



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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An International Club for Tandem Enthusiasts

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Cover design by Edd Scheer

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editor@tandemclub.org



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Who Does What?

What do TCA members do?

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

Deadline for the March April 2011 issue is February 1, 2011

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

Secretary: Contact point between TCA and the outside world.

Membership: Collects dues, processes memberships.

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

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

Webmaster: Maintains the TCA Website - www.tandemclub.org

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

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BACK ISSUES AVAILABLE

We have a limited number of back issues of Doubletalk available to complete your collection. For each issue desired, send a check for \$3.00, payable to Tandem Club of America, to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430. The issues you order will be sent to you either via first class postage (1-4 issues ordered) or via UPS (more than 4 issues ordered).

Issues still available:

2010

November - December

September - October

July - August

May - June

March - April

January - February

2009

November - December

September - October

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From the Editors –

As 2011 begins, we'd like to start by thanking all the volunteers that help make the TCA (and DoubleTalk) work. We've a lot of unsung heroes working in the background, and I'm often remiss in not mentioning all the help given.

One of the individuals we owe a lot to is Edd Scheer. Edd has done the cover art-work for the last several years, and he's done another for 2011. We like Edd's work, and we're glad to share his artistic ability with all TCA members. Thanks, Edd! We do appreciate all you do.

Another background worker is Russ Mawn. Russ is our TCA webmaster, and he's always willing to help you get logged in, work with you to correct any password problems, or answer any questions you may have about the TCA website. If you are having problems, don't hesitate to send Russ an e-mail at webmaster@tandemclub.org. He'll answer your questions in no time and get you back on-line.

We wouldn't have a TCA if we didn't have great people handling the membership processing. Laura McCabe is the lady behind the membership portion of the Tandem Club, and she works very hard to make sure your membership information is entered correctly. If you notice a problem with your membership, Laura will be glad to work with you to get the information correct. These problems include address corrections or membership expirations incorrectly entered.

At the other end of the money-handling process are the Berzins. Al & Sue

keep the books, check the input and out-flow of TCA funds, and make sure all the bills are paid on time. With all this, they also found time to host the 2010 Eastern Tandem Rally this past summer in Saratoga Springs, New York. Talk about a hard-working couple...

Throughout the year, other members help, too, and we'll be recognizing them in future issues. So, don't be shy. Go ahead and ask how you can help the Tandem Club of America remain a viable organization in the future. And if you have some ideas that can make the club – and DoubleTalk – better, send us your suggestions.

2011 is going to be a great year. Check out the calendar, and make sure your event is listed. If it's not, send us (or better yet, have the event organizer) the information for it. Please limit event listing to tandem-specific events, or those events with a tandem class.

In closing, we're still asking for more articles. You've responded well to our previous requests, but 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 you send pictures (and we REALLY like pictures), please send them as separate files, not embedded in our article.

See you on the road!

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



DoubleTalk

Letters to DoubleTalk



It is with regret that I must notify you of our not being able to continue being the Region 2 Area Representatives in the future. We will continue as the Area Representatives until our membership comes up for renewal, August 2011, unless new area representatives are found to take our place.

It has been enjoyable to be part of the TCA over the years and wish the organization much success in the future.

Regards,
Becky and Charlie Steinmetz
1165 NW Overlook Drive
Corvallis, OR 97330

[From the editor. Do you live in the Pacific Northwest? Are you interested in becoming the Regional Representatives for the TCA? Let us know. If you'd like to know more about what's expected, drop us an e-mail.]

Dear Doubletalk,

My husband, Tad and I are avid tandem riders and have held the belief that riding a tandem was a great metaphor for marriage. We're currently researching the "key" ingredients to having a happy, successful marriage for an upcoming book we're writing and are interested in interviewing happily married couples that ride a tandem and have been married for at least 20 years.

If any TCA members fit this description and would like to help us out, they should visit our website, www.BookOf-RealLoveStories.com to see if they'd like to participate.

Wishing you a great day!

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Lyons, CO 80540-0589
303-931-8580 cell
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Great Allegheny Passage

What fun. The mail man arrived with letters to open. Tom & Karen Stewart of Coraopolis, PA had sent us the Great Allegheny Passage Trail Map and Guide. Hmm. It looked like a great route. Cumberland, Maryland, the end of the C&O trail, to Pittsburgh, Pennsylvania. The scenery should be beautiful. Hmm

Then about three weeks later the phone rings. It's a TCA member (I apologize I didn't write your name down). And he is telling me about this great route. The Great Allegheny Passage. Now I'm trying to connect the links. He helps, It was Roy & Laurie Dando, "What Goes Down, Must go Up or.... Over Hill and Hill" from the November - December 2010 DoubleTalk. They made a comment about future trips.

So Roy and Laurie, here's the suggestion. Ride the Great Allegheny Passage. And please, take the time to send an article to DoubleTalk.

Great Allegheny Passage Trail Map and Guide GAPtrail.org 888.282.BIKE atamail@atatrail.org

The Great Allegheny Passage is a segment of the Potomac Heritage National Scenic Trail, a partnership to establish a continuous trail network between the Potomac River mouth and Allegheny Highlands. For more information visit www.nps.gov/pohe



Buy One, Get One (Free!)

Fellow TCA members. I discovered on a lark there are several tandem teams who hadn't heard of The Tandem Club of America. Oh, there are many tandem couples out there, and they're happily riding their bikes. But when I asked a few teams if they were "...TCA members?" on the recent Seagull Century in Salisbury, MD, I was surprised at the number who replied, "What's TCA?" With the end of the cycling season (especially as the cold weather is upon us), now is the time to renew your TCA membership, as well as think about building the membership rolls. You needn't have a TCA tri-fold or newsletter with you on the back of the tandem. With the online website and other resources, I ask that you query tandem teams you come across on the road to see if they're TCA members. It doesn't take much; it's a simple question - "Are you guys TCA members?" Tandems are still popular 'spousal communication vehicles', and you have to admit, the TCA Newsletter is an excellent product and source of information. If you come across a team out there riding their favorite two-wheeler, pause for a breath and ask them if they are TCA members. I thought that TCA membership or a membership form came with EVERY tandem purchased, but apparently NOT! Therefore, it's up to each of us (since we know and recognize the fun and value), to buy one (renew our own memberships) and get one (a new member)...though, not necessarily for free. But - asking the question is free !!

Michael & Natalie
Hutchinson
Yorktown, VA





DoubleTalk

TAKE A SEAT

One Man, One Tandem and Twenty Thousand Miles of Possibilities

By Dominic Gill

A book review submitted to “Doubletalk” by Jerry E. Boyer jeb814@comcast.net

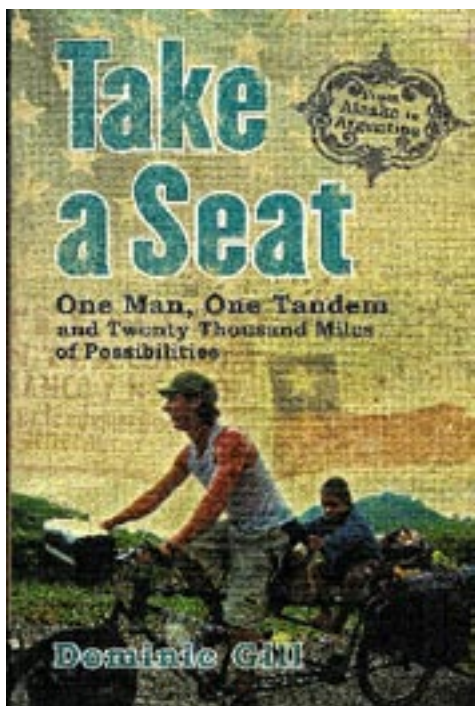
There are numerous books written about bicycle travel. Many readers of “Doubletalk” undoubtedly have poured over “How To” books and immersed themselves in the accounts of bicycle travelers, who through their books or journals on line (www.crazyguyonabike.com) have lulled us into hours of day dreaming and entice us to follow their example. Type “bicycle touring” into Amazon’s search engine and over 800 listings appear. Type “bicycle touring tandem” into the search engine and 3 listing appear. Take A Seat(1) appears in neither. Take A Seat is

in a class all its own.

Dominic Gill, from the UK, sets out on a tandem (named Achilles) with the goal of riding from the northern most point on the Dalton Highway (Dead Horse, Alaska) in North America to the southern tip of Argentina, South America. His goal is to pick up random strangers along the way to provide the stoker power. His journey begins

in mid-summer and ends more than two years later during the Patagonian winter. As he rides south traversing the two continents, he passes through 15 countries, travels 20,000 miles and has 270 strangers share the pedaling. Although he travels through some of the most inhospitable landscapes on this planet and visits places most of us have never heard of, his tale validates the basic good will and hospitality that people worldwide show toward those of us touring on bicycles. Anyone who has toured by bicycle will tell you that the journey is often defined by the people along the way, and not necessarily by the distance or the destinations. It is Dominic’s interaction and relationship with his 270 stokers and the other memorable characters along the way that make this book much more than a bicycling adventure story.

I am assuming that most readers of “Doubletalk” are tandem enthusiasts or are dreaming of purchasing a tandem. Most of us have experienced first-hand, or are about to experience, the “growing pains” associated with developing the Captain-Stoker relationship. Some unknown Wag is said to have offered the opinion that “riding a tandem tends to force the relationship in the direction that it is going.” I believe there is some truth to that statement. Certainly the communication necessary between Captain and Stoker to effectively ride together can’t but help foster the relationship off the bike. Also, think about the trust that the Stoker has to have in the Captain as the bike hits 35 miles an hour downhill with a sharp descending curve in view. While there are couples who have experimented



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with a tandem and have decided to return to their singles, just because they prefer their single rides, there are probably some relationships that have not endured where failure on the tandem was indicative of other problems with trust and communication. So Captains, try to imagine what it would be like to try to break in 270 new stokers over the course of 26 months. Stokers, imagine climbing on the back seat of a 200 lb load with a Captain who spent the morning alternately carrying his bike, trailer and numerous packs up an 11% grade of loose stones because his back wheel had no traction. Will he be joyful that he has found someone to provide weight and power to the back wheel and embrace you, or will he curse you under his breath for not pulling your own weight and adding to his burden? Some Stokers were more memorable than others. After pedaling Achilles and his overloaded trailer for 250 miles by himself, and beginning to have second thoughts about the whole endeavor, he was overjoyed to be joined by his first companion, Charlie, on Day 6.

‘Get on’ I said, not quite sure how to initiate a tandem cycling lesson. He did what I said, after which I issued further instructions. ‘Put both your feet on the pedals.’ He did that too, though tentatively, instinctively wanting to touch the ground. With the weight on the back, the bike suddenly awoke and my arms struggled for a few seconds to stabilize it as I edged onto my seat and moved one foot up on the pedal.

On his last leg, on day 774 he was joined by Alonso:

I’d hear countless hollow promises from people saying they’d join me on my way south. Alonso was one of the few who were true to his word. Even when Alonso had told me of his intentions months before, I didn’t embrace the chance of his company despite the fact we got on well. He was a big guy, and I wasn’t sure I wanted the worry of a weak back wheel and a generously proportioned stoker. Alonso’s downward force would, I thought make Achilles unstoppable.....or immovable.

In between Charlie and Alonso there were hundreds of others who occupied the back seat. There were adventurous young women who, if not necessarily providing a lot of pedal power, were at least light weight and buoyed Dominic’s spirits. Then there was Ernie. His 60 mile ride with 70+ Ernie is a story in itself. It is one of the more emotionally moving encounters. That one day ride in Southern California has evolved into Dominic’s latest adventure, “The “Dom and Ernie Project”, recently renamed “The Joy Project.” As I write this review, Dominic is riding across America on a Hase Pino www.hasebaikes.com semi-recumbent tandem, picking up disabled individuals to share the ride, crossing the USA from West to East. www.domandernieproject.com

Not all the memorable people were stokers: Numerous children crawled on Achilles and begged rides, carnival style, around their village. Multitudes of people along the way provided a place to sleep and shared a bite to eat. You’ll get a sense of Dominic’s vulnerability as he is



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often tempted to linger, perhaps even stay in some places, finding it difficult to end the relationships. You'll have to read the book to find the "one bad apple."

I first learned of Dominic Gill and his adventure by tandem when my son-in-law, a Land Rover enthusiast, pointed out an article to me in the 2009 quarterly "Overland Journal."⁽²⁾ I found Dominic's article "Picking Up Strangers" an exceptionally fun read and was hooked on the concept. Dominic also made a documentary film about the ride and entered it into the Banff Mountain Film Festival.⁽³⁾ The film was awarded a "Special Jury Mention" and made the cut to tour with the Festival throughout the country. Jury member Lindsay Griffin said of the film: "We were drawn in by the charisma of the main character in this film. It proves that you can have a superb adventure without having to be particularly macho." After viewing the film in State College, Pa. this past spring, I was among the first to snap up Take A Seat when it was published. The book is a paperback and available from Amazon.com.

If you are a touring cyclist, or a touring cyclist want-to-be and you spend your free time reading cycling blogs or browsing the Adventure Cycling bookstore, www.adventurecycling.org or just sit around after a long ride with a cold beer (substitute your beverage of choice) telling stories about your last bike adventure, you will enjoy Take A Seat. Dominic's writing style is such that you can almost envision him sitting across from you at your kitchen table relating his adventures and mis-adventures from the previous

day. The pictures in the book are magnificent. The detailed description of his destinations and challenges takes you along for the ride. Only time will tell whether Take A Seat is elevated to the status of a "classic" cycling tale but at this moment in time, it is one of the best. If there any negatives, it is only that the scope of the book can't possibly include all the characters and events. Knowing that at the end of an exhausting day the mind doesn't always recall every event when you sit down to journal, it is inevitable that some people and experiences get lost in the cloud of fatigue. I'd love to know more about the people who didn't make the final draft. Perhaps, "Take A Seat, Volume 2?" "Lovers of American Lite Beer might also take exception to his description of it as "a bottle of filth." Although he would graciously accept it and take a second if offered.

I loved this book and feel like I came to know Dominic. I'm hopeful that when he passes through Pennsylvania (Crossing on Route 6) my stoker and I can arrange to meet him and perhaps ride along for a day or two on our tandem. If you read this book and hate it, chances are you are a pragmatic Stoker who sees a potential Dominic in your Captain, and you don't see yourself spending two years wandering the globe, and you certainly don't want to send your Captain off by himself on a similar adventure. You have probably already burned the book.

Jerry E. Boyer
State College, Pa.

My stoker and I share our cycling adventures on a Trident Chameleon, a

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recumbent tricycle. Our relationship is being pedaled in a positive direction.

(1) Gill, D. Take A Seat: One Man, One Tandem and Twenty Thousand Miles of Possibilities. Edinburgh and London: Mainstream Publishing, 2010.

(2) Gill, D. Picking Up Strangers. Overland Journal, LCC. Winter: 61-73.

(3) Banff does not own the home video rights to any of the films, and does not sell the films. Local video stores may be able to order the film. "Take A Seat" was produced by Lucy Wilcox; directed by Ed Stobart and Dominic Gill; and produced by Ginger Productions, UK. 47 minutes.



Florida Panthers Tandem Rally

Florida has returned as a rallying point for tandem riders. After years without an active tandem club in the state, a group of riders in Central Florida organized the Florida Panthers Tandem Club in 2010 and by November were hosting the first Florida Panthers Tandem Rally.

Forty-three tandem teams registered for the rally. It took place Nov. 5-7, 2010, at The Villages, a huge retirement community that covers the corners of three counties 24 miles south of Ocala. A number of the Panthers live in the Villages, having moved there in order to bike on the wide residential boulevards and bicycle/golf-cart lanes, and they wanted to share the experience.

The rally began Friday with early arrivals able to bike various routes through The Villages at their leisure. Then at 3 pm, the hospitality room opened at the Waterfront Inn, a modern inn overlooking Lake Sumter, our headquarters hotel for the rally.

Riders gathered their ride maps, nametags, T-shirts and chocolates, then either settled into their rooms or walked a block along the lake to Sumter Landing, the bike- and pedestrian-friendly shopping and recreation center designed to resemble a New Eng-



Florida Tandem Rally riders are ready to head out.



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Riders arrive in various groups for lunch at the new Wildwood Community Center Saturday.

Camp Wildwood, where cyclists could cool their heels in wooden rockers at the Girl Scout camp lodge before heading on to lunch. Others turned left for the 49- or 61-mile route, heading south toward Lake Panasoffke. While the route was mostly flat, at time headwinds blowing across open fields added a bit of a challenge.

land fishing village. Riders could dance to music performed in the gazebo on the town square or dine at one of numerous restaurants, returning later to the Waterfront Inn for a meet-and-greet ice cream social.

At the 42-mile point, everyone was delighted to see the shiny new Wildwood Community Center where box lunches loaded with turkey sandwiches on toasted homemade bread, chips, red pepper salad, cookies and an apple turnover were eagerly consumed. Those riding 32 or 49 miles pedaled the 6 miles back to the inn while others added a 19-mile loop to the Girl Scout camp to wrack up 61 miles.

Saturday morning the parking lot was abuzz with activity as tandems of all colors, shapes and sizes gathered in front of the inn for the 8:45 a.m. riders' meeting. All rides, whether 32, 49 or 61 miles, shared the first leg. Ray and Linda Cannarella, who have pedaled their tandem 2,548 miles across the U.S., led the riders out at a leisurely warm-up pace along the wide Villages roads and through the roundabouts. Within four miles, everyone had crossed U.S. 301 and was pedaling down country roads.

By 6:30 p.m., after a BYOB happy hour, everyone was ready for the sumptuous banquet—a garden salad, followed by fresh green beans with slivered almonds, broccoli in a cheese sauce, oven-roasted potato wedges, hot rolls, baked fish with baby shrimp and chicken rolled with bacon,



Ally and Marty Gill of Gainesville, FL, win the award for being the youngest couple at the Florida Tandem Rally 2010. Jan Thompson hands them their award.

At 10 miles, the Cannarellas turned right onto Sumter County Road 475 for the ride to

After dinner, Panther president Bob Thompson told how the seeds for the club were planted with a dedicated group of tandem riders who hosted the Southern Tandem Rally at the Villages in 2009. They discovered that 50 of the tandem couples attending were from Florida and figured there would be enough interest to organize a state tandem club. The club, open to any tandem team, now has 45 tandem pairs and plans to host a Florida tandem rally every year.

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Dennis and Lindsey Morris of Fort Collins, CO, won the award for coming the greatest distance, some 1,800 miles if they had taken a direct route. They were staying at a nearby RV park and pedaled their bike to the start each day. Combined ages for participants ranged from less than 60 years for Ally and Marty Gill of Gainesville, Florida., to 160 years for George and Caroline Mack of Leesburg, Florida.

Sunday arrived blustery but sunny as riders headed north and east to explore the countryside and lakes in Marion and Lake Counties before checking out by noon.

“We made it,” exclaimed Margaret Flick of Windermere, Fla., as she and husband Tom returned to the hotel. Helin Gomez of Miami said she particularly enjoyed Sunday’s route with rides past beautiful horse farms and through rolling hills. “Next year, we’re going to probably extend our stay if you have the same set up” with rides during the week, added Mike Gomez.

This year, the Panthers did offer rides throughout the following week, beginning each day at 8 a.m. at the Waterfront Inn. The grand finale was an overnight trip to Palatka on the St. John’s River Nov. 13-14. Check the next issue for more about the post-ride to Palatka and the pre-ride along Florida’s Withlacoochee Trail.

Kathy Foster
Fruitland Park, FL



Portland to San Francisco

In 2010, we planned a route which covered half of the Pacific Coast Bike Route. The trip started with the planning phase, of course, almost a year ago. After reviewing several options for our bike trip, we settled on the Pacific coast. We had already done several routes using Adventure Cycling maps, which we find to be excellent, and they simplify planning immensely.

Not having a month’s vacation, we decided to do half of the route, and Jill was most interested in doing Oregon and northern California. This also worked out because Jill has high school friends in Portland, and Jim’s sister lives in San Francisco. The trip we planned would start in Portland, we would ride up to Astoria, on the coast at the Oregon-Washington border, then ride south along the coast to San Francisco, and then use public transportation to Berkeley where Jim’s sister lives.

Our touring is “credit-card” style. We bring little but the clothes on our back, a few tools, and toiletries. We carry a handlebar bag and a small rack trunk, stay at motels, and eat out of restaurants and convenience stores. After deciding on our route, and ordering maps from Adventure Cycling, Jim made all the motel reservations. We often do reserve beforehand like this; it means we are locked into our itinerary, but there is no uncertainty about having a bed.

A couple of weeks before the trip we packed our tandem up in our shipping

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crate. The crate is a corrugated plastic crate by Crateworks, which is reusable. This crate has already seen three trips. The crate was then shipped to Portland, where Jill's friends received it.

The actual trip started when we flew to Portland, early in the morning, getting there at about noon. Jill's friend, Tim, picked us up at the airport, and Jim spent the afternoon at Tim and Anne's house, reassembling the tandem. The next day we left the house and started toward Astoria. The route to Astoria was taken from the Oregon web site, and it consisted of roads and a bike path. The bike path was mostly paved, but there was a two mile gravel section, That was enough to put a side cut in our rear tire. After changing to our spare, we rode into the only town on the route, which fortunately had a bike shop where we purchased a new tire and tube, and continued on our

way. After sixty miles with no services we arrived at Astoria, found our motel, and had dinner.

On the second day we started our coastal riding. The views of the ocean were gorgeous. In the next few days we biked through many picturesque towns, saw the ocean, sea lions, and lighthouses. On our third day, we stopped into a bike shop in Florence to get some potentially serious problems fixed. Jim had noticed that the rear wheel was loosening, and needed truing and re-tensioning. Also, one of the *dérailleur* cables had started fraying, and needed replacement. Once this was done we were good to go.

We biked the Oregon Coast in five days, and crossed the California border, ending up in Crescent City on our sixth day of riding. We took a one day rest in Crescent City, and then started heading down the coast towards San Francisco.

The weather on our trip was consistently cool, with highs in the sixties. Along the Pacific coast, temperatures are typically cooler. Only a short distance inland, however the temperatures rise significantly. Our route followed the coast, except for the second day out from Crescent City, when it climbed inland. The climb was long and hot, with temperatures pushing 100 degrees. After one night in Garberville, the next day, the rush of cold air, as we plunged back down to the coast, was a welcome relief. A last mechanical problem occurred when we hit a rock at full descent speed and obtained a snake-bite flat, which delayed our descent to the coast.



Jill, on the Sea-Walk at Seaside, Oregon.

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The Californian part of our route was filled with miles of Redwood trees. These trees were interesting at first, but we started losing interest in them after what seemed like a few hundred miles of Redwood stretches. We never did, however, lose interest in seeing sea lions on the beach.

As we approached San Francisco, the towns became more trendy-picturesque (and more expensive), and it became harder and harder to find a simple 7-11 to buy a Supergulp. The trendy-picturesque hit its peak at the town of Mendocino. A day later we were riding through light drizzle, which gave us a chance to use our rain gear. After another day we raced down hill into the town of Fairfax, a bedroom community of San Francisco.

We found our way to the Golden Gate Bridge, the end of our trip, and began what turned out to be a difficult section of biking. First, the Golden Gate Bridge has a bike-pedestrian walk, which is very popular with tourists. It took a full hour to cross the two mile bridge, dodging pedestrians, and rental bicycles. After crossing, we took the usual Golden Gate pictures, and started on our way to Jim's sister's apartment in Berkeley.

Although there is a walkway over the Golden Gate Bridge, there is currently no walkway over the Oakland Bay Bridge. As a result bicyclists

must take the BART train across the bay to get to Oakland or Berkeley. We made our way along the wharfs of San Francisco, dodging more rental bikes and pedestrians, to the BART station, wrestled our bike onto the train, and took it to Berkeley. We spent a day in Berkeley, visiting, and then Jim took the BART to the airport, picked up a one-way rental minivan, which we used to transport our tandem back to Portland

In Portland we spent a day packing and shipping our tandem back home, and returning the mini-van to the Portland airport. The next day we flew home, and our trip was over.

On our trip we met several cyclists doing either the whole Pacific Coast Route, or portions of it. All of them were fully loaded, and, because we were not, we usually moved passed them after



Jim, and the Golden Gate Bridge



DoubleTalk

leap-frogging a few times. An exception was a Kiwi we met who passed us. He was a biking machine! He was putting in ninety mile days on his rest days, and it sounded like he was putting in 120 mile days regularly. He was going to finish his trip early, and was trying to figure out what to do with the remaining time before his flight back to New Zealand.

This route was challenging. It was probably even harder than the trips we have taken in the mountains. Large sections of the route involve steep climbs over capes, followed by equally steep descents into bays, only to immediately start the next climb. This type of terrain requires a lot and frequent shifting, which, no doubt, contributed to the worn *dérailleur* cable we replaced. We have not done an accurate calculation of our daily climbing, but it would not surprise us if it turned out to be about 2500 feet.

The part of the Pacific Coast Route we did goes through two fairly bike

friendly states. In particular, Oregon has, for the most part, nice wide shoulders, marked as bike lanes, signs marking the bike route, and warning lights through tunnels and over busy bridges. These warning systems use a push button to turn on flashing lights on a sign, warning motorists that bicyclists are using the tunnel, and requiring them to reduce their speed. Several of the cyclists we met, who were riding the whole route, were saying that the Washington section is not configured quiet as well for cyclists.

We thoroughly enjoyed the cool temperatures of the Pacific coast. Now were back in Baltimore, sweltering in the hot, humid, disgusting weather we've been having all summer here. Our bike is back from shipping, and maybe when we have a little more time in which to forget how sore your butt gets after eleven days of riding we'll plan our next trip.

Jim Gil de Lamadrid, Jill Zimmerman
Baltimore, MD

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Le P'tit Train du Nord – Traveling Canada's “Linear Park”

Just north of Montreal in Quebec Province's Laurentian Mountains district lays the P'tit Train du Nord (<http://www.laurentians.com/parc-lineaire>), a 230 km linear park that takes cyclists on a history-filled tour along a converted rail line. The paved and crushed stone pathway wends its way from the relatively built-up Bois-des-Filion and Saint-Jerome suburbs of Montreal to rural Mont-Laurier. The path (depending on the surface) also serves rollerbladers, as well as cross-country skiers and snowmobilers in the winter.

We were looking for a bicycling destination that is relatively close to our Massachusetts home but has an international flavor. Friends had recommended the P'tit Train du Nord as an interesting venue so we decided to check it out.

Boxcars to Bicycles

Originally a Canadian Pacific railroad that served the timber and mining industries, the rail line gradually became a tourist gateway to grand hotels in the district. This purpose lives on today through the many auberges, B&Bs and hotels that service the ski and outdoor recreation areas, and small towns along the converted rail line.

There are several ways to tour the park, which is part of Quebec Province's “Route Verte” (www.routevert.com), a planned 4,000 km path stretching from Gaspe to Ontario. Although a few travel through on long distance rides across the

province, the Laurentian section (Route Verte 2) is set up for more casual riding. It is ideal for day rides or point-to-point excursions. It is the definition of flat, rising only 100 m over the entire 230 km length.

One option is to park your car at the old train station in Saint-Jerome and take one of a few shuttle services that will transport you and your bike all the way to Mont-Laurier or any of several stops in between. (See www.laurentians.com/parc-lineaire/1414_an.html.)

We decided to drive up to Nominique, about three quarters up the trail and base ourselves for two nights in the Auberge chez Ignace (www.ignace.qc.ca), a small B&B-type lodge that is directly on the path at km 145. It is located on Lake Nominique with lake access. Unfortunately, the weather was not going to cooperate for lakeside activities. We did see, however, a group of mushroom gatherers (mycophiles) at the trail stop next to the auberge who had more types of mushrooms than we knew existed.

Mushrooms to Monsoons

In the morning we went out under threatening skies, heading north on a paved section of the trail. The trail winds near some small towns and features several stops with informational signs along the way – bone up on your French though, since they are not translated. Using our high school French, we were able to read (or at least imagine that we read) interesting stories about former granite mines, hotels and logging operations.



DoubleTalk

We returned to the auberge just before the skies opened up in the mid-afternoon. The weather gave us the opportunity to sit by the fire in the auberge's living room and read (in English this time) and smoothly transition to an excellent five-course hôte dinner.

The next morning we set out in the rain (driving) for Mont Tremblant and our ultimate destination in Val-David. On the way, we stopped in Rivière Rouge and Labelle, two towns along the trail. By the time we arrived at Mont Tremblant, a thriving tourist area with three centers, the day had cleared, so we broke out the bike. We were traveling with a Co-Motion SkyCapp with the front third decoupled to fit into our Saab with the back seat down. It took about five minutes to reassemble the section.

Unnecessary Retirement

Here the main north/south P'tit Train du Nord trail surface is crushed stone,

while the local trails heading over to the resort village are paved. We dropped the car at a trail parking lot in Mont Tremblant Centre Village and rode to the Old Village and beyond. We also visited the Resort Village, which was quite crowded with bicyclists and tourists. The Resort Village had several shops, restaurants, hotels, condos, ski lifts, bike rentals (no tandems) and other attractions clustered in a compact town center.

The trail condition is actually much better here on the stone dust surface than it is on the northern paved section where there are occasional frost heaves and breaks. Although the hazards on the paved section are well marked, they require constant vigilance. Here in the southern section the surface is smooth and, although we had switched our 700X28 slicks for 770X35s with treads, we could have gotten by with the narrower tires.

Il Pleuvait

Following the ride, we drove to our next destination, the Auberge du Vieux Foyer (<http://www.aubergeduvieuxfoyer.com/>) in Val-David, a larger auberge with about 20 rooms, a few restaurants, pools and spas. It is located about 3 km off the trail at km 42. The accommodations here were also good and the food excellent. It's a little more formal.

It was once again raining at breakfast the next morning so we were not optimistic about the day, but it soon cleared so we decided to go for it.

We rode north almost back to Mont Tremblant and stopped at the picturesque



Mont Tremblant Old Village station



The station/visitor center at Sainte-Agathe-des-Monts

station of Sainte-Agathe-des-Monts just as a rain shower began. It didn't last long (about the time it took to drink the coffee that we bought at the station) and then we moved on.

We returned to Val-David and decided to ride along the route to the south through Val-Morin and Sainte-Adèle. This extension caused our luck to run out and put us in the driving rain.

All in all, it was a pleasant three days of riding in which we covered about 120 miles in an interesting setting with an international feel. We didn't ride the entire P'tit Train du Nord but we certainly got a good sampling of the locale.

Greg & Maureen Soucy
Lowell, MA



Views From The Back of the Bike...from a Timid Stoker

I begin my story with how the whole tandem thing came about for us. I met my then future husband 16 years ago. He already was an avid cyclist. And let's just say that cycling was a foreign thing to me. I had never really been a kid that rode a bike that much. As I recall I may have been 12 before my father convinced me that I could ride the big Schwinn without the training wheels. My Schwinn was a hand me down from my much older sister and was a single speed bike —no gears, no shifting. Hence I never learned to shift or ride anything but the most basic bike.

My future Captain would tell me stories of his rides with his brothers —the big Michigan Dal-Mac ride, how they conquered the WALL, rode across the Mackinac Bridge, camped along the route at schools. And I remember vividly thinking to myself—uh-oh! I like this guy, so what am I going to do about this bike fetish of his?

Now I was a former cowgirl—(give me a good fast horse any day). Put a rope in my hand and I can rope a steer (the hind end of course—they call it a heeler in team roping but hey! The view is the same as a stoker....lots of backs and butts flying in front of you --- and my destiny).



Ken & Mary Bills



DoubleTalk

So I guess my Captain thought I should be able to handle a bike if I could ride a horse.....not!

His answer to my reluctance to ride a bike on my own was to borrow his brother's Santana and we would see how that worked. We were a little more serious now, but he had not proposed as of yet, so I needed something to cement the deal. So I climbed on board. In looking back, I wonder how we survived the first few trips on that bike. We had no idea how to really ride a tandem, and neither of us was very comfortable on it. The bike was a Santana Arriva; our best guess was that it was a 1988 or 1989 model that his brother had purchased in early 1990. It had friction shifters on the down tube, and the bike had been ridden it less than 500 miles. It had been hanging in their garage for 5 years or so when they loaned it to us.

We rode on some short rides of about 10 or 15 miles on beautiful sunny days. The weather was perfect as I recall, and I was in misery! My arms, back, butt, and feet –everything hurt. I could not understand how anyone could enjoy this type of pain. But my Captain finally

proposed, and once I had him hooked....we hung the tandem up and eventually gave it back to his brother.

I will jump ahead a few years to 2008. After a year or two of

spinning class and getting in much better shape, we started riding the local bike trails on single bikes. I found I enjoyed it, but I couldn't keep up with my now-hubby. He would get frustrated, always having to circle back to me. In addition, I was having a lot of hand issues. My hands would go so numb that I could not shift (amazing! –I did learn to shift the bike!). And I was and still am very timid on the bike. My lack of early development biking skills remained with me. I get nervous crossing traffic and feel compelled to dismount and walk the bike across, I have trouble with the short turning radius because my balance is just not that great. I do clip in and have fallen more than once because I am a pretty clumsy about remembering which foot goes down first. All of these issues lead us to call the brother and ask about that tandem. He had been trying to sell it and we agreed that we would buy it so that we could really make it our own!

My captain put on new tires, tuned up the bike, re-wrapped the handlebars, bought new saddles, clipless pedals, bullhorn stoker bar, added an extension for the stoker bar, and we were off to the races! Our biggest problem was that the bike was just too big for us. It was a large/medium frame, and we needed something smaller. When my Captain dropped a foot at stoplights or to dismount –he had no clearance over the top tube. I have short legs and a longer torso so we could never get the seat quite low enough for me to use a shock post or for that matter, really pedal with any force. We were still game to keep at it though.



The white Santana Arriva

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I had a business trip in that took me to Birmingham, AL and my husband came along because the highlight of the trip was going to be a visit to Tandems Limited and an opportunity to meet Jack and Susan Goertz. Jack and Susan took the time to really explain the art of being a tandem team to us. Jack showed us one of the proper ways to mount and dismount the bike, then Jack took me for a ride so that I could feel what it was like behind an experienced captain. And then ---stroke of brilliance---Jack had my husband get on the back and spend a few blocks and hills as a stoker. They also helped confirm that what we thought was true---our bike was just too big for us. We really wanted to buy a new bike right then, but we needed to really think about how serious we were about this sport, and would we continue to ride if we got a new bike. We reluctantly left Jack and Susan's without a purchase and went home to Michigan and to our too-big bike.

We did a few organized rides the remainder of the summer and our skills were improving little by little, thanks to the instruction we got from Jack and Susan, but we were still concerned over the bike size. The following summer, we did a greater number of rides and discovered that we were having a lot of trouble climbing hills since we could not get into the right gear at the right time to make the grade (pun intended.....). But we did love this old Santana. She was an Arriva and had less than 1000 miles. She was a sharp looking bike and everyone commented on how good looking she was ---since she had hung in a garage for

most of her life ---she had no scratches and her white paint gleamed like a new bike. She was just too big or we would have kept her and spent the money to upgrade all of the components and the shifting.

By now we were sort of hooked on the whole tandem thing and decided it was worth the investment to buy a bike that was a fit for us. We visited a local tandem shop and rode a couple of bikes. We were amazed that we could climb a couple of hills near the shop with relative ease ---that was the selling point for us. We got a great trade-in on our old bike and came home with a sparkly new Santana Team Niobium.

In retrospect, we should have probably ridden some other tandem makes. But my Captain likes the stability of Santana. The old bike was steady as a rock and very stable which was what he loved about it. The new bike, which is much lighter, was not quite as rock solid steady but still very much to his liking. We were told that other makes were quicker and could be a bit twitchy ---which is not what my Captain was looking for ---he likes a solid steady feel and who am I to argue with that!!!

Now I am comfortable on the bike and content with the forward view that only changes with color of my Captain's jersey. Finding a bike that fit our needs and us has made all the difference to our riding enjoyment. It is true that if the stoker ain't happy ---nobody is happy.

Mary Bills
Farmington Hills, MI





DoubleTalk

January 1, 2011. **Portland Tandem Club Lake Oswego Loop Walk**. Rogers Park in Lake Oswego, OR next to the stone furnace stack 5.3 miles. When it is cold and snowy this club goes walking. This is Walk #18 from Laura O. Foster's "Portland City Walks" book. This walk meanders along the shore of Lake Oswego into the surrounding neighborhoods. There are many coffee shops and lunch opportunities along the route. Questions? Contact Dave & Pat Berkeley 503-318-6529. <http://portlandtandemclub.org>

January 4, 2011. **The Villages Weekday Ride**. The Villages, FL. The new year starts with our regular Tuesday, Thursday, Saturday weekday rides. If you live in The Villages or are just passing through please join us. 8:30 am. The staging area will be at the parking lot of the Waterfront Inn located at Sumter Landing. Ride length will be 25 – 45 miles. Longer routes will be available with printed route sheets. Please call 352.750.9754 or 352.259.6669 for more information <http://floridatandemclub.org/calendar.htm>

CALENDAR

January 15, 2011. **Portland Tandem Club Holiday Party**. Portland, OR. Instead of feeling flat, come join in the January fun. Bring a dish or salad or dessert to share and a white elephant to give. Come one, come all and enjoy the evening. Hosted by Jim and Janice, 503-645-5280 <http://portlandtandemclub.org>

April 14-17, 2011. **Spring Thaw**. St Michaels, MD. We're showing off wonderful Eastern Shore cycling. Four days of

riding: no hills, sparse traffic, wide shoulders. Perfect for getting back into cycling after a long winter. Roads near the water afford splendid scenery among world class environmental ecosystems. Enjoy the famous ferry ride to Historic Oxford, MD, for lunch and exploratory cycling. <http://easterntandemrally.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.tandemhats.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

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.

June 17-19, 2011. **2nd Annual Saranac Lake (NY) Tandem Rally**. Get on your tandem and ride with us on one of the three scenic routes Saturday and Sunday. With the terrain ranging from rolling to hilly, the rides will be fun for both families and speedsters. Both days have rides ranging from 14 miles to metric centuries. Detailed cue sheets and maps are provided for all rides. Registration

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and lodging information can be found at:
<http://www.gtgtandems.com/sltr.html>.

June 25-27, 2011. **1st Concentration of tandems in Salviac, France.** Salviac, France. Tandem excursions organized by Salviac Cyclotourisme (Salviac Bicycle Touring Club) Pre-registration is required. Saturday, June 25. Group departure for a discovery ride of around 30km. Late afternoon, Salviac Syclotourisme will offer an aperitif at the campside. A joint meal at the campsite restaurant will follow. Sunday a ride of approximately 85 km. A vvehicle will be available for the transport of the picnics.. Monday, June 27 a group departure for a discovery ride of around 50 km. Contact Mary or Bob for information, reservations (camping and other) Mary Duffy or Bob Stokinger stokinger@yahoo.com Telephone outside France (33) 5 65 27 10 02 Updated Information and registration form: Tandem Club de France (l'Amicale Cyclo Tandemiste) <http://actctf.free.fr>

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

July 22-24, 2011. **Indiana Tandem Rally 2010.** Fort Wayne, IN. This event, sponsored by Three Rivers Velo Sport and HOOTs, is a three day ride: a 25 mile ice cream route on Friday, 35-55 miles on Saturday and 25-50 miles on Sunday. Sag stops will be identified for each ride and we'll provide lunch on

Saturday. The fee will include a banquet on Saturday evening. Routes will be flat to gently rolling. Join us for a weekend of great riding and fun. Ride will be limited to 60 teams. Make your hotel or camping reservation Hilton Gardens Inn 260.435.1777 Camp Timber Lake 260.672.3251 Kent or Anne Ellis 260.387.7978 tandemIndiana@gmail.com 260.387.7978 before 9pm Eastern Time.

August 5-7, 2011. **Eastern Tandem Rally 2011.** Storrs, CT. Details will be at www.easterntandemrally.org as they become available.

August 12-14, 2011. **PIGS (Paired Iowans Going Somewhere) Rally 2011.** Storm Lake, IA Once again the PIGS have found a wonderful surprising location for their annual get together. Come join in the fun. Details will be found at <http://pigstandem.home.mchsi.com>

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

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 as they become available.

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

CALENDAR



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CALENDAR

November(?), 2011. **Florida Tandem Rally.** The Villages, FL. The Florida Tandem Rally will return in 2011. Watch <http://floridatandemclub.org>

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

CLASSIFIEDS

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

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) 03/11

FOR SALE: 2000 Santana Team Ti-700 Road Tandem, Medium Frame. Never dropped. No dents.. Upgraded to current spec's with all the extras: Santana Perfect 10-speed with new shifters, Carbon Fork, WinZip 10" mechanical disc, Tamer Pivot-Plus stoker shockpost. New Continental tires, cables, disc pads, 11-34 10sp cassette, chain. Excellent mechanical and cosmetic shape. Price: **\$7490**. Santana airline safe case (the large one) available for additional \$500 (no provision for wheels with current padding). For more information about this great



TCA Tandem Hospitality Homes

Are you willing to become a TCA Hospitality Home? If so please head to the TCA website, 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. You will need some basic information such as your e-mail address, your address, and contact information.

editor@tandemclub.org

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bike/great deal, contact Ken Wallace by e-mail @ tandem1rider@yahoo.com or give him a call @ 334-793-1419 (evenings in AL, not too late, please). 03/11

FOR SALE: Santana Sovereign (1991), Lumina Red, 56cm x 53cm. Serial No. LS433. Campagnolo Ergo Power w/Shimano Deore (21 spd), Cable Actuated Arai Drum Brake Mounted on Stokers Bar, 40 Spoke Mavic Rims laced to Phil Wood Hubs, Pedersen SE self-energizing brakes, stoker Shock Post, Look clipless pedals, cycle computers for both Capt. & Stoker, Blackburn rear rack, 4 Specialized No-mark bottle cages.

Asking \$1500. For more information, contact Fred Mount, via e-mail, bike1428@rcn.com or call him @ (609) 397-1521 in New Jersey 03/11

FOR SALE: 1993 Santana Sovereign. Serial # 061. Large frame (58x53 or 23x21). 24- speed drivetrain, with low-gear option (Front chainring are 46, 36, 26, with rear 8-speed 12-34 cluster. 4 water bottle Cages, nearly new handlebar bag, rear rack w/one used bag. Computer, thumb shifters, Phil Wood bottom brackets, Phil Wood Hubs laced to 48-hole Aluminum rims. Asking \$2,500. For more info, call Bill Routh cell (336) 707-1375, home (336) 299-1161, before 9:00pm, please. (NC) 03/11

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) 03/11

FOR SALE: Bike Pro USA Tandem Case...we purchased it new last summer for \$650 plus shipping and would like to sell it for \$500...used once! John Taylor (j.taylor2000@insightbb.com) (TN) 03/11

FOR SALE: Tandem spare parts, including 1 pr 48-hole Phil Wood hubs, new, 1 pr 48-spoke Wolber (M 59) rims, laced to Phil Wood hubs, 1 pr 40-spoke Mavic (MA 40) rims, laced to Phil Wood hubs, 2 good spare Arai drum brakes, 1 spare set Pedersen SE self-energizing brakes (used), and 1 Thule tandem adapter (roof mount). For more information, contact Fred Mount via e-mail, bike1428@rcn.com, or call him @ (609) 397-1521 in New Jersey 03/11

HELP OFFERED: Are you planning a cycling trip to England or Europe? As Overseas Liaison Officers for the Tandem Club (of the UK) we can help with advice on routes, accommodations, bikes by rail, local bike clubs, etc. England is a great place to cycle, and you are sure of a friendly welcome. Chris & Jenny Davison, Pennyfarthings, 4 Badbury View, Wimborne Minster, Dorset, BH21 1DH, England, Phone 011 44 1202 884288 or e-mail to chris@pennyfarthings.com

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

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

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

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Please fill out the membership form below and mail
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Duncan & Laura McCabe
2302 New Orleans PL
Wilmington, NC 28403-0315

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

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