

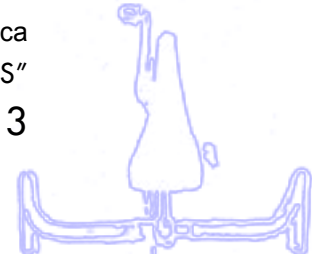
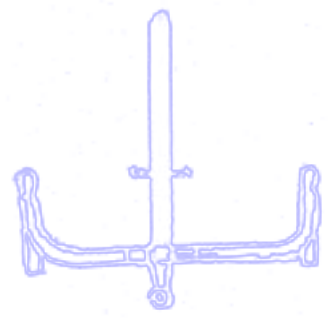


# DOUBLETALK

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

JANUARY / FEBRUARY 2013

The Tandem Club of America  
Jack & Susan Goertz, Editors  
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Birmingham, AL 35242-4430



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# Double Talk

A publication of the Tandem Club of America

*An International Club for Tandem Enthusiasts*

*Established in 1976*

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

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



# DoubleTalk

## Who Does What?

### What do TCA members do?

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

**Deadline for the March April 2013 issue is Feb 1, 2013**

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

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

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

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

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

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

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

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## BACK ISSUES AVAILABLE

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

### Issues still available:

2012

November - December

September - October

July - August

May - June

March - April

**January - February**

2011

November - December

September - October

# DoubleTalk

January / February 2013  
www.TandemClub.org

From the Editors

THANK YOU! Our plea for help in articles netted us several new articles, and several letters, some from long-time members who hadn't contributed in quite awhile. It's good to receive these contributions. That doesn't mean we're out of the woods yet, though. We always need your articles and letters. Without your input, there is no DoubleTalk, there is no TCA! This is your organization, and we depend on you to keep it going.

Do expect a few changes to be occurring with DoubleTalk over the next year. Costs continue to rise. For example, the postage permit has quadrupled in the last 5 years. Postage has also gone up. The software we use to prepare the mailing continues to increase in cost. No, we're not planning on increasing dues – at least not in 2013 – but we are looking at ways to change DoubleTalk so that we can continue sharing TCA news and articles with you.

What will 2013 bring? Good things, we hope! We know there are lots of tandem rallies being planned throughout the country, with the first one in just a few weeks, in Sebring, Florida. Check out the TCA Calendar in this issue and make your plans now to attend as many rallies as you possibly can. Act now to request the time off from your job. You know you don't want to miss out on all the fun!

And now that Christmas and New Years holidays are past, it is time to make sure that your tandem is ready to go when the weather is right. Be sure to check tires, cables, chains, cassettes (or freewheels) to make sure they're in top

shape. Replace them if there is any question about their condition, or if you see any obvious signs of wear. Also, check your frame and fork to make sure that no corrosion has attacked your tandem, and that there are no cracks in frame or fork. Especially check your fork for cracks around the crown. If your tandem uses open-bearings (not cartridge bearings) in the hubs, cranks, and/or headsets, be sure to repack and readjust them now, before your riding season starts. And, please also move and lube your seatposts. I used to do this ritual every January-February, while watching the SuperBowl and/or the ProBowl. Now, with almost everything using cartridge bearings, I only have to check the smoothness of the bearings and replace those bearings that are rough running when I turn them by hand. Much quicker/easier! There is absolutely nothing more frustrating than wanting to go on a tandem ride that first warm day in the spring, and discovering that your tandem is not ready to go.

As we said last month, we hope you had a great year in 2012 and that 2013 will be even better. We ask that you write us an article or two, and send them immediately. We want to share them with other TCA members through the pages of DoubleTalk. Please send your articles and letters to us via e-mail ([editor@tandemclub.org](mailto:editor@tandemclub.org)). If you're including pictures, don't embed your pictures in the article. Please send any pictures to us in a separate message, with any captions you feel would be appropriate.

Let's go ride!

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



# DoubleTalk

Dear DoubleTalk,

## Letters to DoubleTalk

My name is Gary. I am visually impaired, and I would like to find a club that caters to the visually impaired that I can join. If you could help me find one, especially one in the St Petersburg, Florida area, that would be terrific!

Thanks!

Gary Deavers (Age: 46)  
2705 14th Ave N  
Saint Petersburg, Fl 33713  
e-mail: gpdbrit66@gmail.com



Dear DoubleTalk

I bought a tandem from Bill McCready in 1978 that did not even have his [the Santana] name on it. At a cycling event at Gordon College, he told me it was either #7 or #11.

I did not accept the invitation to the Eastern Tandem Rally in 1978 but made it to Falmouth MA in 1979. Peggy and I did not want to stand out in colorful biking clothes so we stuck to our every day wear. Boy, did we ever stand out!

Enclosed is a roster of the participants. I am sure you will recognize some of the names. I wonder how many are still around.

Best wishes and thanks for creating such fond memories of our times on the tandem.

Dave Bowen  
New London, NH

**The Admiralty Motor Inn**

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ed: We were delighted to hear from a long time contributor. Willard Wheeler sent us extended comments / additional information on a couple of recent articles

My first comments are about Rich Dilorenzo's excellent article on how important communications are to tandem teams. One of the things he wrote about, but which I've not seen before in any similar articles, was about deciding pre-ride just how each rider feels that day, and what distance and difficult a ride each person feels like doing. This is very good advice that might make the difference between having a great ride or a frustrating ride. My wife and I go through this ritual whenever we are about to head out for a tandem ride. We add another variable to the discussion, though: Do we feel like doing a road ride or an off-road ride? We're lucky enough to own both a road and a mountain tandem, and we have numerous roads, fire roads and trails in our area, so we are able to enjoy rides from easy-to-hard, and on pavement or out

on the dirt. Rich's advice about communication is very good, and I'm planning on forwarding my September/October DoubleTalk to a couple I recently met who will soon be buying their very first tandem in preparation for a ride from Maine to California that they're planning to do next summer. They'll have a lot to learn about tandeming before their tour, and Rich's article will help them with some very useful tips.

I have another comment I also want to make on Rich's article. He mentions that he and his wife have been using a wired intercom system to aid in their communications when on their tandem. Coincidentally, my wife and I recently got to test out a new wireless bike intercom system. I wrote a review of our experience with this system for Recumbent & Tandem Rider Magazine (the review of the intercom was just published in RTR Issue #41). I won't go into all of the details of the system here, but I do think

## Willard Wheeler Comments

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DoubleTalk's readers could greatly benefit from the new system. Briefly, the new bike intercom system is made by Cardo, and is called the BK-1 Duo. The system uses a pair of very compact wireless units. One mounts on each user's helmet. The features of the system include:

- Wireless bike-to-bike intercom for up to three users
- Voice-activated operation (no buttons to push in order to talk to your partner)
- Digital signal processing
- Multiple-device connectivity (intercom/mobile phones/GPS devices/MP3 players)
- Single- or dual-earphones
- Rechargeable Lithium-polymer batteries
- Very low weight & size, and
- The unit is adaptable to work with most bike helmets.

The Cardo system worked very well, even in windy conditions. It allows wireless Bluetooth connectivity to cell phones and some GPS and MP3 devices (wired connections are possible as well). The intercom system can be used by tandem teams while on their long bikes, but they are also useable by riders on single bikes. On singles, line-of-sight range for the intercom function is about a half-mile. If single-bike riders each have a Cardo unit paired to a cell phone, though, they can conduct hands-free, Bluetooth-enabled

conversations from miles apart as long as each rider has good cell phone reception.

For an in-depth review of the Cardo BK-1 Duo intercom system, I'd recommend DoubleTalk readers to get a copy of Issue #41 of *Recumbent & Tandem Rider*. My wife and I were very impressed with the performance of the Cardo system, and it offers a significant improvement, as well as numerous additional functions, over older wired intercom systems.

My final comments are in regards to John Calhoun's article about using the gear shifting mechanism of an STI shifter to control a drum brake on a tandem. I can see several drawbacks to Mr. Calhoun's shifter and braking set-up, most of which he did mention in his article. I wanted to touch on a few things about his set-up, though. First, since he had problems with chain rub on his front derailleur, it made me wonder if he had made sure his front derailleur is from the same component group as his STI's? Many years ago, when I replaced the bar-end shifters on our 1990's-vintage Sovereign with Shimano Sora 8-speed STI's, I had annoying shifting and chain rub issues for a while. It wasn't until I replaced both front and rear derailleurs with a set of Sora derailleurs that the shifting problems cleared up. If Mr. Calhoun's bike has an assorted mix of components, he might want to try swapping at least the front derailleur to a Shimano unit from the same gruppo as the shifters. That might clear up the chain rub problem. Note that with rear derailleurs, Shimano XTR units work great with both Ultegra



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and Dura-Ace STI levers, and easily handle the extra-wide range of gears most tandems use. Alternatively, Mr. Calhoun could try some assorted front MTB derailleurs, since they may have somewhat wider cages than some road derailleurs and might clear up chain rub problems.

The rest of my comments concern braking set-ups. I always cringe and/or shudder whenever I see or hear about a tandem team that has the brakes on their tandem set up in what I consider an unsafe way. That's especially true when it comes to having a third brake connected to a control on the stoker's handlebars. I can't see the benefit of having brakes arranged that way, as rapidly changing conditions in road surfaces, traffic situations, and the time lag force a communications challenge (Just how will the stoker know exactly how hard to apply that third brake? Too much force might lock up the rear wheel, while too little force would not put the full effectiveness of the third brake to use.) This just seems to be an accident/tragedy waiting to happen.

I've also noticed that the majority of tandems that do have a third brake installed have either a drum brake, or on rare occasions a disc brake set up to be an extra "drag" brake, where it will hardly ever get used. These bikes still use the rim brake as the primary rear brake (which can result in dangerous heat build-up in the rim).

I prefer the rear braking arrangement that we've settled on, after several trials and errors with various components over our first five or so years of tandeming. What I think is the most logical, effec-

tive and safe arrangement is to have the left brake lever control the front brake (since this is the way nearly all bikes are set up), while having the right brake lever connected only to a drum (or disc) brake. Having the right lever operate only a non-rim rear brake allows the captain to use the rear brake as long and hard as necessary for speed control and braking needs without having to worry about the rim overheating that can happen with cantilever and V-brakes. I speak from experience about this. Many years ago our first mountain tandem originally came equipped with only rim brakes. Several times during long, steep off-road descents that required continuous moderate braking to keep speeds under control, we had the rims heat up to the point that the air in the tubes expanded and lifted a tire off the rim. Very exciting, but not much fun! After that happened, we promptly got a drum brake installed on that bike, and we never had that problem occur again. By using the STI brake lever to control only the drum or disc brake, the captain can easily and instantly modulate rear braking force in response to any rapidly-changing riding situation without any issues of rim overheating. Having a V-brake being operated by an STI's gear shifting mechanism such as like Mr. Calhoun's arrangement (or, alternatively, by a thumb-shifter operated separately by the captain or stoker), can lead to accidents if the amount of braking force applied is too much or too little for the conditions (or if it's applied or removed too late if the captain has the stoker controlling a rear brake and has to yell braking instructions back to the stoker). On both of our road



# DoubleTalk

tandems, I have the STI's rear brake lever connected to only a drum brake, and I have actually completely removed the original rim brakes from the bikes. One bike has Sora levers, while the other has Ultegra, and both kinds work fine with the drum without the need for a Travel Agent cable adapter. On our two mountain tandems, the MTB V-brake levers are connected only to the rear drum or disc brake, and those levers provide plenty of cable travel for the brakes. I still have the rear rim brakes on those bikes, but they are hooked up to old-style thumb shifters on the captain's handlebars and are used almost exclusively as parking brakes. A road bike STI's rear brake lever can take a little bit of time and patience to initially set up with a drum brake to where the brake begins to come on as soon as the lever is moved (having a cable barrel adjuster in the line someplace allows fine tuning the cable tension), but once it's set up, the cable travel provided by the STI is usually enough to produce excellent rear braking power without any worries of overheating the rim. If a tandem's drum brake just can't be made to operate strongly enough when hooked up to an STI lever, though, a Travel Agent cable adapter can always be installed to provide more cable travel. I certainly hope that Mr. Calhoun will rethink his tandem's shifting and braking set-up. Reducing the controllability and modulation of a rear drum brake seems to me to be a rather odd result of dealing with a front shifting problem! If he can get his front shifting glitch fixed, and then try my suggestion about using his right STI brake lever to operate only the rear drum brake, I think

he might be pleasantly surprised at how nice it can be to have the drum brake there to provide strong braking power without any fears of overheated rims. I do strongly think that the wave of the future for tandems will be to use disc brakes on the rear wheel, but for the many thousands of tandems out there that use the trusty Arai drum brakes, using those drums as the primary rear brake can provide several advantages over just rim brakes.

Earlier this year I replaced the original Arai drum brake on the rear wheel of our Santana Picante MTB tandem with a Winzip disc, and I'm very pleased with the result. The disc has even more braking power available than the drum, while also avoiding rim heating during hard and/or lengthy brake applications. After seeing just how much money Arai drum brakes sell for on eBay (most of them end up selling for just over \$200!), I think I could easily sell the drum from the rear wheel of our Sovereign and I could use the money to just about pay for an entire disc brake kit from Santana to install in place of the drum! That kind of situation doesn't happen too often when you want to upgrade to newer technology on one of our bikes

Thanks for listening to my comments. I hope my thoughts will help out at least a few other tandem owners to improve the performance and safety of their bikes.

Willard Wheeler  
Upland, CA

<mailto:tandemcaptain2@verizon.net>



## Tandem Communicator Review

We've been riding tandem since 1999. My Captain has a hereditary hearing loss so having some assisted listening device has been essential to our happiness riding together. In case you've never run into a tandem headset, it's simply a way to make it easier for the Captain and Stoker to hear each other in wind and traffic without yelling at each other all the time. Typically there's a pack that resides in the Captain's back pocket that you both plug into. There used to only be two such devices available, Tandem Talk and Tandem-Com. And while one of those is gone now, there are finally new options to choose from.

We first learned about Tandem Talk shortly after beginning to ride tandem. They were a small family owned company who custom built a simple and affordable device (\$80) that worked quite well. It was a wired device with an on-off switch and no volume control. The headset was in-the-ear and could be used in either ear though we preferred the right so our traffic-facing ears were unencumbered. The first time our Tandem Talk died was less than a week before we were heading to Europe to ride. They were SO accommodating, rushing us a new one overnight in time for the trip. Sadly, the company no longer exists. Therefore, as our old device is on its last legs after crossing the country with us this summer, we've been on a quest for a suitable replacement.

The only other long-standing device is the Tandem-Com. We tried that early

on and found we preferred the Tandem Talk. Tandem-Com offers both a wired and wireless option and runs \$369 (<http://www.precisiontandems.com/tandemcomwireless2.4questions.htm>). We didn't like the fact that the volume needed to be adjusted every time it was turned on, and that the headset covered the left rather than the right ear. The worst part was the way the sound was setup made voice sound unnatural to our own ear.

Thankfully, technology is catching up. For a long time now there've been Bluetooth devices for motorcyclists and if you search the web there are riders who've jerry-rigged the motorcycle headsets to work on bicycle helmets. That is no longer necessary. As of this season, one company who makes motorcycle headsets has developed a system for cyclists. We tried one out recently. The Cardo BK-1 Duo runs \$480 (<http://www.cardosystems.com/cardo-bk/cardo-bk-1-duo>). It has a transmitter that straps on the top of your helmet. Because it's Bluetooth, it has the advantage of being able to hookup with a smart phone, MP3 player and/or GPS so you can take calls and get directions in your ear. Sadly a brief test ride with this system left us unimpressed. There was a tinny echo and slight delay (it's voice-activated) as we spoke to each other, which was annoying. We found it completely unusable for us.

On to the next option: from Eartec in Rhode Island (my home state). They've been around a long time and build headsets for a wide assortment of specialized purposes. The Simultalk Cycle-Com Wireless System runs \$300 (<http://www>.



# DoubleTalk

[eartec.com/cycling.html](http://eartec.com/cycling.html)). So far this system is a keeper.

## Pros

- Great natural sound
- Comfortable lightweight headsets
- Wireless and works up to 150 ft
- Optional headset upgrade
- Can carry a pre-charged backup battery for longer rides
- It has a series of dip switches so the two packs can be set to communicate with each other on a unique channel that won't compete with your Garmin or other technology. It took us a couple of rides to realize that's why my heart rate monitor and cadence were no longer working. With a little trial and error we were able to iron out the conflicts in almost no time.

## Cons

- The volume is controlled with the on switch so has to be reset with every use.
- The battery pack can only be charged in the unit (takes 6 hours and should not be left charging more than 12 hours).
- The battery pack will only last for about 4-5 hours of talk time, longer in standby mode.
- The headset that comes with it is a left ear headset.
- We tried the upgraded headset which costs more and is a right ear headset but it hurt the top of our ear where it sat.

On the horizon is a system out of Sweden called the Hiod (<http://www.hiodsports.com/products/hiod-one>). They don't have it licensed for US sales yet so we haven't tried it. Judging only from the website it looks to be an innovative and unique approach. Only time will tell how it performs and what it costs. Meanwhile, we are thrilled to have found the Eartec solution. We hope you'll find this information useful.

Shelia Hoffman  
Seattle, WA



# DoubleTalk

January / February 2013  
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## Fall Florida Tandem Rally 2012

The Third Annual Florida Tandem Rally got the best possible introduction with the Southern Tandem Rally held in St. Augustine the previous weekend, October 19-21.

Some riders made the two rallies bookends for a week's vacation in Central Florida while others sandwiched some work days in between the biking events. A few out-of-towners began arriving in The Villages early in the week. We had invited all early birds to join the Florida PANTHERS for daily rides leaving each morning from the parking lot of the Waterfront Inn, the rally headquarters.

Although the official start of the rally was the Friday afternoon registration, all those already present were invited to a party at the home Dr. Gabe and Diana Mirkin Thursday evening. Dave Lawrence, who frequently pedals his "half bike" with the PANTHERS, served as DJ, spinning hits from the '60s, '70s and '80s. Name tags helped newcomers mix with oldcomers as did dancing on the Mirkins' large lanai and sharing a meal of fresh salads, fruit and pizza. Diana wasn't sure how many attended but said they had ordered enough pizza for 80 and it was consumed.

Meanwhile, out in the Atlantic, Hurricane Sandy was churning, sending enough winds inland to put white caps on the lake behind the Waterfront Inn on Friday. After picking up their packets at the PANTHERS headquarters in the hotel, many couples walked over to Lake

Sumter Landing, a pedestrian-friendly town center designed to resemble a New England fishing village. There we could dance to live music on the town square or take advantage of the packet's coupons for \$5 off dinner at Red Sauce or free beer or wine at R. J. Gators.

Then it was back to the hotel at 7 p.m. for the ice cream social. While the hand-scooped ice cream and toppings were a big hit, the real piece de resistance was the huge quilt draped over a large rod at the other end of the room. Marilyn Duncan made the queen-size quilt from 25 T-shirts donated by eight tandem-riding couples.

"Because many of the couples have bicycled all over the states, there are some neat representations of events all across the United States," Marilyn told reporter Katie Sartoris in an article published October 20 in The Villages Daily Sun.

The quilt would be the grand prize in a drawing at the Saturday night banquet.



Lunch at the Grand Oaks Resort



# DoubleTalk



Bob and Rose Jordan welcomed guest to the Saturday night banquet at the Lake Miona Rec Center

But first there was a day of riding. Bob Thompson, president of the PANTHERS (Partners Aboard Neat Tandems Happily Enjoying Riding Simultaneously), and his wife, Jan, had mapped out four routes -- 33 miles, 44 miles, 54 miles or 63 miles.

Friday night, a number of us decided we'd do the 44-mile route around Lake Weir but by Saturday morning, the wind from Hurricane Sandy changed enough minds that the 33-mile Sunset Harbor ride appeared to be the most popular option.

Excitement built as cyclists gathered in front of the hotel and two police cars arrived to be our advance guard. Bob Thompson asked everyone to ride as a group at a warm-up pace for the first four miles. As we arrived at each intersection, the patrol cars held the traffic. What a thrill to ride across busy U.S. Highway 441 in a pack of tandems without having to stop.

Amazingly, all routes followed the same roads for the first 15 miles, lessening the chance of wrong turns. At least that was the theory. Our group of four tandems missed a turn at 24.8 miles and soon stopped at a road called Guava Terrace. It appeared to be part of a development that never happened but the road didn't appear on our GPS. Fortunately, a white SUV approached and asked if we needed help. He told us to take Guava to Highway 25, a road that was on the map and on our cue sheet. Thus our 44-mile ride became a 45 miler.

After going up and down a few hills, we came to a huge equestrian estate, a ranch where both horses and their owners can take a vacation. We followed winding lanes bordered by white fences to a courtyard in the valley where a picnic lunch awaited us. After that, it was nine miles back to headquarters and a hot shower before the evening banquet at the Lake Miona Recreation Center.

At the entrance, Bob and Rose Jordan greeted us in what appeared to be tuxedos -- actually tuxedo bike jerseys with black bike pants and patent leather shoes. The jovial mood continued in the banquet hall, with a bring-your-own happy hour and sumptuous meal before some jokes by emcee Larry Eby launched the presentations.

Instead of honoring the oldest or youngest tandem team, club mathematicians computed the average tandem team age. That figure was 127 years and Marty and Randy Thumm won \$50. Charles and BJ Stasek of Spring Hill, FL, won a rechargeable USB light for the most

# DoubleTalk

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accurate mileage in the visual scavenger hunt and John and Debbie Chebuhar of LeClaire, Iowa, won a free registration for the Florida Tandem Rally 2013. Then the excitement turned to center stage, where the grand prize, the magnificent quilt, had been drawing admirers all evening. Everyone checked their tickets as the bag of tickets was tossed. And the winners are: Gabe and Diana Mirkin.

Still to come was the Sunday morning ride when we would spot two sand hill cranes flying overhead. Actually we heard them first. They were making such a racket that Ray Cannarella, a veteran bird watcher, was caught unaware. "I wondered what was wrong with the bike," he said later.

To us, this rally seemed the best yet.

Nancy Welsh, attending the rally from Twin Cities, Minn., with her husband Rob, said, "I just picked it out at random from the Internet. I knew nothing about it. It has been great."

"People talked about how chilly it is and the wind," Nancy said, referring to Hurricane Sandy. "You have no idea! I led a ride at 36 degrees before I came here. This is such a treat for us. It's not just the temperature The people are so open, so nice, so friendly."

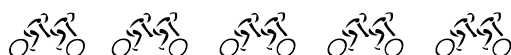
Kathy Foster  
A Florida PANTHER



Marilyn Duncan with the tandem T-shirt quilt at the banquet.



John & Debbie Chebuhar, winners of the free registration for FTR2013.





# DoubleTalk

## Tour de Galicia 2012

We have been very fortunate these past few years to be able to take an annual European tandem vacation. I'm behind on writing about these trips, so I've decided to start with the most recent while it's fresh in my mind.

Who are "we"? Team BS (Bill Leland and Sara Lundin of Wrightsville Beach, NC) and Team DL (Duncan and Laura McCabe of Wilmington, NC). After each trip, I have to say I become more and more appreciative of how VERY LUCKY we are to have friends who are compatible travel companions! Let's face it, after two weeks of togetherness the best friendships can get strained. Fortunately, Bill & Sara can make any situation fun, preventing Duncan and me from taking things too seriously.

This year's trip was an unsupported, loaded tandem tour of Galicia (northern Portugal into Spain). We based ourselves out of Porto, Portugal, and in 12 days completed a 500-mile clockwise loop, heading north up the coast into Spain, returning southeast to the Douro River, then following the Douro River west back to Porto.

In previous trips we have enjoyed the friendliness of the French, the Italians, and the Spanish, but the Portuguese were by far the most welcoming people we have met. Maybe they try harder because their country is smaller, but whatever the reason the people along the way made our trip extra special.

Before each trip, I print up personal business cards with a photo of the four

of us and our contact information. We carry and distribute these freely to the people we meet and find them to be a wonderful icebreaker.

Our trip strategy is to book a base hotel for the beginning and end of the trip. Bill found a lovely 7-room family-run boutique hotel, Cale Guest House, in the heart of the bustling Ribeira (old town) section of Porto, just a short walk from the tourist strip along the Douro River. We spent the first and last two nights of our vacation there. This gave us a place to build and later dismantle the two tandems, store our luggage while we were on tour, and stage our end-of-tour sightseeing of Porto.

Generally, we prefer the flexibility of not reserving additional nights while on tour. On this trip one of our more memorable travel adventures occurred on the ONE night we made an exception to this rule. Duncan planned the routes ahead of time, using info online from commercial tours, the 1:300000 scale EuroAtlas, and the Michelin 1:400,000 scale maps (which we carried while touring). The planned - and some alternate - routes were programmed into Garmin, which I used to navigate (our final routes are saved at [www.GarminConnect.com](http://www.GarminConnect.com)).

Tour statistics: 12 days, 503 miles, average rolling speed 11mph, 31,155 feet climbed. Our start time each morning was a leisurely 9:00-11:00am, and we took a break every hour or so, usually stopping for coffee, gelato, or beer. We were fortunate to have almost perfect



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weather, which encouraged frequent stops for photos.

The volume of cobblestone streets we encountered, in both urban and rural areas surprised us. So, wide touring tires are a must if you're touring Portugal (we ran 25mm and wished for at least 28mm). But if the roads were sometimes rough, the very friendly, courteous and patient drivers more than made up for the pavement. Many times we got a thumbs up or encouraging word as cars passed.

As in much of Europe, everybody smokes. Fortunately, smoking is banned inside restaurants, but not in outdoor cafes, so we would try to sit up wind when possible.

In cafes and restaurants a breadbasket and/or a plate of snacks will often be brought to the table without requesting, but they are not complimentary like in the US and will appear on the bill as separate line items. It's OK to say, "No, thank you" and they will be taken away. Generally we enjoyed the bread and snacks and felt they were a good value. And sometimes we were just too ravenous to wait for our ordered food to come!

Galician cuisine is simple and hearty, and the servings are gargantuan.

We found the food, drinks and lodging to be more affordable in Portugal than other places we've traveled. We enjoyed cabbage and potatoes served with lots of good olive oil, hearty breads, fabulous coffee, and various seafood delicacies such as octopus and clams. When ordering we would often point to what other tables were being served. The Portuguese favorite dish, however, is bacalau – salted cod soaked in water and then prepared "a thousand different ways." Every restaurant featured bacalau, every Portuguese person recommended it, and after a couple of encounters we did our best to avoid it!

Those of you who know us, also know we are prolific consumers of the local alcoholic beverages. In fact, they probably had to replant a few vineyards to make up for the volume of wine we consumed! It's no coincidence that we



Team DL, Duncan and Laura McCabe of Wilmington, NC and Team BS, Bill Leland and Sara Lundin of Wrightsville Beach, NC



# DoubleTalk

staged our tour out of Porto, the center of production of port wine. We rarely had a problem finding a café or bar en route for a local Super Bock beer either. As you've probably figured out by now, eating Cliff Bars next to a guard rail is not our style!

With a little Portuguese, some Spanish (and even French), and lots of hand gestures, we had no problems communicating – and sometimes this is part of the adventure. English is compulsory for Portuguese students, so often the teens and young adults were the easiest to talk to. Some of the best adventures were when we found ourselves in remote areas where no one spoke any English at all.

Despite our numerous overseas travel experiences, it seems we confront new surprises on every trip. For example, airline luggage limitations continue to get more and more restrictive. Our tickets permitted one free 50lb bag per passenger; additional bags would cost \$100 each, each way! Since the two tandems accounted for the 4 free bags, we elected to share one extra 50lb checked bag for our panniers, clothes, etc. We also try to fly directly to our foreign destination city from the US, as we've had past problems connecting through European cities such as Frankfurt and Paris. More than once we've found ourselves delayed at Customs, then racing through an enormous foreign airport, loaded down with carry on bags, trying to catch a commuter flight on a European airline to our final destination.

We pack two sets of bike clothes per rider, plus two - three outfits for time off the bike. While on tour we hand wash

the bike clothes every night. All the clothes go into 1gal Ziploc bags for easier packing. On each bike we carry front and rear panniers, a front handlebar bag and rear trunk. We also carry tools in a frame bag. Both tandems are equipped with a kickstand, which not only makes parking the bike at stops much more convenient, it provides support for building and dismantling the tandems. Before we left the US, Bill found a product called Monkey Wipes that are similar to wet wipes except they're designed for grease. We carried these in a Ziploc bag and they were excellent for clean-up after on-road mechanical repairs and during the bike dismantlement at the end of the trip. We've added these to our checklist for future trips.

If you've traveled in Europe, you've probably ended up with a pocketful of change, especially one- and two-euro coins instead of one- and five-dollar bills like we are used to carrying. For that reason, it's a good idea to carry a small zippered change purse, as you will use it. Sometimes I find it most expedient to hold out a handful of change and let the shopkeeper pick out the right amount! The EU has eliminated their one-cent piece; and I think we should do the same in the US.

ed: We will continue with the details of the tour in the next issue

Laura McCabe (for Teams BS and DL)



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## TANDEM CALENDAR

March 22-24, 2013. **Sebring Tandem Rally 2013.** Sebring, FL We'll be based at the Chateau Elan Hotel & Conference Center, 150 Midway Dr., adjacent to the Sebring International Raceway in Sebring, Fla. The rally is sponsored by the Florida Panthers Tandem Club. Information at [www.floridatandemclub.org](http://www.floridatandemclub.org). If you have any questions, [kbfostr@embarqmail.com](mailto:kbfostr@embarqmail.com) or call Kathy Foster 352-728-1742 before 9pm eastern time.

March 28 – April 1, 2013. **Tandem Club of the UK Easter Rally and General Meeting.** Cheltenham. <http://www.tandem-club.org.uk/>

April 5-7, 2013. **Alabama Tandem Weekend 2013.** Sylacauga, AL. Home of Jim Nabors aka Gomer Pyle this small town has some wonderful surprises. A low key, spend what you want event. Like us on Facebook or check out the blogspot [alabamatandem.blogspot.com](http://alabamatandem.blogspot.com)

April 26-28, 2013 **Southwest Tandem Rally 2013.** Palestine, TX We're working hard making arrangements for a great rally. <http://swtr.org>

May 16-19, **Georgia Tandem Rally 2013.** ,Covington GA. GTR 2013 will be held in Covington. We last visited Covington for GTR in 2010. Like many county seats in Georgia, Covington's center is its historic courthouse and town square. Many TV shows are currently using Covington as a backdrop for their shooting. Discover the beauty of the area on GTR 2013. [www.georgiatandem-rally.com](http://www.georgiatandem-rally.com)

May 24-27, 2013. **10<sup>th</sup> Canadian Tandem Rally.** Niagara, Ontario, Canada. Come ride with us in beautiful Niagara. Join us for a 2 or 3 day getaway of tandem touring along the Niagara Gorge and through wine country. Discover the charm and beauty while experiencing some of the finest wines this part of the country has to offer. From

novice to wine savvy increase your knowledge with our tutored wine tasting on Saturday. Ride past the infamous Niagara Falls for a picnic lunch along the Parkway gardens on Sunday. Learn even more as you ride through Niagara on the Lake and the historic sites of the War of 1812 and Fort George finishing the ride along the Welland Canal. Registration and on-line sign up soon [www.mbstandems.com](http://www.mbstandems.com)

May 25- June 1, 2013. **International Tandem Rally 2013.** Loire Valley, France <http://www.tandem-club.org.uk>

June 14-16, 2013. **4<sup>th</sup> Annual Saranac Lake Tandem Rally.** Saranac Lake, NY. 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. Following the rides, we'll gather for a barbecue and socializing. Pre-registration is required Rich Shapiro [Rich@gtgtandems.com](mailto:Rich@gtgtandems.com) <http://www.gtgtandems.com>

June 28-30, 2013, **Indiana Tandem Rally.** Fort Wayne, IN. The 3<sup>rd</sup> annual ITR exploring the flat to gently rolling country roads of northeastern Indiana, keeping the style of a small, friendly rally and adding new routes & lunch stop for 2013. The fee includes a Saturday evening banquet. The rally is limited to 60 teams so register early to reserve a spot for your team. Registration information available at [www.3rvs.com](http://www.3rvs.com). Register online at [www.Active.com](http://www.Active.com). Questions? Contact Anne & Kent Ellis, [tandemindiana@gmail.com](mailto:tandemindiana@gmail.com).

July 3-7, 2013. **Northwest Tandem Rally 2013 Two If By Land...Two If By Sea** Bellingham / Whatcom County Washington. Pedal-Paddle. Explore the beauty of Whatcom county by land... and by sea, with optional water adventures for all. Pedal: Mt Baker, Chuckanut Drive, Lummi

## CALENDAR



# DoubleTalk

## CALENDAR

Island. Paddle: Bellingham Bay, Nooksack River, Lake Whatcom. <http://www.nwtr.org/2013/> or [Info@norka.us](mailto:Info@norka.us)

August 1-4, 2013. **Eastern Tandem Rally 2013.** Warren, NJ. The first group ride will be a remote start from the Four Sisters Winery in Belvidere, NJ on Friday, August 2. The roads around the winery are among the emptiest, prettiest roads in the state. Saturday and Sunday rides will convene at our hotel base. <http://www.eaterntandemrally.org>

August 10-17, 2013. **Tandem Club of the UK Tandem 2013.** Somerset, UK. This is the Club's national rally. <http://www.tandem-club.org.uk/>

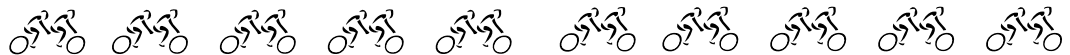
August 30 – September 2, 2013. **Midwest Tandem Rally 2013.** Greene County (Dayton), OH. G.O.A.T.S. Going Greene. The GOATS have been working hard for quite some time already and the Greene County Tourism group is helping them out. Sign up soon, you can book your hotel now for this great end of summer event. <http://mtr2013.org>

October 18 – 20, 2013. **Southern Tandem Rally 2013.** Cullman, AL. Three great days of riding, and socializing should make this a rally to remember. Watch [www.southerntandemrally.com](http://www.southerntandemrally.com) for details or e-mail [goertz@mindspring.com](mailto:goertz@mindspring.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.



## TCA Tandem Hospitality Homes

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

A Hospitality Home provides touring cyclists a place to stay for a night. It need not be fancy, a spare bedroom or even a tent site will do. The cyclist will

need shower facilities and an opportunity to launder their clothes and a meal. The touring cyclist will call you well in advance and make arrangements; no surprises.

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

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

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**FOR SALE:** 2001 Santana Arriva SE road tandem. It's red, size small/small. It's been ridden less than 400 miles, and it's in like new condition. Asking \$2500. Located in Kansas City, KS. Pictures are at [https://www.dropbox.com/sh/ko97rhd3ua50912/TTcV0pDhQj#](https://www.dropbox.com/sh/ko97rhd3ua50912/TTcV0pDhQj#/). We're also including a tandem mount (old style) for a Yakima roof rack. Contact Deb at [mitchdeb@gmail.com](mailto:mitchdeb@gmail.com) or 913-226-8517. KS 03/13

**FOR SALE:** Tandem-size Bike Pro bike bag with optional hard sides. It's been to Europe a few times but still in very good condition. \$125, delivery negotiable. Call 248-608-4037 or send an email to: [d.plzak@att.net](mailto:d.plzak@att.net). Doug Plzak. NC 01/13

**FOR SALE:** 1983 Jack Taylor touring tandem. Hand-crafted by Jack Taylor and his two brothers in Stockton on Tees, England. Double-buttet lugless construction throughout. All tubes are Reynolds 531. 24x21. Black with traditional Taylor subdued multicolor striping. Mostly Campagnolo Super Record or Nuovo Record components are used. The oversize (tandem) headset assembly is Jack Taylor proprietary. SuperRecord tandem crankset, 175/165 crankarms, (52/42/34) w/42t X-over rings. 6-speed 14-34 freewheel. Four Campagnolo Record brake levers on front bars, one pair operates the Shimano cantilever brakes, the second pair the disk brakes. Campagnolo Record FD, Huret Duopar Titanium RD. Campagnolo SR shift levers, rear indexed. Dropbars F&R. Campagnolo Record seatposts w/Brooks leather saddles front and rear. Front and rear Jack Taylor luggage racks and four panniers. Also included are an extra set of wheels. All 4 wheels are 27" x 1" Wolber 58 Super Champion rims with 48 double butted SS spokes. One pair has Phil Wood hubs and disk brakes front and rear, the other has French Mavic hubs, including the famous rear drum brake. A Vitansel Tandem car roof rack is included. The tandem has never been crashed or

dropped, and there are no scratches or rust. It has always been carefully maintained and is in excellent condition. Apart from occasional short runs, it has not been used seriously since 1998. Asking \$1000, but will consider any serious offer from someone who is willing to enjoy this classic as the collectors' item that it is. I might even be persuaded to donate it to a serious collector who will keep it up.. New owner is to collect or arrange packing and shipping. For more information or details, please contact Jim Scott, ph: 772-287-3250 or e-mail: [jimscottfl@comcast.net](mailto:jimscottfl@comcast.net) (FL) 03/13

**FOR SALE:** 2008 Santana Beyond, Medium size frame. Very smooth and very fast. IsoGrid double-buttet carbon tubing with co-molded titanium ends, Perfect-10 shifting, Carbon crankset, Shimano Sweet-16 wheelset, upgraded Reynolds fork, Dura-Ace brakes, Shimano STI 6700 shifters, rear rack, and new front derailleur. Selling because we need (and have purchased) a coupled tandem. \$9,000. Also have BikePro USA Oversize Tandem Case (\$450). Contact Jim Fleisch by e-mail @ [jaflesch@lawggf.com](mailto:jaflesch@lawggf.com) or call @ 312-346-1080 (IL). Pictures are available. (IL) 03/13

**FOR SALE:** 2002 Santana AL Triple Sovereign. 95cm x 92 cm. Blue. Purchased from Tandems Limited, this bike has an estimated 3000 miles of usage. We rode BRAG five times, and used the bike for other family outings. Ultegra Group, 9 speed XTR rear derailleur. Hadlley Hubs on 48 spoke wheels. Rear drag brake. Avid caliper brakes. AHeadset headset. Flight deck and second cyclometer at rear stoker station. Old Man Mountain rear rack. Serfas saddle for captain, Terry saddles for stokers. Stoker 1 position has pneumatic shock absorber in seat post. 5 water bottle cages (capacity of seven). The paint has like-new luster and does have nicks, chips, etc around the rear drive train. Includes ATOC triple bike mount for roof rack. Can provide with our

## CLASSIFIEDS

without SPD pedals for each rider. Shipped with new Gatorskin Kevlar tires. Captain's top tube bears autograph of Tour de France cyclist, Bob Roll. Asking \$4500 + shipping. I hate to see it go, but it needs to be ridden. Edgar Dalrymple. E-mail [edgardal@hiwaay.net](mailto:edgardal@hiwaay.net). Bike is located in Huntsville, AL 03/13

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





# DoubleTalk

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**CRANK2 PERFORMANCE TANDEM BICYCLES.** Test Ride Center for Santana, Co-Motion, daVinci Designs, & KHS. Over 45 tandems available for immediate delivery. 925-462-4272. www.crank-2.com. 5480-9 Sunol Blvd. Pleasanton, CA 94566 01/13 **TANDEM EAST.** Free catalog Stocking Co-Motion, Seven, daVinci, Calfee, Cannondale, Hokitiki, Green Gear, KHS, Burley, Rans, Kidz, Bushnell, Bilenky, Wheels, child conversions, parts, advice. www.tandemseast.com tandemwiz@aol.com (856)-451-5104 (NJ) 02/13

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**GEAR-TO-GO TANDEM**. NY & northern PA's largest Tandem Dealership located in Saranac Lake, NY. Santana, Co-Motion, Calfee, Burley, Rans in stock. Test rides by appointment. Saranac Lake tele: (518)-891-1869; Rich@ggtandems.com Check our website: http://www.ggtandems.com 05/13

**VILLAGE CYCLES**SPORT. Selling Santana, Co-Motion, daVinci, Rans & Sun tandems. Testriders welcome. Trade-ins accepted. See us at www.villagescyclesport.com or 45 Arlington Heights Rd, Elk Grove Village, IL 60007. (847)-439-3340 11/13

## Other Dealer Members

**ACORN INN** Bed and Breakfast: Discover Central Virginia's rural beauty with tandem-riding hosts. Ten bedroom renovated stable; cottage. Near Blue Ridge Parkway, historic Charlottesville. Ideal for groups. Delicious breakfasts. (434)-361-9357. http://www.acorninn.com 05/13

**BECOME A TCA DEALER MEMBER!** A \$45.00 membership gives you a one-year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word classified ad in each issue of DoubleTalk while you are a member. Ads are pulled after the date shown in the ad. New ads with \$45/ membership must be received by the editors by the first of the next month (i.e., ads with an 05/12 date will not run in July-August issue if your renewal is not received by June 1, 2012) to keep your advertisement current. Send your ad and check (payable to TCA) to Jack and Susan Goertz, Editors, DoubleTalk, 2220 Vanessa Drive, Birmingham, AL 35242-4430.

# TCA MEMBERSHIP APPLICATION / RENEWAL

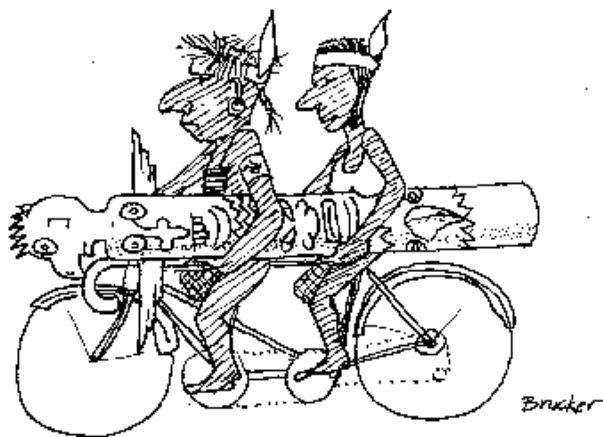
## Dues

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



*"You promised when we got wheels we wouldn't have to totem."*

## 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: \_\_\_\_\_

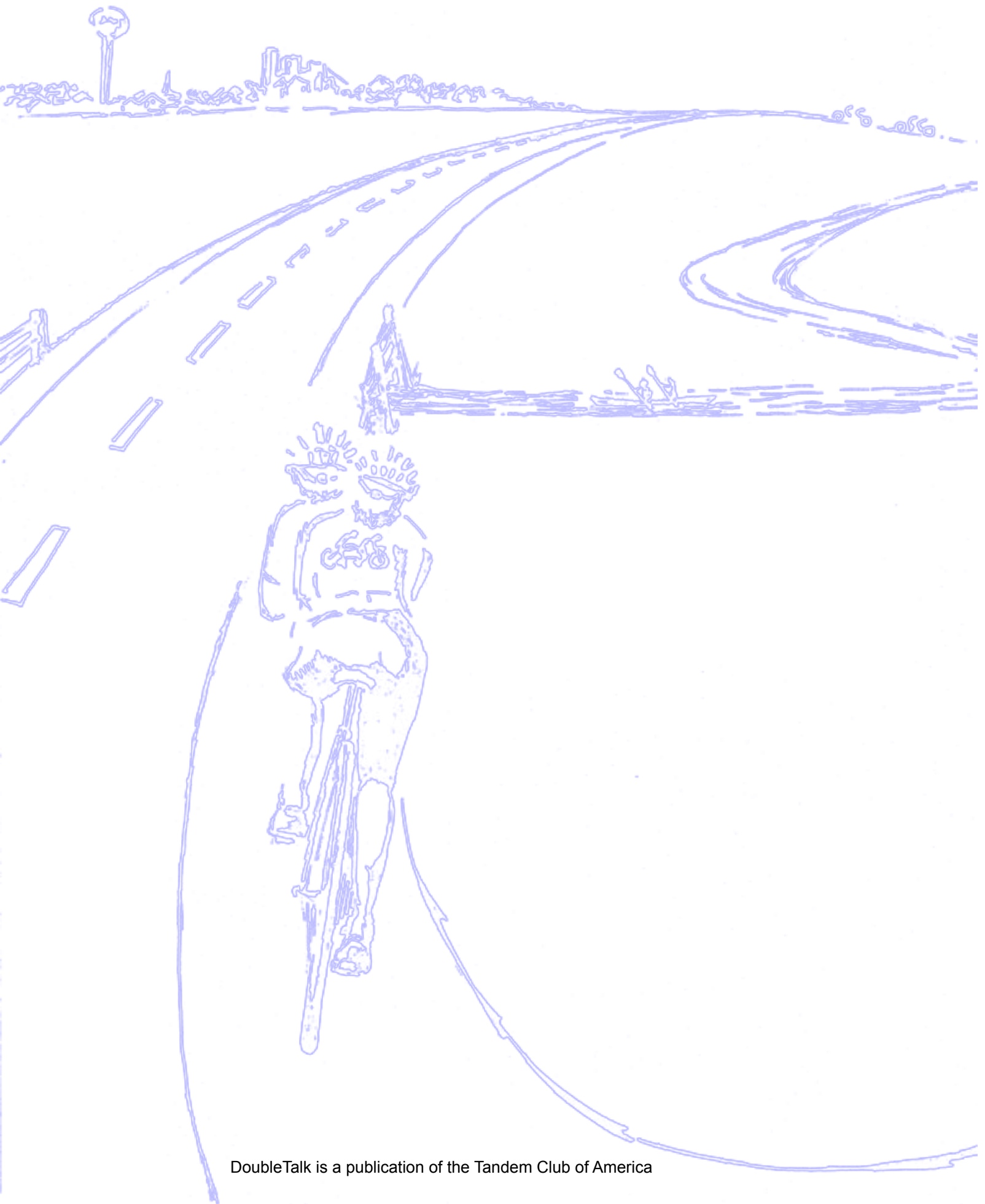
Tandem Make: \_\_\_\_\_ Year: \_\_\_\_\_

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? \_\_\_\_\_



DoubleTalk is a publication of the Tandem Club of America