tandem Offroad Weekend.** New Paltz, NY. We've made a group reservation at the lodge. Rides are remote starts. The group breaks up according to inclination and speed. Pre-registration is required. Malcolm Boyd & Judy Allison. More details at [www.easterntandemrally.org](http://www.easterntandemrally.org)

November 7, 2010. **DATES (Dallas Area Tandem EnthusiastS) Century Ride.** Van Alstyne, TX. This is a century for the tandem teams. Come join in the fun. Brenda & Tom Shaddox <http://www.doubledates.com>

November 6, 2010. **Braille Ride – in the HATS (Houston Area Tandem Society) Area.** Oak Ridge, TX. Join in the fun and help share the tandem experience with visually impaired stokers. [www.tandem-hats.org](http://www.tandem-hats.org)

November 14, 2010. **Harpeth Bike Club Tandem Ride.** Nashville, TN area. This ride is intended for tandem riders of all levels. We will all ride together to the first rest stop. Feel free to pick up the pace following the rest stop, or continue to ride at a moderate pace with the rest of the group. <http://www.harpethbikeclub.com>

December 19, 2010. **HATS (Houston Area Tandem Society) Christmas Party.** Sugarland, TX. What fun it will be as we remember a year of rides and enjoy the company. <http://www.tandem-hats.org>

April 29-30 – May 1, 2011. **Southwest Tandem Rally 2011.** LaGrange, TX. Plans are being made for a spectacular event. Save the date. <http://www.tandem-hats.org>

May 19-22, 2011. **Georgia Tandem Rally 2011.** The location will be announced at Southern Tandem Rally in Florence. Check out [www.georgiatandemrally.com](http://www.georgiatandemrally.com)

May 20-22, 2011. **COWS (Couples On Wheels) Spring Rally.** Eau Claire, WI. Save the date, the plans are being put together. Lane & Linda Soltis-Schroeder <http://couplesonwheels.com>

June 3-5, 2011. **Tennessee Tandem Rally 2011.** Tennessee Tandem Rally returns to the hills (mountains for some) of eastern Tennessee. Save the date and stay tuned for the details.

July 1-4, 2011. **Northwest Tandem Rally 2011. Spokane, WA** "Pedalin' the Palouse" The Spokane bike club is the host. Room reservations can be made now. Details at [www.NWTR.org](http://www.NWTR.org)

August 5-7, 2011. **Eastern Tandem Rally 2011.** Storrs, CT. Details will be at [www.easterntandemrally.org](http://www.easterntandemrally.org) as they become available.

September 2-5, 2011. **Midwest Tandem Rally 2011.** Ann Arbor, MI. Make your hotel reservations now. The basic rides are in place, the organizers are working on the weather. [www.MTR2011.org](http://www.MTR2011.org)

September 23-25, 2011. **Southern Tandem Rally 2011.** North Carolina. Our experienced hosts Smith & Claude will put together a great event. Details at [www.southerntandemrally.com](http://www.southerntandemrally.com) as they become available.

## CALENDAR



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Fall 2011. **COWS (Couples On Wheels) Fall Rally.** Sturgeon Bay, WI. Details are being worked out. <http://wouplesonwheels.com>

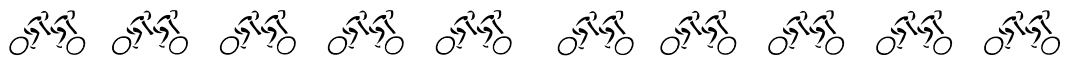
The TANDEM CLUB OF AMERICA wants to list your rides in the TANDEM CALENDAR. Rally and Ride Organizers, please send the information about your tandem events to:

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.

## CALENDAR



### 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 informations such as your e-mail address, your address, and contact information.

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



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## CLASSIFIEDS

FOR SALE: 2003 Bike Friday Triple Tandem Traveller XL. Excellent condition. Awesome pink color. Perfect for Tour de Cure rides or girls only tandem. Can be converted from a single to a double or a triple easily. Fits riders from 3' 0" to 5' 10". Extra stem if taller rider wants to captain. Matching rear rack. Campy chorus shifters and derailleurs. 27 speeds. One set of crank arm shorteners, and an extra set of long handlebars so little ones can ride as early as 3 yrs. Has couplers, so bike will fit into virtually any size car with about 3 feet of space. New @ \$6200.00. Asking \$3000.00 plus shipping. Contact Laura Wright at lwright2708@sbcglobal.net or call 248-417-9386. (MI) 11/10

FOR SALE: Recumbent Tandem, Greenspeed GTT S5. This is one of the world's most beautifully engineered tandem recumbents. Pristine condition. Used less than 500 miles; had to cease riding for medical reasons. See photos and all details at <http://web.me.com/johnfrancis4444> or call (503) 864-3933. (OR) 11/10

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.

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# 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  
Duncan & Laura McCabe  
2302 New Orleans PL  
Wilmington, NC 28403-0315

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: \_\_\_\_\_

Amount enclosed: \$\_\_\_\_\_ for (1) Years

### MAIL TO:

**Tandem Club of America, 2302 New Orleans PL, Wilmington, NC 28403-0315**

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

