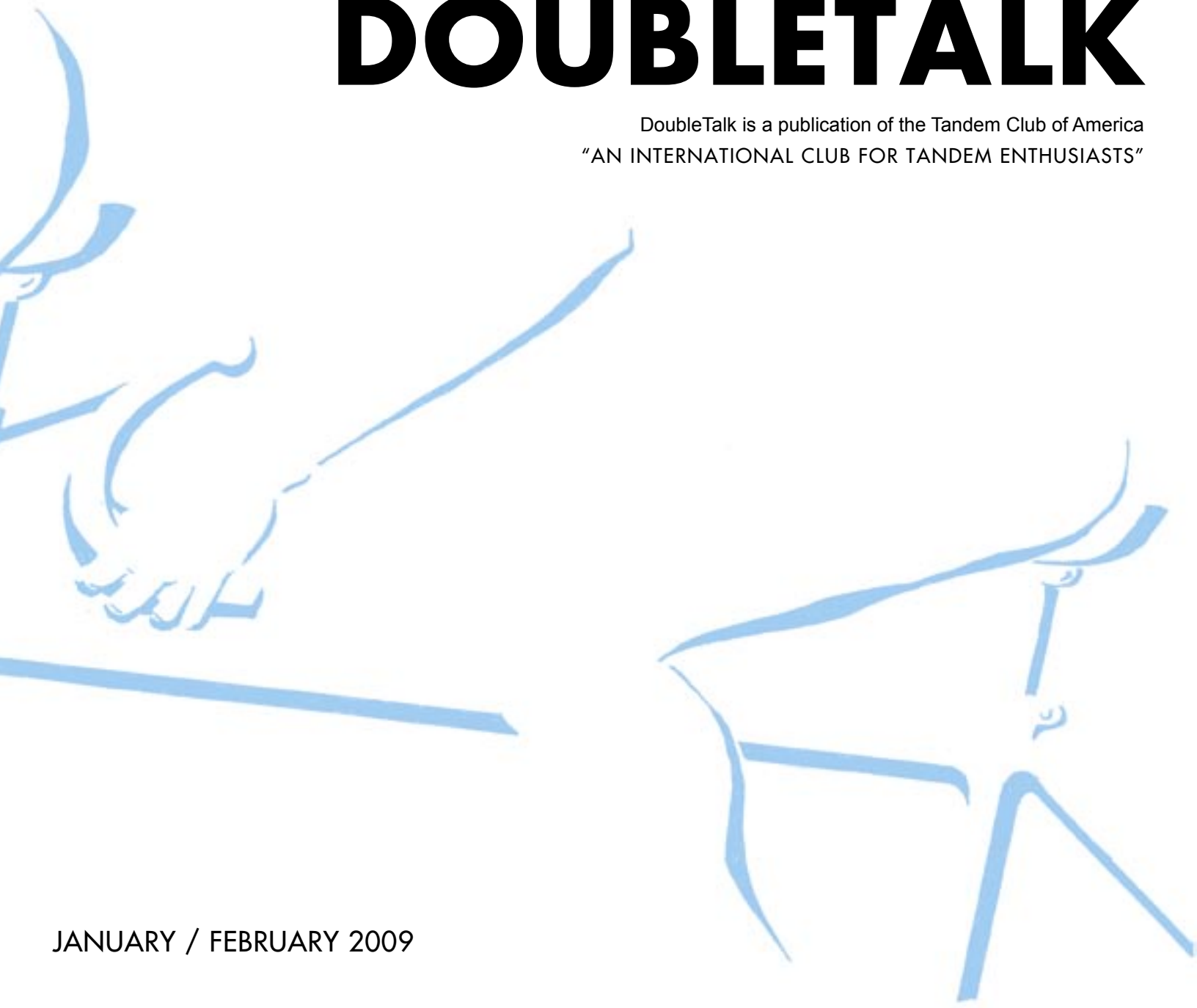


DOUBLETALK

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



JANUARY / FEBRUARY 2009

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An International Club for Tandem Enthusiasts

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editor@tandemclub.org



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Who Does What?

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

Secretary: Contact point between TCA and the outside world.

Membership: Collects dues, processes memberships.

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

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

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

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

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What do TCA members do?

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

Deadline for the March / April 2009 Issue is February 1, 2009

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:

2008

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

2007

November - December
September - October

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From the Editors

A new year is upon us. And the times, they are a'changing. First, the TCA wishes to thank Kay McGuire for the years of great service that she's offered the TCA. For those of you who've received a copy of DoubleTalk on cassette these past years, you've listened to Kay. Kay has been an important part of the TCA Volunteer corps. She's retiring from this position, and the TCA is looking for a new reader. If you have an interest in reading TCA to a tape, please contact us and we can discuss what's involved. We'll put you in touch with Kay, and you'll be able to find out just what exactly is involved. (One perk – you'll get a readers' copy of DoubleTalk before your friends get their copy!)

If you've tried to contact Phil Mortello, our hospitality homes coordinator, recently and had your e-mail returned, Phil had moved and changed e-mail providers. We've fixed the link, now your e-mails to Phil will get to him. We hope you re-connect with him and volunteer to become a Hospitality Home or just update your listing, or just talk to him about Hospitality Homes in the area you're planning to tour.

Which brings us up to the next point of discussion. We are working on the 2009 TCA membership listing, which will be sent out to all members who are paid up as of January 1, 2009. If you're reading this as your own copy, your name will be listed in the annual directory. Please take the time and let us know of any corrections to your information since last year. If you've changed your

e-mail address, etcetera, let us know immediately so that we can make our list the most accurate possible. Please send your corrected information to editor@tandemclub.org, with a copy to membership@tandemclub.org. The 2009 Membership Listing will be mailed sometime in early February.

2009 will also bring some much needed changes to our website. We're anticipating a complete re-design of our website early in 2009, including fixing the broken PayPal link. Keep an eye on our website (www.tandemclub.org) and look for the changes coming. We think it will be worth the wait.

It seems that more and more cyclists (not just tandemists) are involved in car wrecks this past year. To help lessen the legal pain, we've included an article in this issue from a cycling lawyer about what to do if you're involved in an accident. Of course, you should always contact a lawyer in your area for legal assistance, and not rely totally on the information in this article. It is intended for information only.

Finally, let's talk about next year! Even tho' old man winter came early to many parts of the county this year, good cycling weather can't be too far away. While winter has you "house bound", it's a great time to make sure your tandem(s) will be ready for that first beautiful day. Be sure to take some time to check out your tandem and give it a good tune-up. Check the tires, cables, chains, and gears, and replace any part that's worn, frayed, or broken. If the handlebar wrap is torn, give your tandem's bars a new wrap.

Clean the frame and rims. Take the time to repack the bearings (if they're not sealed), or replace any sealed bearings that aren't running smoothly. Don't forget to pull out the seatposts and apply a light coat of grease to the shaft. Once it's all done your tandem will look and ride so much better, and there will be much less chance that you'll be alongside the road, fixing your bike while your friends' keep on riding!

See you on the road!



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Charlie and Pat Jenkins Qualify for the Race Across America

Charlie and Pat Jenkins of Denison, TX, ages 50 and 49, recently celebrated their 30th wedding anniversary. They also were the first tandem bicycle team to ever attempt and complete the Tejas 500 Time Trials held every September in Cleburne, TX. The Tejas 500 is 25 laps around a 20-mile course with 22,000 total feet of grueling climbing.

The time trial began at 6:00 pm on the evening of Thursday, September 25. Charlie and Pat mounted their Co-Motion tandem and rode through the night before stopping for the first time at 3:00am Friday morning for a brief one hour nap. They rode again through the early morning hours, and throughout the entire day Friday before stopping Friday evening at 10:30pm to take another brief one hour nap. Charlie and Pat mounted their tandem for the last time at 11:30pm Friday evening and rode through the remainder of the night, crossing the finish line at 5:46am Saturday morning, for a finishing time of 35 hours and 46 minutes.

The Jenkins' 35:46 hour completion time in the Tejas 500 Time Trials qualifies them to ride in The Race Across America (RAAM), considered one of the toughest bicycle races in the world. The Tejas 500 Time Trial is one of only seven events nationwide that qualifies riders to participate in RAAM. The Race Across America is an annual 3,000 mile race across the United States beginning

in Oceanside, California and finishing in Annapolis, Maryland. It's longer than Tour de France by 30%, and racers finish in half the time. But unlike the Tour de France, RAAM isn't a stage race, nor do participants have the advantage of drafting.

To even be considered a finisher of the Race Across America, participants must ride at least 250 miles a day for 12 consecutive days. Racers can enter as 2, 4, and 6 person teams, but the real race is the solo division, where riders race alone against the clock, the elements, and sheer exhaustion. Charlie and Pat plan on racing in the solo tandem division in 2010, using 2009 to train and raise the \$20,000 necessary for entry fees, supplies, and a mandatory support crew vehicle which will ride along with them all the way across the United States.

As part of the preparation for the Race Across America, the Jenkins plan on riding from Santa Fe, New Mexico to Kansas City, Missouri, as well as making several cross state record attempts and at least one ride of 1,000 miles or longer. They also hope to work in a support crew for riders in 2009, to better familiarize themselves with the race and map out their own ride strategy for 2010.

Congratulations and good luck to Pat and Charlie! If you have any questions, comments or words of encouragement please send them to sk8erbyker@gmail.com



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Good Bye Old Friend

Texan Virgil Fruth, his wife, Jeanie, and my wife, Jean, bicycled thousands of miles together. We first met while on a one-week tandem bicycle tour in New York State. The ten-team group, representing nine different states, cycled from one Finger Lake to another. The climbs up the hills separating the lakes were struggles, but the rides down to the shores were exhilarating and fun. The weather was perfect, the countryside interesting and the companionship wonderful. In the evenings we stayed at bed-and-breakfasts. The Inn at Starlight Lake was the highlight of our tour. Jean and I developed a close relationship with gregarious Virgil and his quiet stoker. Virgil, made it a point to spend time with everyone he encountered, from vice-presidents to wait persons. With a twinkle and a smile, he won them over. He seemed truly interested in people and making them feel important. He asked simple questions that required answers and those answers led to more questions.

A typical question might be something like, "This peanut butter pie is the best I've ever had. Did you bake it?"

The waitress smiled and said, "No, I just serve it."

"You have a beautiful smile. Are you married?"

Before she left to wait on another table, Virgil learned the names and ages of her children and her hobbies. A sincere thanks and a generous tip rewarded her for her services and conversation.

After that ride, we bicycled with them dozens of times in most of the states east of the Mississippi River. We also rode with them in Ontario and Nova Scotia. We especially enjoyed bicycling with them while staying at the Jail House Bed and Breakfast in Minnesota.

When Jean and I decided to celebrate our 50th wedding anniversary in southern France, we invited the Fruths to come along. They reluctantly informed us that they wouldn't be able to go with us, because they had just completed a cruise to Mexico. When we checked into the Hotel

Beau Rivage in Nice, who should greet us with big smiles but the Fruths. A couple of years later, they also joined us for a trip to the Austrian Alps.

Five years ago, while cycling by themselves in Texas, a pickup truck hit the Fruths. Jeanie never fully recovered and passed away after hanging on for a couple of more years.

Virgil lived for the last decade with prostate cancer. Two years ago, the

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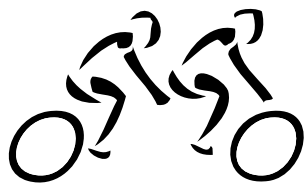
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cancer spread to his bones. Each time I talked to him by phone he sounded a little more tired, but nevertheless upbeat.

On a Thursday afternoon, as I sat at my computer, trying to think of something to write for the next writers meeting, the phone shocked me out of my day dreams. I looked at the caller ID and learned that it was from our long-time bicycling buddy from Houston.

“Hello.”

“Hello,” a sobbing lady responded.

I immediately knew the reason for the call.

“I’m Lori, Virgil’s daughter. My dad just passed away two hours ago.”

“I’m so sorry. Do you know when services will be held?”

“No, we haven’t discussed plans yet, but it will probably be Tuesday afternoon. Several months ago you sent my dad a story you had written about him. He really liked it. Do you mind if I read it at the funeral service?”

“Of course not.”

Before she hung up the phone she said, “Give your wife a hug.”

A shiver ran up my spine. It sounded like something Virgil always said while ending a telephone conversation, “Give the redhead a hug for me.”

On Tuesday afternoon, at Virgil’s funeral ceremony in Houston, Texas, his daughter read my story. At the same time, I underwent a 45 minute surgical procedure, while fully conscious, in Bradenton, Florida. A nice nurse held my hand during the entire operation to ease my apprehension.

The next day I commented to the doctor, “That was a nice touch to have a nurse hold my hand during the surgery.”

He replied, “What nurse?”

Maybe it was an angel. If so, thank you, Virgil, I owe you one.

Bob Larson
Sun City Center, FL



Touring Serbia by Tandem!

You will not be surprised to hear that we continue to spend our summers riding a tandem bicycle in various countries around the world. We still carry everything we expect to need in panniers suspended from racks on the front and back of the bike, travel as a twosome or with a couple of friends, and plan each day’s route as we go along, trusting that we’ll find quiet country roads with little or, preferably, no traffic and a moderately comfortable bed for the night.

Joining us for the first leg of the trip in early July was Robert Pick, known affectionately to us as Robert “UK”, a moniker selected to distinguish him from another fellow cyclist – Robert “AMERICA”. We met both Roberts on our cycle tour in Russia. To his consternation, we revealed ourselves as more like “typical Americans” than he had thought us; that



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is, cycling in 95 degree heat we required a room with a ceiling fan, if not AC, a working toilet and shower, and access to a steady supply of cold liquids. Robert never got used to David's relentless search for ice or our propensity for starting off the day's ride around noon.

This year we settled on a "concept" ride beginning out of the airport in Venice and ending at Belgrade's airport. Studying a large-scale map of the area, we planned to spend a week each in the northeastern-most corner of Italy (in and around Trieste) and along the small piece of coastline of Slovenia, three weeks in Croatia including the Istrian Peninsula and islands of Cres and Krk, and the last two in Serbia, dipping below Belgrade into the "real" Serbia before returning to the airport for the flight home.

Having cycled extensively in Eastern Europe over many years, we looked forward to peaceful off-road tracks along fields of sunflowers. Our expectations were not to be realized, however, except for the roads around Treviso, Italy, and the rare, exceptional dike roads of inland Croatia and Serbia.

Early in July all of Italy was fixated on the World Cup. On the grounds just beyond the remarkable Basilica of the ancient Roman city of Aquileia, the local fans set up an enormous TV under a tent for a community viewing of the game. We found seats and cheered on the home team. Suddenly, like a bad joke, with the crowd totally pumped to defeat the Germans, the digital satellite dish lost its signal without warning, and the screen went blank. Somebody mentioned

something the next day about an overtime kick?.....

In Slovenia and Adriatic Croatia, we relaxed whenever possible at beachside towns, often waiting with locals for the next ferry. Here we enjoyed the crowd at the port of Brestova, Croatia. The ferry transported us and our bike to the island of Cres, where we barely managed the scorching 1500 ft. slog up a switchback road to the saddle of the island with its dizzying views to either side before an exhilarating free wheel ride at 35 mph down to Cres Town.

The promise of the first few days of our trip along safe, charming, unpolluted



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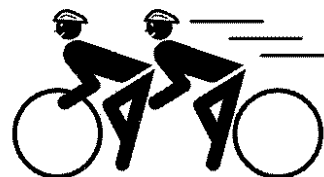
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roads and festive beach towns gave way to mostly terrifying road conditions as we surrendered our fate to the recklessness of the local drivers.

The 40 miles

from Krk to the mainland Croatian city of Rijeka, for instance, proved to be the most spectacularly dangerous stretch of roadway since our near-death cycling trip in Israel. The road had everything: degraded, treacherous surfaces; a complete lack of safety margins; squirreling, ever-twisting roadbeds; endless hills including both sustained switchback 8% grades as well as the relentless up-then-down-then-up-again variety; ferocious, debilitating heat; and, of course, the requisite flat tire. The range of traffic on these roads was inspirational: 8-axle tractor trailers, delivery vans, belching crapcans from Communist era scrapheaps, the odd donkey, careening motorhomes with a years' possessions lashed to their sides all delivering goods, services and holiday makers to the new



European coast of choice. Portentiously, we rarely saw another bicycle.

Whenever possible, we gave our lungs a "breather" and savored village life. The traditional wooden folk dwell-

ings of the Croatian villages of the Lonjsko Polje stand on an area of wetlands where the confluence of four rivers provides the perfect microclimate for the annual migration of hundreds of white storks. Life revolves around the feeding of barnyard animals by ladies in babushkas, the curing of exquisite smoked meats, and the nightly round up of the cows.



In the towns along the border separating Croatia and Serbia, there remains startlingly disturbing evidence everywhere of the recent Balkan Wars. Signs warn of land mines in fields surrounding houses where children live and play. During the Siege of Vukovar (Croatia), the Yugoslav National Army destroyed most of the infrastructure and killed 2000 civilians with another 2000 still unaccounted for by the



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government. Many of the buildings of Vukovar are now empty shells from which grow weeds.

For the first time in days we were able to get English language news on CNN International in our hotel in Vukovar. As irony would have it, we watched a broadcast of the war unfolding between Israel and Lebanon.

After Vukovar and nearby Osijek, all roads lead to Serbia. We were relieved that the border crossing was a “non-event” given the history of warfare. We spent the first night in the town of Sombor, located in a flat, fertile plain of towns with large ethnic Hungarian and Romanian populations. We stayed in a “pansion” above a pizzeria. Fortuitously, we arrived in time for the annual folk festival of music, dance, and traditional garb.

Over the course of two weeks in Serbia, we mostly traversed single-lane roads again lacking any shoulder for safety, where a full compliment of farm traffic from the 1953 Five-Year Plan Fall Catalogue joined the roadshow.

Often it seemed we were the hottest ticket in town, and all the unsolicited attention massaged our egos. We had

barely crossed the border into Serbia when Darko, a tattooed mountain of a man driving a Ford Tahoe, rolled down his tinted window to enquire as to our spoken language.

When we replied “English”, he continued, now switching to German, proceeding to divulge specifics of his Norwegian-provided pension plan, an overview of the value of his various landed assets, and invited us live in his basement for a week. (I assumed chained.) To our relief, he assured us that this would be of no concern to his wife.

Some time later, extricating ourselves only by agreeing to meet for breakfast in the next town, we were approached by a young reporter dressed for a Chelsea art-walk. Having observed us setting up our picnic lunch on a field of weeds in a nameless town, she had alerted her “crew. Four minutes later a team of





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raiding Visigoths converged to prep, style, light, sound and interview us in situ for the human interest segment of a local TV affiliate's news program. The hot light of fame

shone upon us for an hour....and then it moved on. In a driving rain that had been quietly gathering, we were left to eat our subsistence picnic, sodden, anonymous, alone. The next day, we looked up from our map to find a newspaper photojournalist with the Novisad "Daily" requesting a photoshoot.

And so it was --everyone we met had the same question: What in the world are two middle-aged Americans doing on a tandem bicycle in Serbia? With the skyline of

Belgrade as a backdrop, a very relaxed Lynda ponders what, perhaps to us alone, are obvious answers.

Lynda and David Febland
New York City, NY



TROLS '08

In case you missed it, and were wondering, the Bowers / Duval hand-off of TROLS weekend in Jefferson, TX was a resounding success. After ten years of heading the event, Linda and I relinquished the reins to the Duvals after TROLS'07. Jimmy and Kelly did a remarkable job. As always with Jefferson, there were the requisite last minute planning snafus. Most notable this year were the relocation of the Saturday banquet (the Cypress Valley Center bailed on them), and a change in Saturday lunch caterers (the Bakery became unreachable). But the Duvals turned both of these planning calamities into enhancements. They were able to acquire the Russell Building for the entire weekend, so it served not only for packet pickup, but the social



Trudy Troll

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and Saturday dinner as well. Several years ago, before it burned, the Russell Building was the site of the Galley Pub on Austin Street across from the Jefferson Hotel. It has since been rebuilt and makes a great two-story banquet hall. Saturday's lunch catering was rescued by Vanda at Riverport BBQ. This was not the first time that Vanda has saved the TROLS' bacon.



The Friday ride had a new twist. Instead of stopping at the Dam Overlook, the ice cream stop was moved about two and a half miles farther to the other side of the dam. Audre Casteel was set up at a shady picnic table there, giving out ice cream when she wasn't socializing with a couple of Harley Davidson biker dudes who happened by. I think she was trying to snag a ride on the back of a bike that she didn't have to pedal.

As usual, the Friday night dinner was on-your-own. A number of riders picked up take-out and brought it back to the Russell Building to eat, socialize, and watch a slide show of TROLS pics from this and prior years.

The Saturday morning ride got a police escort out of town. Even though there is not usually a lot of traffic in Jefferson that early in the morning, it was sure nice to blow through the traffic signals as one big group. The Saturday routes were unchanged, but it had been so long since Linda and I had ridden them that they seemed almost brand new. The weather was cool and the closer we got to Caddo Lake, the more dense the fog became. It cleared again after we got

on highway 43 and headed north toward Bivins. The passage of Hurricane Ike was quite evident as there were numerous downed trees and other wind damage. The rest stop at Kildare had closed since last year and Jimmy was parked across the street as a surrogate stop in case anyone needed help. But knowing tandemists, I suspect he did a lot more visiting with riders than providing aid. We got to the Tall Pines Lodge about eleven, just in time to try to help set up lunch. But Kelly and Leslie Frank had everything under control and only gave us small duties just to keep us out of the way. Lunch at the Lodge was pretty much the same as it had been in years past, except that





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the Bakery box lunches had been replaced with some great turkey and cheese wraps from Riverport BBQ. Lunch seemed much more relaxing this year ... probably because I had more time to visit and wander around the lodge.

Riverport also catered the buffet that night in the Russell Building, serving the usual fare of BBQ chicken, beef, stir fry, rice, salad, tabouli, cheesecake, and cobbler. After the meal, Jimmy and Kelly drew names and awarded door prizes, the most memorable of which was a Black & Decker model T-200 manual cat litter box. I think that Jimmy must have bought it off eBay because it consisted of a Rubbermaid pan full of "Tidy Cat" complete with a scooper and plastic gloves. The Mumbys were the lucky winners and obviously were quite thrilled.

After the banquet, while everyone was still milling around socializing, someone mentioned that there was a Karaoke sing-off happening next door at the coffee shop. It wasn't long before a contingent of tandemists were crowding the shop, doorway, and sidewalk out front. Some were good, some not quite so much, but one was outstanding. Becky Lencho (you may previously have known her as Becky Williams) should be singing for a living. Maybe we can talk her into an

encore next year. Or maybe Jimmy and Kelly could even book her for next year's banquet entertainment.

Sunday morning's ride, had a

bit of a modification from previous years. Instead of turning into Caddo Lake State Park (where they now charge \$2 a bike), we continued for three more miles to the General Store and Grill on the shore of Caddo Lake in Uncertain, Texas. History claims that the community got its name because the tenuous dock made steamboat landing questionable. But I think you could also make a case that the early settlers didn't quite know if their mailing address was Uncertain, Texas or Uncertain, Louisiana. It is an interesting little settlement and one that you will picture in your mind every time you hear the term "backwater". In any event, Jimmy and Kelly had made arrangements with the General Store and Grill to provide cups of peach cobbler to fuel our return trip to Jefferson.

After cleaning up and checking out, Linda and I helped Jimmy and Kelly finish loading the remains of their supplies and equipment into their trailer. Then we headed across the street to eat lunch at LaManches, only to find they were closed on Sunday. So we ended up at the Hamburger Store to eat, critique the weekend, and discuss their plans for TROLS '09.

Oh, and after lunch as we were walking up the sidewalk, two old codgers in motorcycle leathers recognized us as cyclists and asked if we knew the nice lady giving out ice cream at the Lake on Friday. That Audre ... she sure made quite an impression!

Thanks for a great weekend, Jimmy and Kelly. Fantastic job!

Reggie Bowers
Longview, TX

Thanks to our hosts:
Jimmy & Kelly Duval
& a friend.



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Lake Superior Tandem Tour

We were hosts for the first portion of an Upper Peninsula - Lake Superior tandem tour over Labor Day weekend. On Friday evening, we did an introductory road ride on widely paved shoulders through an abandoned Air Force base and on country roads. An evening meal at our favorite Italian restaurant of Italian chicken pizza and garlic bread set the tone for a wonderful weekend.

Before our Saturday ride we had fresh picked wild blueberries in our pancakes to fuel us for the ride ahead. Our ride took us along rolling hillside and country roads with views of Lake Superior and Marquette, Michigan. Saturday evening we hiked up Sugarloaf Mountain for wonderful panoramic views of the area and gorgeous sunset.

We gathered on Sunday in Marquette for a ride down Main Street to meet up with the paved bike path. There we took the path along the beautiful Lake Superior shoreline with a catered lunch stop at Presque Isle. The weather was the warmest we had had all summer with low humidity and the winds off Lake Superior helped keep us from melting.

On Labor Day, we traveled with our friends to Manitowoc, Wisconsin for the car ferry ride to Ludington, Michigan. This was an extension of our biking weekend. We stayed on their boat and enjoyed a couple more biking days along the Lake Michigan shoreline and Dunes National Park. Oh, and lest

we forget, also experienced some great sailing!! Yes, we missed the Midwest Tandem Rally this year, but made our own memories with great friends!

Jane Noe
Gwinn, MI





DoubleTalk

Tandeming: A New Dimension

My wife Debi and I have been tandeming together for about 5 years and have had nothing but wonderful experiences with our Co-Motion Speedster travel tandem since we've gotten it. Prior to our becoming tandemists, we had been avid members of our Orlando bike club – The Florida Freewheelers, obviously on our single bikes. Now we ride the tandem almost exclusively on our club rides. We love the togetherness that it fosters and

have put over 19 thousand miles on our bike as I write this.

We have taken our bike on tours in Vermont, New York State, Canada and Austria.

About a year after buying the tandem, we bought a small condo in Sarasota so we could more easily spend weekends visiting our children, grandchildren and Debi's mom, who all live there. We had a good time painting the rooms bright, vivid colors, in stark contrast to our Orlando home which tends to be more sedate. We decorated our new "playhouse", as we like to call it, with art deco bike posters from the early 1900's.

We have had a big blank wall over our bed for the first four years of living there. We were always on the prowl for the "just right" painting or other wall hanging to fill that void. However, when we saw original paintings that moved us, they were always way beyond our means. Besides, paintings of a cityscape, a landscape, sailboats, animals, etc. just never quite seemed appropriate for our surroundings or personal interests.

Finally I said to Debi that I have never done a painting, but how hard can it be? I would like to have complete control of the subject matter, the colors, the size and shape and not have it cost a fortune. So I set out to give it a try. What did I have to lose?



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Besides I would enjoy the creative outlet and have plenty of time to pursue a new hobby. Well, I lied about the second part of that, but I digress.

So once I decided that the canvas should be in the neighborhood of 3 feet by 4 feet, the next challenge was to come up with a subject and a design. I thought, what could be more appropriate for this location than a picture of a cyclist on a bicycle. I did a lot of surfing on the internet, but nothing quite did it for me. Then I thought, Why not do a painting of a tandem - maybe a blue one like ours, with likenesses of Debi and me riding it?

So the first thing I did was try to learn to use Adobe Illustrator software, which I had never used before. I tried to come up with a design on the computer that was colorful but simple enough that I could feel confident painting it on canvas. I knew that I was not ready for realism and LeRoy Neiman's free-form style seemed too hard to emulate. After about eight versions of design and color changes I decided that I was ready to put the paint to the canvas.

I decided on acrylic paint and went out to the art supply store and bought a canvas, paint, brushes and a cheap easel. The latter was possibly a luxury that I could have done without, but in retrospect I think it was well worth having. I used an opaque projector to transfer my design to the canvas so as to not lose the proportion. Hey, I'm an engineer, not an artist. Anyway once I had a tracing of the computer picture on the canvas, all I had

to do was "paint by numbers". Did I just say "all I had to do"?

Well anyway, the rest, as they say, is history. After about a month of part time painting, the picture was ready to frame and hang in its intended position over our bed. We are excited about the way it makes us feel every time we walk into the bedroom. As it works out I sleep on the captain's side of the bed and Debi sleeps on the stoker's side.

In conclusion, I could not have found a more appropriate picture to hang above our bed if I scoured every art fair and store in the country. And the painting's colors compliment the other colors of our little playhouse. Not to mention that it was fun to do and it was quite affordable. I wonder how many original paintings of tandems even exist.

Steve Katzman
Orlando, FL



There once was a team from L.A.
Their names were Hugh and Renee.
When Hugh would get tired,
Renee's words were inspired:
"I'm behind Hugh all the way."

Pat Hill
Cedar Rapids, IA



DoubleTalk

What to do if you're in a Wreck With a Car

INTRODUCTION

Having an accident with a car is a nightmare for cyclists. At such a time of vulnerability and disorientation it can be difficult to gather your thoughts and choose what to do. Unfortunately, such an incident requires immediate action and attention to detail in order to protect your rights. This guide represents a plan of action and recommendations for what to do if you find yourself in the most dire of circumstances. The information is broken down into 5 sections:

- I. Recorded Recollection
- II. Information Gathering
- III. Treatment
- IV. Insurance
- V. Protecting Your Rights

We hope that this short guide will prepare you in the event that you are involved in a bicycle versus motor vehicle incident. This is only a guide and has been crafted for general applicability. Each incident is different and requires attention depending on varying elements.

I. Recorded Recollection

After an accident with an automobile, the first thing that you should do, if someone hasn't already, is to call the police. It is important that you remain at the scene until the police arrive so that the police can make an on-scene investigation and record their findings in the "police report". This report, regardless

of its accuracy or inaccuracy, will play a major function in determining liability for the wreck and it is critical that you are there to assist in its preparation.

Once the call to the police is made, you need to start making a record of what happened. This is in addition to the police report that will be generated. If you find yourself on the ground in the middle of your ride as the result of an incident with a car you will very likely be disoriented and confused. Although you may be hazy in your immediate recollection, it is vital to record a description of the events that led up to the incident as soon as possible. It is rare that we carry pen and paper when we ride but often we carry cell phones. One way to record your recollections is to leave yourself, your significant other, or a friend a voice mail with as much detail as possible. You can also do this with a text message or through one of the applications on your Blackberry (should you have one with you). Your descriptions should include a summary of the event, meaning who did what when. Also, include the time of day, weather and other contributing conditions (traffic, road conditions, ect.), specific location, presence of witnesses, and anything you notice about the driver or their vehicle. Although I would not recommend doing this at the scene, or on the way to the hospital in the ambulance, you may be able to do this while waiting to be treated in the ER. Surprisingly, there is often a good bit of "downtime" while in the emergency room.

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II. Information Gathering

(This guide is premised on the assumption that your injuries are not so severe that you are unconscious or otherwise incapacitated. Obviously, the absolute first priority after a wreck is to look after your own well-being.)

After you have tried to gather your wits and record everything that occurred during, after, and around the accident, you need to gather all of the available information. Most obviously you want to get the responsible driver's personal and insurance information. This may be impossible if the driver is uncooperative, or worse, leaves the scene. If the driver does leave, try to get the license of his/her car and a description of the make and model. Any information would be helpful at that point to identify the person that hit you. If the driver stays, but refuses to give you any information, don't worry. Their information will be reflected in the completed police report that you have the right to obtain.

In addition to the driver's information, you want to try to gather contact information from any witnesses to the accident. Often times the police report will contain this information as well, however this is not always the case. Anything that you can get on your own will help your situation. A name and a way to contact the person (preferably a phone number and/or an e-mail address). It is helpful to try to store this information in your phone or Blackberry. Don't trust yourself (or riding partners) to remember vital information, especially after a wreck.

III. Treatment

No matter how tough you are (or think you are), it is imperative that you be checked out by a medical professional as soon as possible. In the most severe cases this treatment will begin with EMT's and an ambulance at the scene of the incident. In some instances, you may consider the injuries minor and may want to forego treatment. This is a mistake. There almost never are "minor" collisions between bikes and automobiles. It is in your best interest to be checked out by medical personnel. You may feel fine riding away from the crash, only to suffer pain and discomfort later. Don't put yourself through this; go ahead and seek medical attention immediately after the incident.

When you go for treatment, make sure to record all of the individuals and facilities that treat you, especially those that require out of pocket expenses. This is vital for any possible claim made on your part and any future recovery of expenses. Don't feel bad about recording a \$10 co-pay. If you were hit riding your bike there is no reason that you should feel responsible for even a dollar out of your pocket.

While your body is your first priority when obtaining treatment, make sure to visit your "bicycle doctor" as well. The most important consideration is that your bike may no longer be safe to ride, or may need work to make it safe. Only a trained professional can give you a reliable, accurate assessment. Make sure to have them record all the costs of repair and keep any of the receipts. Try to find

**Don't feel
bad about
record-
ing a \$10
co-pay.**



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When you are injured on your bike, you are covered by your Uninsured motorist coverage from your own car insurance policy.

the original receipts for the purchase of your bike or attempt to get a copy of the same from the shop where it was purchased. Don't forget about listing the losses of your cycling items other than your bike such as helmet, shoes, gloves, shorts/jersey, and any accessories on your bike. Be complete and thorough, including receipts when possible.

IV. Insurance

In a perfect world, you wouldn't be injured by a car while you are out enjoying a ride. In a less perfect world, once something like this happened, the driver would take responsibility (along with their insurance company) and they would compensate you for everything that you lost in the accident. However, in the world we live in we often find un (or under) insured motorists, litigious companies that deny claims, and driver's claims that frequently put the cyclist at fault. What to do when faced with this reality is the subject of the next section, but, before considering a claim, there is one important item of insurance coverage for cyclists to understand.

When you are injured on your bike, you are covered by your Uninsured motorist coverage from your own car insurance policy. This often is an area that insurance companies do not stress to include high coverage limits because the cost to you is low and presumably the benefits to the insurance company are small. The benefits to you are immeasurable if you find yourself in the situation of being struck by a driver with little or no insurance. In Alabama, the law requires drivers to have automobile

insurance coverage. Despite the law, almost one in three Alabama drivers are not insured. Not surprisingly, this group of people cause almost half of the car wrecks which occur. Accordingly, when you are struck by a car while riding your bicycle, you have almost a 50% chance of being struck by a driver without insurance coverage. As a general proposition, most people without automobile insurance coverage are judgment proof. (This means that without insurance, they have no tangible assets that can be attached in a personal injury claim.) You can sue them and win, but collecting a judgment is another thing. The old saying that "you can't squeeze blood out of a turnip" is true. Accordingly, if you are going to make a recovery from someone without insurance, then it will have to be against your own carrier.

Every insurance policy in Alabama must provide UM/UIM (un- or under-insured motorist) coverage unless you affirmatively decline same. However, most times when people purchase "full coverage" the applicable limits are 100/300 on bodily injury (BI) and 20/40 on UM. What this means is that if you "run a red light" and cause an injury, you are covered (insured) up to \$100,000 per person and \$300,000 per claim for the bodily injury you cause. However, if the other guy runs the red light, and does not have insurance, you can only recover up to \$20,000 per person or \$40,000 per claim from your own carrier. I strongly urge people to increase their UM/UIM limits to equal the amount of their BI limits. After all, why should you insure the rest of the world for your mistakes then

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not insure yourself against the mistakes of the rest of the world? Although you will need to check with your insurance company or agent, in my experience, the additional premium you will pay to increase your UM limits from 20/40 to 100/300 will be in the range of \$10-\$40 per year. Remember, if you are struck by an uninsured motorist and you suffer bodily injury, the only way you are likely to recover will be from your own carrier. (This whole discussion applies equally to you in a car as well.)

If an accident occurs, make sure to put your insurance company on notice that you may be filing a claim if the driver turns out not to have insurance at all or if the driver's insurance proves insufficient to compensate you completely for your loss.

V. Protect Your Rights

It is an old adage that insurance companies (of the individual at fault) do not work for you. Never is this clearer than in the case of an automobile versus bike accident. The first thing to remember is do not, under any circumstances, give a statement or allow a statement of yours regarding the events to be recorded by the driver's insurance company. You will be told that your statement is needed for the insurance company's "investigation." Nonsense!

You can send the insurance company the police report. Oftentimes the statement is used to prepare the driver's case against you. Since Alabama is a "contributory negligence" state, any admission of alleged wrongdoing on your part may be used to deny your claim. For example,

you may be asked about your speed and may provide your best guess - say, 17 mph. If the speed limit is 15 mph, your admission of going 2 mph over the speed limit may be enough for an insurance company to deny your claim, even if the driver caused the wreck by running a red light. At the very least, you ought to know the "rules of the game" before allowing yourself to give a recorded statement. My strong advice is not to do it until after you are represented, and of course, that will be a decision made by you and your attorney.

No one wants to approach an accident like this with an eye towards litigation. However, with the prevalence of denial of claims on the part of insurance companies today, this is often a foregone conclusion. Many people are apprehensive to use an attorney for a variety of reasons, most prominently, the cost of their services that will be deducted from the ultimate recovery. The most important thing to remember is that many attorneys do not recover anything unless you do, and unfortunately, going it on your own can greatly reduce your chances for a fair recovery (if any). In addition, there are other issues that will have to be handled - ie. the matter of paying back your own health insurance carrier (subrogation) that most people simply are not equipped to handle. It is in your best interest to talk with an attorney regarding your claim. Most attorneys offer this service at no charge to give you an idea of the viability of your claim. If possible, find an attorney with experience in bicycle injuries. They are going to be the most knowledgeable and understand-

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Being hit by a car on your bike is one of the worst things that a cyclist can imagine

ing as to the specificities that go into this particular type of claim. Remember, you have the right to be put back in the position you were in before the accident. You are not looking for a handout, nor should you expect a windfall, but you should not suffer significant financial losses for the carelessness of others.

CONCLUSION

Being hit by a car on your bike is one of the worst things that a cyclist can imagine. For many cyclists, this will never be a reality that they are forced to deal with. However, for those that will endure this event, being prepared is the best way to protect yourself, your rights, and your future. After an accident, record all of the information about the collision, the scene, and other related circumstances. Gather personal data on the driver and all witnesses at the scene. Seek treatment for yourself and get an assessment of the damage to your bike and cycling gear. Increase the limits of your under insured motorists coverage and make sure to put your UIM insurance carrier on notice if an accident occurs. Finally, do not give a recorded statement to anyone until you have spoken with a legal professional that can make sure that your rights are represented and protected.

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Meeting Our Builder & Tandem East's 20th Anniversary Tandem Expo

As some readers may already know, we recently took delivery of a 2008 Calfee Tetra Tandem and, yes, it's wonderful. However, while I have known and corresponded with Craig Calfee for nearly 8 years, I had never had an opportunity to meet him in person.

Recently, and although somewhat unexpected and unplanned, the sun, moon, and stars aligned for us during the last week of March, 2008 such that we had a chance to visit with Craig. No, we didn't make a trip to San Jose, California or to Ghana. Instead, circumstances found us crossing paths when a road trip for a family event put us in eastern Pennsylvania on March 26th. This placed us within a relatively short 2-hour drive of Tandems East in Pittsgrove, New Jersey and, as luck would have it, they were holding their annual Tandem Expo that weekend.

Tandems East, Co-Motion & Calfee - 20 Years & Going Strong: If popping over to visit with Mel & Barbara Kornbluh during their Expo wasn't enough in and of itself, it just so happened this year was also the 20th anniversary of Tandems East. To commemorate this milestone they expanded their Expo to include having several of their key business partner / industry representatives on hand for presentations and impromptu meetings in the display area adjacent to the seminar room at the Pittsgrove Township Middle School in Elmer, New Jersey. Of course,

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it's noteworthy that 2008 was also the 20th anniversary for Co-Motion and Calfee... an amazing coincidence if there ever was one.

Our Pre-Expo Ride: While the Expo itself didn't begin until noon, a 10:30am start-time, self-guided 17 mile loop ride through what I'd describe as New Jersey's "low country" was offered as an option for those with an interest. We'd hoped to get a few rides in on Thursday and Friday during our stay in Pennsylvania; however, the weather just didn't cooperate. Therefore, the Calfee remained tucked inside the Tundra's shell throughout our visit. Thus, the opportunity to get a ride in on Saturday morning was something we were looking forward to, weather permitting. Thankfully, the sun came out Saturday and, while the temps never climbed above the low 40's and the winds added an extra bite to the air, we were able to team up with Beryl Brodsky & Tom Fritz from Virginia for the self-guided 17 mile loop ride around Elmer, New Jersey. It was a much-needed chance to stretch our legs, noting our trip to and from the tri-state area was book-ended by 12-hour long / 850 mile drives.

As it is with most tandem rides, the five or six teams that rolled out of the school's parking lot around 10:30am all found their own tempo and fell into smaller pairings. Beryl and Tom made for great company on our ride, keeping us from getting lost on at least two occasions. Hopefully our paths will cross with Beryl and Tom again in the not too distant future so that we can visit with them a bit longer as we really enjoyed their company on our ride.

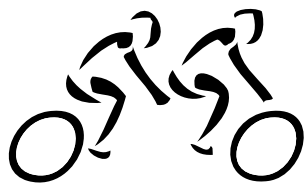
Upon returning to the Pittsgrove Township Middle School imagine my surprise when we encountered our friend John Lee from Ohio in the parking lot. John had apparently combined a visit to the Expo with a visit with his son up in New York so that he too might have a chance to meet Craig Calfee and also get Mel to make a few tweaks to his Calfee Tetra Tandem. Unfortunately, we became so engrossed in the seminars that we didn't get to spend much time with John.

We loaned our Calfee Tetra Tandem for Mel's use during his Tandem 101 presentation. The Display Area: The sad truth is, we never really spent much time in the school's gymnasium where the folks from Tandems East had set-up their product display area. However, late in the day after all of the seminars had concluded we did take one quick lap around the gym and I swear my jaw must have dropped: I'd never seen that many new tandems assembled and ready-to-ride in one place at the same time in my life! I wish I'd had my wits about me enough to take at least one photo to share, as it truly was an amazing sight. Therefore, imagine if you will what it would look like to see what must have been close to 100 tandems sitting bar-end to bar-end around the perimeter of a middle-school gymnasium / auditorium. Located in the center of the gym was a 24' x 16' rectangular arrangement of display tables covered with merchandise, with everything from jewelry for your lady to jewelry for your tandem.

Going from memory, here's a virtual clockwise walk-around and descrip-

tion of the vast Tandem East bike inventory that had been moved from their 'shop' to the school.

As we entered the gym at what I'll call the lower left-hand corner of the rectangle, directly in front of us were 3 Calfee tandems. The first was a refurbished customer model sitting next to the same customer's newer open framed Calfee tandem sporting Topolino wheels, and then another Calfee Tetra Tandem that



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was part of the shop's new tandem inventory. Along side of the Calfees were the daVinci tandems, with models covering the full line of their current road bike offerings. Directly in front of the daVinci display was a Custom Co-Motion Triplet, a Co-Motion Periscope Trident, a second hand Rodriguez Triplet, and Kidz Tandem (something of a reincarnation of the rear-steer courting tandems from the late 1800's). Returning to the perimeter of the gym and nearing the upper left-hand corner were some of the recently reintroduced Burley Piccolos and a row of what I believe were a mix of Co-Motion's Periscope and flat-bar bikes. Tucked in the corner and next to a rear exit to the grounds of the school was a custom, S&S Ventana El Conquistador available for test rides that belonged to one of the seminar speakers, Malcolm Boyd. In fact, I believe we saw Beryl & Tom sporting some very big and expensive-looking grins when they returned from a spin around the school grounds on Malcolm's Ventana.

Turning the corner, the first tandem sitting before us was a stunning brushed titanium Seven Axiom 007 built up and ready to go: Sweet! However, right along side it were a couple of Bushnell tandems that caught my eye. Had we been buyers instead of just tire-kickers we would have grabbed the metallic gray one. It was our size and sporting some orange Velocity Deep-V rims and color-coordinated bar tape for an unbelievably low price given the quality of the frame and level of componentry. Next was a very long line of Cannondale tandems, ranging from the \$1,699 Street tandems to the high-

end R2 at \$2,799 in the full range of size offerings. At the far end of the line was a bright orange Go-One 3, HPV: although it wasn't a tandem, it was really neat to see and I would have loved to have taken it for a spin around the school to get a feel for riding in the streamliner.

Turning the next corner at the far upper right-hand end of the gym we found some merchandise and tour displays along with a collection of the entire KHS line of tandems, a Bilenky ViewPoint, a Ryan recumbent, and a collection of very nice-looking women's single bikes from Terry.

Making our last turn at the lower right-hand corner of the gym was a sea of new old stock (NOS) Burley tandems, again covering almost the full product and size options of their line just before they exited the tandem business in the fall of 2006. Finally, as we approached our entry point to the gym we found ourselves looking at a very attractive and large number of Co-Motion road tandems, once again covering nearly the full-line of their offerings (Primera to Robusta) in a wide range of sizes and beautiful paint schemes.

In summary, anyone who is either in the market for a tandem or who knows of someone in the market for a tandem could not possibly find themselves at a better place than this Expo to get started. Having visited a lot of bike shops in my life, the available inventory at Tandems East Expo rivals all but the largest conventional bike shop inventories. The Expo represents a unique opportunity to wander around, see, inspect, and take

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test rides from this vast collection of new tandem offerings in a nearly ideal environment and with all-hands on deck (Mel, Barb, and their team of mechanics) to assist you. Moreover, given many of those who attend the expo are already tandem owners, shoppers have ready access to tandem enthusiasts who are invariably willing to share their knowledge and insights.

The Seminars: Our primary goals in making the trip over to Tandems East included: spending time with Mel & Barb Kornbluh; meeting Craig Calfee whom I've corresponded with for many years but had not yet met face-to-face; learning more about Topolino wheels; and, hearing what the folks from Co-Motion and daVinci had to say about their products. I am, after all, a tandem technology junkie, so this would be a virtual cornucopia of techno-geek speak. Had we never walked into the display area, the seminars alone would have made the entire extra leg of our journey worthwhile.

The Seminar area was a part of the schools lunchroom / small auditorium adjacent to the gymnasium. The ubiquitous digital projector connected to a laptop running slide shows was front & center. A buffet table was set up in the back of the room with all kinds of goodies to eat and drink with folding metal chairs available for seating.

Mel Kornbluh, Founder & Co-Owner of Tandems East, kicked off the seminars with what he refers to as his Tandems 101 presentation. In addition to having a slide show running in the background with images of couples taken

during their various rallies and tours over the years, Mel had three major props: a well-used vintage Jack Taylor touring tandem, a new Co-Motion Speedster, and our '08 Calfee Tetra Tandem. Mel also had a Bikeology catalog from the 70's featuring the Jack Taylor tandem that further helped to benchmark just how far tandems have evolved in the US since the days before Bill McCready introduced his Santana brand of tandems. It was interesting to hear that Mel and Barb had to venture off to Europe to find their first tandem – a Jack Taylor – whereas today we take for granted just how many exceptional tandems are available, albeit from a limited number of specialized dealers. It was also interesting to see how the technology has evolved, contrasting the heavy steel tube sets and 5 speed transmissions of the Jack Taylor to the very lightweight steel tube set and 10 speed drive train of the Co-Motion, and the very advanced all-carbon frame used on the Calfee. Mel also talked about the tandem rally movement and, of course, touring which has become a very robust part of the overall tandem movement. As for the future of tandems, it was noted the manufacturers and tandem builders continue to struggle to keep parts suppliers interested in developing and producing tandem-specific parts like crank sets and stoker stems, as the annual volume is just so small compared to the conventional bike market.

Malcolm Boyd, Founder of the Tandem Club of America, an ETR committee member, and off-road tandem enthusiast who is local to the area, was the second speaker for the day and although he has a deep and wide breath of tandem

cycling knowledge, he focused his attention on off-road tandems. Resplendent in his Double Forte (Forum For Off Road Tandem Enthusiasts, i.e., Double F.O.R.T.E., get it?) jersey and standing along side of his custom steel S&S coupler-equipped Ventana El Conquistador de Montanas. Malcolm also had a slide show running in the background as he discussed off-road tandem technology, the activities, and impressions of what it's like to take a tandem off



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the paved road. We have a very personal connection to the off-road tandem movement in that we created Double Forte some eight years ago to help foster the off-road tandem movement and have had our fingers in some other activities that have helped to promote the activity. The concept of riding off-road piqued the interest of Beryl and Tom enough to take up Malcolm on his test ride offer. I was able to have a nice side bar discussion with Malcolm following his presentation and hope that we'll be able to meet up with Malcolm and his wife Judy, who was not present on Saturday, at a future road or off-road event. Malcolm is an exceptional person with boundless enthusiasm for tandeming.

Bill Speckman, owner of Your Cycling Italia and Tandem East's business partner for their upcoming Italy tour in September spoke next. Again, a slide show ran in parallel as he described his background and experience as a cyclist and tour leader who lives in Italy. Unlike some tours that move from hotel to hotel over the course of a multi-day tour, his tours are based in Bassano in the Veneto region of northern Italy. This area is so incredibly rich in both cycling terrain and points of interest – regional and related to the cycling industry – that it allows all of the rides and activities to start and end at a central hotel (with air conditioning!!) eliminating the logistics and lost time associated with checking in and out of hotels every day. As a techno-junkie, just the allure of visiting all of the local bicycle and cycling industry fabrication facilities makes this a very attractive destination and tour format for us.

Brian Davis, Co-Owner of daVinci Design, was the next to speak. We truly got a kick out of Brian's talk as he is very animated, enjoys speaking to an audience, and has a wealth of anecdotes from his very eclectic background from which to draw upon when speaking. The "sales pitch" for daVinci designs tandems with their proprietary Independent Coasting System (ICS) was short and to the point: it's unique, it works well for their customers, and they pride themselves on their quality, attention to detail, and willingness to provide each customer with focused attention and support before, during, and after the sale. It was clear that Brian and daVinci's other Co-Owner, Todd Shusterman, have established an interesting partnership where each brings a very unique and different set of skills to the enterprise along with different views on many things that helps to drive their innovation. Brian was served up a plum of a question when one of the seminar attendees who had no experience with tandems asked that very basic question: is riding a tandem hard and does the daVinci ICS make it harder or easier to learn? Brian's reply, replete with personal anecdotes brought a chuckle from all of the more experienced tandem teams in the room who could relate to that same learning process. Again, all-in-all it was a very entertaining and informative session.

I believe it was Craig Calfee, Owner of Calfee Design, who spoke next. Craig brought along a bamboo mountain bike and a Barstem, two of his company's more recent product offerings, to support part of his discussion. He also took advantage of having our Calfee Tetra

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Tandem close at hand to address the product that he's most often times associated with in the tandem community, his all-carbon tandem frames. As we have noted in our riding impressions, Craig pointed out that despite the allure of the lightweight and high-performance aspects of his carbon frames, the characteristic that endears most Calfee owners to their frames is sometimes the most unexpected one: it's the comfort. Again, it's hard to describe just how effective the all-carbon frames are at absorbing road vibration and that single characteristic comes into play during every moment that you're on the bike. Stokers, in particular, benefit from this characteristic, as Debbie will attest. The only material that he's encountered that does an even better job of dampening vibration is – you guess it – bamboo. Now, to be fair, I think Craig may have set aside the bamboo discussion for a moment while he discussed his integrated carbon handlebar / stem, aka. the Calfee Barstem. Unlike previous talks on the Barstem that I've watched on YouTube by Craig where he focused most of his attention on the rationale for bonding stems and bars together, what caught my attention in this talk was his selection of a carbon bar manufacturer and the fabrication methods they used that sold Craig on their bars. It's these little techno-details that always pique my interest. Anyway, Craig then segued to his bamboo frame development with a funny anecdote about playing "fetch the stick" with his dog Luna. Apparently, there is an abundance of bamboo growing adjacent to Calfee's oceanside facility and it was the resiliency and strength of the

bamboo sticks that Luna would play with that caught Craig's attention. To make a long story short, this precipitated Calfee's venture into the bamboo bicycle frame building business, rekindling commercial bamboo trade with Taiwan, and his more recent philanthropic efforts in Ghana. Overall, it was a fascinating discussion from a very forward-thinking and energetic entrepreneur that, along with our sidebar discussions, reaffirmed my long-held high regard for Craig.

Stephen Mosca, President of USA & Canadian Distribution for Undercover Cycling, aka Go-One LLC was a surprise-presenter not on the agenda who introduced us to a very timely / green machine: the Go-One3 HPV. Stephen's venture is ambitious but given the drive for more clean forms of transportation and the right type of infrastructure / road accommodations, it could really be the ticket for personal transportation. The cool-factor alone was quite high for me, even though the practicality for both our terrain (hilly with narrow roads) and motorist temperaments (tolerance for cyclists) here in Georgia were both low. Even a SmartCar is a risky proposition for rush-hour type roads and motorists.

Gary Forman, Sales & Customer Support for Co-Motion Cycles, was on hand to discuss both the single and tandem bike offerings from Co-Motion. As with all discussions about Co-Motion, the company's heritage and personalities are key to both the product design and customer satisfaction. Gary talked at length about the founders, Dwan Shepard and Dan Vrijmoet, and how Co-

Motion came to be one of the premier tandem and bicycle fabrication houses in the US, as well as the close-knit team that presently comprise the work force. Gary brought along an S&S equipped Americano touring bike to support his talk and also used the Co-Motion Supremo that Mel had at the front of his talk. Gary emphasized Co-Motion's use of sound design practices and extensive product testing as major strengths of their products, noting the principles ride and race the very same tandems



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that they sell. With a little prompting, Gary also branched into a bit of an overview of their expansive product line, to include the more recently added entry level Periscope frames and the new high-end Machiatto.

The last speaker of the day was Rafe Schlanger, founder, president, and chief engineer of Topolino Technologies. This was, at least for me, the session I was most looking forward to as I really knew nothing about the Topolino wheels. I'd read all of the information on their web site and had also re-read personal impressions from what are at present only a handful of tandem teams using the AX 3.0-Tandem wheel sets. Therefore, I was really looking forward to learning more about the technologies used by Topolino as well as Rafe noting most of my successful tandem/cycling-related purchasing decision are the ones where I bet my money on the people behind the product, more so than just the product. Rafe impressed me immediately as the first thing he did was to pull everyone closer to the seat he took near the front of the room so that it would be easier for us to see and hear what he was talking about. I really enjoy it when folks making presentations make that effort to get more active engagement from their audience. Rafe went on to discuss his technologies and gave us all an opportunity to put our hands on cut-away examples of his spokes and hubs, the AX 3.0T wheel set, and a prototype of a new racing wheel. His designs clearly leverage the properties of composites that inherently lend themselves to the function of spokes in a bicycle wheel and take an entirely new approach to the bicycle

hub/spoke interface. The newer Carbon Core series is light, has low-drag and the wheels are very stiff, but there's a lot more going on with these wheels than meets the eye. As for the value, these wheels fit within a very narrow market niche where cost is not a major consideration / constraint to an enthusiast or highly competitive consumer, similar to many of the current high-end tandem offerings.

As noted earlier in this journal entry, a visit to either Tandem's East or their annual Tandem Expo is a must-do for anyone who lives within a few hours of South Jersey and who is in the market for their first tandem or thinking about a new tandem. It's very hard to find good information on tandems and having a resource like Tandems East is a blessing for anyone just starting out, as well as seasoned enthusiasts. The same could be said for anyone else who lives in relative close proximity to one of the other tandem specialty dealers, such as Tandems Limited in Birmingham, Alabama, Precision Tandems, near Kansas City, KS, Mt. Airy Cyclery in Maryland, Tandem Cycle Works of Colorado, or any one of several others.

Mark Livingood
Marietta, GA



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TANDEM CALENDAR

February 14, 2009. **Rice Valley Tandem Rally.** Gridley, CA. Several ride distances up to 100 miles offered. Pre-registration is suggested. We travel past old, old walnut orchards, visit mile tailings from the gold rush era along the Feather River and travels through Grey Lodge Wildlife refuge. ed@chicovelo.org or www.chicovelo.org/ricevalley.html

April 4-5, 2009. **Sebring Tandem Weekend.** Sebring, FL. The hosts have great experience, this event is once again hosted at Kenilworth Lodge. The area has great riding. Room reservations: 800.423.5939 or www.kenilworthlodge.com questions contact lindamarie7@juno.com 561.683.2851

April 16-19, 2009. **Spring Thaw Rally.** St Michaels, MD. Kick off your tandem season with a new event. St Michaels is located on Maryland's Eastern Shore. Ride destinations include visits to the Jean Ellen DuPont/Sheehan Audubon & Pickering Wildlife Sanctuaries,

a tour of Blackwater Wildlife Refuge and wetlands restoration in St Michaels. Book your own room, Pre-registration required. Questions: Gabe & Diana Mirkin gabe@drmirkin.com 301.951.4442 or Bob & Willa Friedman bob-f@cox.net 703.978.7937 www.easterntandemrally.org

April 24-26, 2009. **Southwest Tandem Rally 2009.** Kerrville, TX Enjoy three days of cycling in the Texas Hill Country. Pre-registration is required. For registration information, please visit <http://www.txcats.org> or contact Dale & Linda Krueger swtr2009@txcats.org or 512.217.1280

May 15-17, 2009. **The Gathering of the Herd, COWS Rally 2009.** Delafield, WI. A great venue for riding and socializing with tandem friends..Host hotel is the Holiday Inn Express. www.couplesonwheels.com

May 22-24, 2009. **Georgia Tandem Rally 2009.** Athens, GA. Beer, Botany, Bulldogs & Bicycles. Pre-registration is required. There will be a remote start on Friday, but

TANDEM CALENDAR

TCA Tandem Hospitality Homes

Are you willing to become a TCA Hospitality Home? If so please fill out the form to the right. If you would like to discuss what's involved, give me a call and we'll talk about it.

A Hospitality Home provides touring cyclists a place to stay for a night. It need not be fancy, a spare bedroom or even a tent site will do. The cyclist will need shower facilities and an opportunity to launder their clothes and a meal. The touring cyclist will call you well in advance and make arrangements; no surprises.

Phil Mortello, 181 N Retreat Dr, Show Low, AZ 85901

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Last Name(s) _____

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e-mail _____

Daytime Telephone (optional) _____

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homes@tandemclub.org



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once you arrive at the hotel you should be able to walk (or ride) to all rally venues. Details at www.georgiatandemrally.com or contact Roger Strauss or Eve Kofsky at info@georgiatandemrally.com 770.565.4150 evenings before 9 eastern time.

June 5-7, 2009. **Tennessee Tandem Rally 2009.** Alcoa, TN. Enjoy the hills and valleys of the Smokies. Sharon and Tim Patterson are the hosts for this great event. Registration for and additional information will be available in January 2009. tteaminseam@bellsouth.net 865.809.2476 or 865.983.9126 before 10p eastern. www.thetandemlink.com/TTR

July 3-5, 2009. **Northwest Tandem Rally 2009.** Vancouver, BC. Northwest Tandem Rally crosses the border for a bit of international flair in 2009. This should be a great event as tandems explore the Vancouver area. Pre-registration is required. Lodging is in campgrounds, campus or hotels. www.nwtr.org

July 10-12, 2009. **Eastern Tandem Rally 2009.** Strasburg, PA. Trains and tandems, what a match. Strasburg is home of a steam railroad, and hidden in the Pennsylvania Amish country with its beautiful farms and great country roads. Maps will be available for extra riding days before and after the rally weekend. Pre-registration is required. www.easterntandemrally.org

August 1-8, 2009. **International Tandem Rally.** Appelscha, The Netherlands. The rally is based at "RCN de Roggeberg. The camping offers a lot of facilities. We will have a field for our own, caravans and campers and tents, situated around the HQ. Ample possibilities to rent houses on the adjacent field. De Roggeberg is situated in the woods on the edge of the national park "Het Drents-Friese Wold". It's indeed a beautiful area for cycling. Forest,

moor, and farms. Check www.tandem-club.org.uk for additional details

August 7-9, 2009. **MATES Rally 2009.** Carlisle, PA. An interesting college town to explore, easy turnpike and interstate access all combine with great riding for a fantastic event. Details will be posted at www.easterntandemrally.org as they become available. Contact Jim or Kim Pastorick jim@uxopro.com with questions

September 4-7, 2009. **Midwest Tandem Rally 2009.** Rochester, MN Jennifer McDonald twobytwo@scc.net 612.408.6607

September 7 – 11, 2009. **Midwest Tandem Rally Post Tour.** We'll be riding in the south east corner of Minnesota. The report is the roads are beautiful and the traffic is low. Contact Joanie Osell josell@earthlink.net

October 9-11, 2009. **Southern Tandem Rally 2009.** The Villages, FL (Near Ocala). The plans are in place. More information and registration forms will be available after the 1st of the year.

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

DoubleTalk Calendar
Jack & Susan Goertz
2220 Vanessa Drive
Birmingham, AL 35242
e-mail: editor@tandemclub.org

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



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FOR SALE: Original owners of this 2001 RT3000 M/S frame size, Sunburst yellow metallic with no paint defects or damage to frame, never crashed. Shimano Ultegra 6500 STI Shifter/Brake levers 9-speed, Ultegra 6500 complete tandem crank package - Dbl 53/39, 12/34 Shimano cassette, Ultegra front derailleur, XTR rear long cage derailleur, Zipp carbon water bottle cages. All the above are the original components as purchased. 2007 upgrades that have been ridden twice since installed at the Cannondale Dealer include: Fatty R disc fork, Easton EC carbon 31.8 handle bars, 31.8 Ritchey 4 Axis stem, Scott Tri - bars (stoker), FiZik Pave HP and Vitesse HP (women specific) saddles with one rear matching seat bag, Thompson Elite F/R seatposts, Chris King 1-1/8 headset, Salsa skewer's and seatpost clamps, Avid BB7 road disc - mechanical brakes F/R, Crankbrother's Zero pedals with stainless steel spindles. All new chains, cables and housing with trim adjusters. Price: \$1500. Tomas Vert , e-mail to: nfv16@yahoo.com 01/09

FOR SALE: DraftMaster Hitch Bike Rack - Double Specialty +1. This rack, manufactured by ATOC is a premier bike rack, particularly good for long wheel base recumbents or tandems. It mounts to a standard 2" receiver hitch, and supports the bikes vertically. It also lowers to the ground for easy one person loading, or access to a hatch back SUV. Currently priced at \$913 at Hostel Shoppe. This hitch is in new condition (used once). Will sell the full hitch (2 76" tracks plus 1) for \$725 or rack with one 76" track plus 1 for \$625. Cost of shipping will be the responsibility of the purchaser. Located near Spokane, Washington. (509) 299-5383 or dkmelchior@ieee.org 01/09

FOR SALE: 26"x26"x10" hardsided case, \$500. Soft sided wheel bag, \$150 (\$100 if sold w/hard case). These cases are airline legal for

S&S bikes. (2 ea) Selle An-Atomica saddles, black, watershed leather \$100 each. Contact Joe & Carolyn Stafford, Dallastown, PA, (717) 417-1299 W, (717) 246-1173 cell, or e-mail: PAbycle@verizon.net 11/08

FOR SALE: Draftmaster tandem bike rack capable of transporting 3 tandems and 2 standards. Check current retail prices and configurations at the Draftmaster web site, www.draftmaster.com. My price is \$400. Call Keith at 520-825-8395 (AZ) 03/05

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

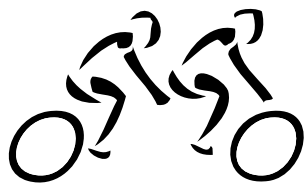
WANTED: Objective roadtests, with photos, of tandems built by quality frame-builders. Send articles, photos (prints only), etc. to Jack & Susan Goertz, Editors of DoubleTalk. (or e-mail them to editor@tandemclub.org)

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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Questions? Yvonne Hensley or Beth Hobensack, merchandise@tandemclub.org

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Is this a renewal? _____ Have you made any necessary corrections? _____



A few images of MTR for your viewing pleasure.



Please send us your pictures for use on the backpage - with or without captions
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editor@tandemclub.org

