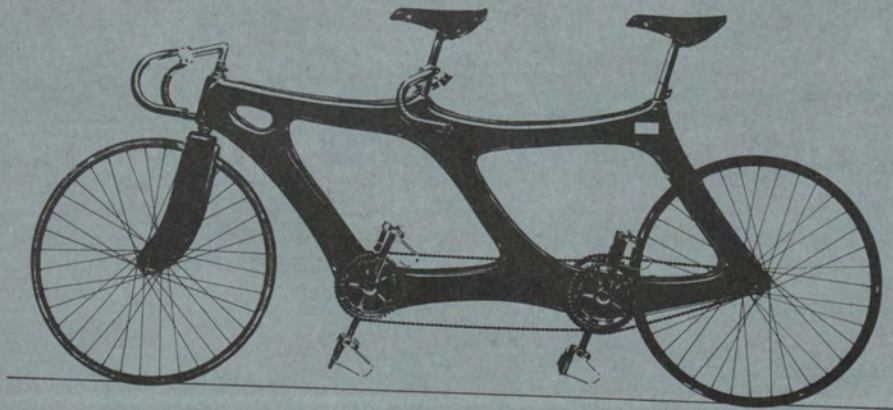


# TANDEM CLUB OF A · M · E · R · I · C · A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"  
DOUBLETALK



NOVEMBER-  
OCTOBER, 1989

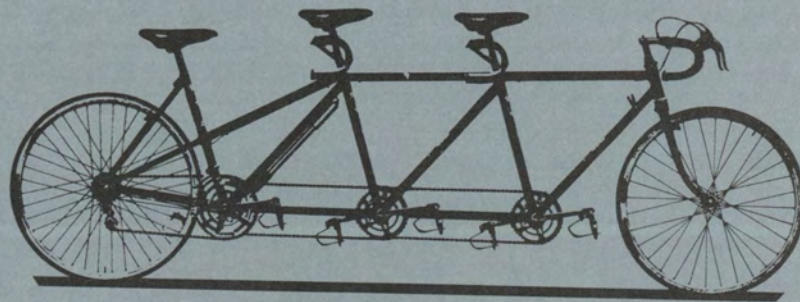
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Jack & Susan Goertz, Editors  
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# DOUBLE TALK

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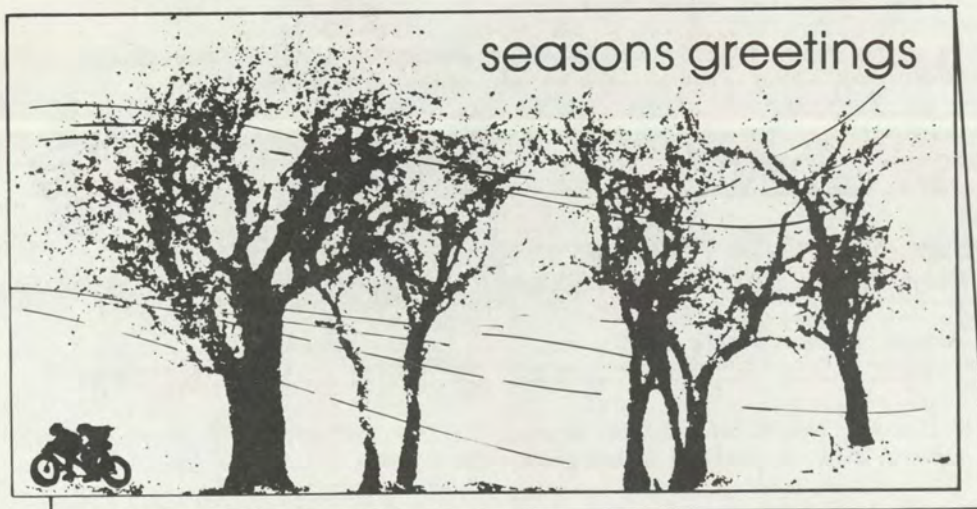
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DEADLINE FOR THE JANUARY-FEBRUARY, 1990,  
DOUBLETALK IS DECEMBER 1, 1989



*Jack  
&  
Susan*

## FROM THE EDITOR

Can you believe another year is nearly over? And it has certainly been a very good year for us. We've seen tandeming become almost a mainstream sport, with coverage in newspapers all over the United States (and probably the world, but we didn't receive a copy from any foreign members). Several magazines featured the long bikes, and tandeming was even featured on *USA TODAY Weekend Edition* -- the television show! Rallies were at an all time high in attendance, and I've been told that sales of new tandems are also at a modern-day high. (One newspaper article said that 90,000 tandems were sold in 1988, quoting an unnamed source at the Boston-based Bicycle Market Research Institute. I find this number quite difficult to believe, personally). If any Tandem Club member would care to verify that number with the BMRI, please send me a copy of the report, with the researcher's name.

The next issue is our annual membership issue. Because I need to go to press early on that issue, please make sure that you've checked your address on the front cover. Send any corrections to your name or address to us by December 1. If your

membership has lapsed with this issue -- you can tell because the label will say you have "0 issues remaining" and it should be marked "FINAL ISSUE" -- please send Mal and Jean Smith your dues right now. Don't wait 'til December, as you'll be missed in the membership roster.

Two new "tandems only" groups are forming, one in Michigan and one in the San Francisco Bay area. If you live in near San Francisco, check out BART (Bay Area Roaming Tandems). Contact Bob and Terri Gorman, P.O. Box 2176, Los Gatos, CA 95031, ph: (408)-356-7443 for more information. And if you live in Michigan, you should definitely be part of the MUTS (Michigan United Tandem Society). Larry and Jan Kosten, 7836 Ridgewood Drive, Jenison, MI 49428 are heading up the MUTS organizational effort. If you'd like your tandem club listed, the contact person should drop me a note with the club name, contact name and address, and, preferably, a telephone number by the first of December. We would like to have a special section in the 1990 Membership Issue just for clubs.



We've survived September -- MTR'90 was great. Cleveland -- actually, Willoughby, OH -- is really a terrific place to tandem, especially if you like hills. I wonder what Leona Helmsley thought about all those tandems in her Harley Hotel (MTR Headquarters)? Our trip through Nova Scotia, Prince Edward Island, and a touch of New Brunswick was more than we expected. And we expected it to be a fabulous week of touring and B&B's. Our only complaint -- 9 days just isn't enough time to take a decent tour. As a bonus, we met Malcolm Boyd and Judy Allison in the Boston Airport. We were on our way to Halifax, NS, and Malcolm and Judy were just returning from a two-week tour through Scotland. We'd love to compare notes and pictures, M&J. And yes, for those who might be curious, I did survive my 20th High School Class reunion in Oklahoma. 83% of the class returned, and all the men still had most of the hair, and there wasn't an abundance of gray anywhere! All the women seemed to look even better than they did in high school, too!

INTERBIKE'89, in Anaheim, CA, was the largest bicycle show yet to be held in the United States. The overall mood could be described as "cautiously optimistic" for the bicycle industry in 1990. It was certainly upbeat in the tandem and mountain bike sector, the only two sectors of the market that experienced an increase in sales in 1989. Still, though, there wasn't too much new being displayed just for tandems. I did have the opportunity to talk to all the tandem manufacturers that were represented. Every manufacturer, from the smallest to the largest, was very upbeat about the future of tandems in the US, and they all were making changes to their line for 1990. Look for a few announcements in the January issues of the bicycling press (including Doubletalk).

Time to close another column. Susan and I wish each and everyone of you a very merry Christmas and a Prosperous New Year!

See you on the road!



*When all do their part, so much more can be done*

## WHO DOES WHAT

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

**AREA REPS:** Local tandem information & local recruiters for TCA.

**GRAPHICS DESIGNER:** Artwork & graphics for DoubleTalk.

**TREASURER:** Dues, patches, and t-shirts.

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

**EDITOR:** Edits your articles for DoubleTalk, Advertising, and membership data (including mid-year address corrections).

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.



## LETTERS TO DOUBLETALK

Dear Doubletalk,

We recently purchased a new lightweight tandem (thanks for running the "Wanted" ad in the last two issues of Doubletalk). Now we are planning our first overseas trip with our tandem -- to New Zealand!! We are wondering if there are any Doubletalk readers who might live in New Zealand, or if anyone knows of any tandem enthusiasts who live there. We are actually planning to move to Hamilton, NZ, in the future, and we would be very interested in meeting other tandem riders from the Islands.

Thanks!

Dan & Leann Waldron  
300 South Goodwin, #308  
Urbana, IL 61801

Dear Doubletalk,

Just a brief note to all of you in the San Francisco Bay Area who responded with an interest in joining others on rides exclusively for TANDEM enthusiasts. We are going to call ourselves BART, the Bay Area Roaming Tandems. A ride schedule will be mailed out monthly, and we'll try to have all rides listed here in Doubletalk.

If you are interested in participating or leading a ride, or if you would just like more information, please contact Terry Gorman at P.O. Box 2176, Los Gatos, CA 95031 or leave a message at (408)-356-7433.

Thanks for your interest.

Terry Gorman  
BART

Hello Doubletalkers!

June 24th, 1990, will be the first day of a week-

long tandem tour of the Cascades in Oregon. This will be our first visit to the far Northwest. We are looking forward to any and all information that others have to share with us. Our trip has been timed to include the 1990 Burley Duet Classic -- four days of tandem racing and riding.

Feel free to call, write, or drop by with your suggestions.

Bev & Rich Dewell  
608 Twilight Trail  
Richardson, TX 75080  
ph: (214)-669-0368

Dear Doubletalk,

We'd like to thank all who may have already sent in their SASE to ETR'90 (see the Tandem Calendar of Events), and who have as yet received no reply. Please be patient. Your SASE's are on file and you will hear from us. We have simply been too busy to develop a write-up yet, and we have some details to attend to before we come up with a registration form. You will hear from us first, and you will have first chance at the air-conditioned hotel rooms. There will also be dormitory rooms without air-conditioning. It will be a three-day rally. There will be picnics, social activities, entertainment, etc. More information will be forthcoming. (Three days means rides Friday, Saturday, and Sunday, with arrival on Thursday afternoon or Friday morning).

Thank you again,

Al Shane & Marion Gorham

Dear Doubletalk,

Six of us have just returned from tandeming for two weeks in Wales and England, and we are just beginning to plan our next adventure. Our options are to travel the length of the Danube from Zurich



to Belgrade, to explore the Province of Vancouver/San Juan Islands/Puget Sound, or to do a one-way trip from Jasper, BC, through Banff to Missoula, MT.


We would like to hear from anyone familiar with these areas to help us in planning our trip. We would be happy to share our information on Wales.

Al & Pat Levit  
7 Edgewood Road  
Binghamton, NY 13903

ED: Al & Pat--how about an article for Doubletalk on your recent trip through the UK?

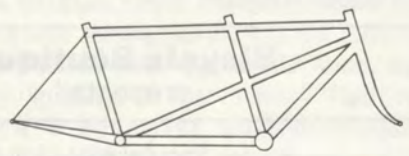
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Dear Doubletalk,

The Washington Area Bicyclist Association (WABA) and, more specifically, the Bicycle Helmet Safety Institute (BHSI) is continuing its initiative in bicycle helmet promotion. WABA and BHSI is continuing the consumer testing of bicycle helmets. As we seek funding for this project from foundations and other donors, we need to demonstrate that the bicycling community believes that this project is worthwhile. If you think this effort has merit, I would very much appreciate a letter expressing support for the project. If you are

a member of a local organization related to bicycles, health, or transportation, it would be helpful if your letter could be signed by the highest level officer of your organization.

We are also seeking individual helmet-related stories to dramatize the need for helmet promotion. Accounts of crashes without helmets and the effect of injury on the life of the victim would be most useful. There is no need to identify the person involved by name.

Thank you for your support. If you have suggestions of funding sources that we may have overlooked, we would welcome them. We hope that this project will be of direct benefit to you in the years to come

Randy Swart  
Director  
Bicycle Helmet Safety Institute  
4649 Second Street South  
Arlington, VA 22204

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Dear Doubletalk,

Diana and I would like to add just a few comments to Randy & Susan Swart's Cannondale report from the July-August issue of DoubleTalk:

We can certainly relate to your initial problems in building your tandem. We were able to get our frame at a huge discount, as our local dealer wished to move it. However, it was at that point our fun began! We could not find a dealer or company who had the necessary parts, or who would sell us just the components! We had not started receiving Doubletalk yet, so we didn't know there were dealers who really did know about tandems, and who actually have tandem parts in stock!

A local bike shop finally told us about Gordon Borthwick, of Borthwick Custom Frames in Marshalltown, IA. Gordon was very knowledgeable, and was invaluable in the suggestions he gave. Working with him, we finally arrived at a



components package from him for about \$1200. Gordon even built us a custom adjustable stoker stem, as the Cannondale's extra long rear top tube was actually a negative feature to us, as Diana doesn't like to be that stretched out.

We equipped our tandem with a moderate range of gears. We maintain a 13-32 regular 6-speed freewheel and a triple 28-46-54 on the front. This gives us all we need, and then some. We are stretching the chain limit on extremes, so we do not use those combinations.

After several trips out with our C'dale, we noticed a bothersome creaking coming from the bottom bracket area. I also had a similar creaking on my solo C'dale. I solved this problem on both the solo and the tandem by using a very fine gun oil used on the crank arm bolt with the bicycle laid flat. The oil seeped around the bolt onto the spindle and srem. I also greased the seat rails before tightening down the saddles. One of these 2 fixes seemed to solve the creaking, without having to undo the eccentric or remove the crank arms.

Overall, we are very pleased with our Cannondale tandem, and we are anxious to put it to good use. Now if I could only get it up on top of our car! We get a lot of looks from passers-by with our Bugger (trailer) attached. We need one of those "Wide Turn" signs mounted on Diana's back. We have found that the cart stabilizes the tandem a lot, and it really works well together. It is also much easier for Diana to share the towing, rather than a one person job.

We are very interested in hearing of any problems any TCA member has encountered with his/her Cannondale, and how they overcame the problem.

Russell Standage  
Bellevue, NE

-----

Dear Doubletalk,

My wife Diane and I are hoping to do a long

distance tandem tour in North America next year (1990). That being the case, it seemed to us that it might be beneficial to be members of the TCA.

At the least, it might enable us to contact fellow tandemists during the course of our journey, and perhaps also we might be able to benefit from the experiences and advice of your members and organization when we begin to firm up the details of where we intend to go.

Besides all that, when we met some TCA members who were over in the UK last month (September) at the Tandem Club (of the UK's) annual rally, we were both most impressed with their TCA t-shirts!! No doubt you'll send us details of those, and any other publications, services, etcetera.

I look forward to hearing from you.

David & Diane Wesson  
15 Garden Hey Road  
Meols, Hoylake L47 5AS  
United Kingdom

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## MTR' 89 -- WHAT A RALLY!

Willoughby, OH, (is it really 850 miles from everywhere?), was our getaway for the 14th Annual Midwest Tandem Rally, which hosted 120 teams. My first impression of the area was -- "IT'S HILLY!" Our hosts weren't kidding when they warned us to bring granny gears. Just ask anybody's aching quads.

The rally began Friday afternoon with a 20-mile "Ice Cream Mania" ride. We were quickly introduced to the area's terrain, which tests: (1) the captain's ability to down-shift quickly and smoothly without dropping the chain; (2) your lung capacity as you gasp for air; and (3) your strength for climbing, whether on the bike or off. You may have figured out by now that we thought the ride was hilly. An interesting note, this ride, as well as all other rides during the rally, was lead by members of a local bike club. What a great idea! The leaders had a wonderful time, riding with those long bikes.

Saturday, we rode the "Wine Country Expedition", a 60-mile route with an extra 5 miles thrown in from our wrong turns. Others rode close to 100 miles on an 85-mile (planned) tour, easily lengthened by missing a few turns. This route rolled through a beautiful area southeast of Willoughby. We rode ACROSS many river valleys for a good portion of the day. I stress the word "across", since we flew down winding, narrow roads at breakneck speeds, then had to climb out of the valleys. Did you know you can keep a tandem upright at 2 mph? I must admit that we had never before ridden so many hills in one day.

The destination for the ride was the Grand River Winery. Many tasted the local wines, as we enjoyed a delicious buffet lunch on the grounds. The trip back to our hotel was quite strenuous, as we backtracked many of the morning's roads. Our steepest descent became the worst climb of the day. Halfway up Eagle Road, our quads screamed "NO MORE!" We walked the rest of the hill, as did many others. This wasn't much easier, either.

Sunday's ride was called the "Chagrin River Rendezvous". It was a wonderful 45-mile tour to

Chagrin Falls and back. This was much easier ride since it paralleled the river for much of the way. The route took us through some beautiful areas and past some grand estates. We even went by a polo field, but the ponies weren't practicing. Must have been too early for the gentry to get up.

Chagrin Falls is a quaint little village, located in a valley some 20 miles south of Willoughby. Lunch was wherever you could find it -- we found a delightful deli with delicious croissant sandwiches. After lunch, we needed to decide how to get out of town. There were two choices -- over the "WALL" (aptly named, I might add) or out the WIMP route. We wimped out and took the gradual climb, only to descend on a 1+ mile long cobblestone road. We arrived back at the hotel in time to take in some of the festivities at the hospitality suite.

The traditional MTR banquet was held at a spacious hall some 10 minutes away from the hotel. Our hosts had decorated the tables with blue and white balloons, which really gave the place a festive look. The meal, served buffet style, was superb! Earle Reynolds, emcee for the night and one half of one of the host couples, said 200 people ate enough for 400. Bikers don't eat much, do they?

The banquet wouldn't have been complete without our presentation for MTR'90, or the drawings for door prizes. The hosts did an outstanding job rounding up prizes, and nearly every couple received something, or so it seemed.

Monday's ride, the final ride for the rally, was a 25-mile Historic Tour to Kirtland Temple (the first house of worship for the Latter Day Saints) and to Lawnfield, the home of President James Garfield. After we returned -- via the infamous Eagle Road again! -- it was time to say good-byes and "See you in Minneapolis at MTR'90!"

Joan Osell  
Minneapolis, MN



## AGAINST THE ODDS: TOUR de OREGON au deux

We rolled up to the dockside gas station and mini-market in the early afternoon, starved after hours on the road. We'd crossed the 1200-foot summit of the Coast Range an hour earlier, sped cautiously down the lumpy old concrete highway on the west side, then bucked the wind into the little town of Olney and on toward Astoria.

I was waiting on tense, muscle=jumpy legs for our double order of fries, clam strips, and beer when I glanced at the newsstand by the cash register. Monday's *Oregonian* lay there. Monday, July 24, 1989. The date cut through the fog of fatigue and hunger suddenly, and I grabbed the sports section. I ran to the door to shout the day's lead story to Stan, waiting outside with our bike:

"LeMond won the Tour!"

In the weeks before Stan and I left for our first-ever bicycle trip, we'd watched every broadcast about the 1989 Tour de France. We'd cheered Greg LeMond from our living room in Albany, OR, and followed his progress in print on days when the networks didn't provide daily footage. We left home with 55 pounds of gear loaded on our four-month-old Santana Sovereign GT on the Tour's next-to-last day. LeMond trailed Laurent Fignon by 58 seconds.

About the time the boy from the US picked up those extra seconds to beat the odds against him, we were half a world away, toiling up a series of switchbacks on the highway south of Vernonia, headed north. Within an hour, we'd find an unexpected deli in the back of a country store there with some creamy chocolate cheesecake in the cooler. We'd toast our own victory over that hill with orange juice. We were beating some odds of our own.

My husband Stan, 45, and I (I'm 36) work for a small daily newspaper. He's the chief photographer and I'm the police reporter. Fourteen months before our tandem trip, Stan was trying to recover from major emergency surgery. His large intestine had ruptured from undiagnosed

diverticulitis on May 18, 1988, and 12 inches of it had to be removed. The wound never healed properly, and on October 24, he had the operation a second time. Another two inches of bad tissue came out, and this time he got completely well.

Stan vowed to himself that he'd take care of his battered body if he ever mended. We took up walking between surgeries and about mid-winter, he was talking about riding his bicycle again.

We'd owned 18-speed touring bikes for the last five years but had ridden only short day trips together. And together usually meant me plugging along, talking to myself, watching his bright yellow helmet bobbing on the horizon. But it was Stan who first mentioned buying a tandem. I thought he was kidding.

We found our Santana in April. One of the few Sovereigns made in 1987 with a custom package of components and a classy purple paint job, it had hung around the a bike shop in Eugene without selling. We found it marked down, talked about it over pizza, and put a down payment on it just as the shop was closing for the day.

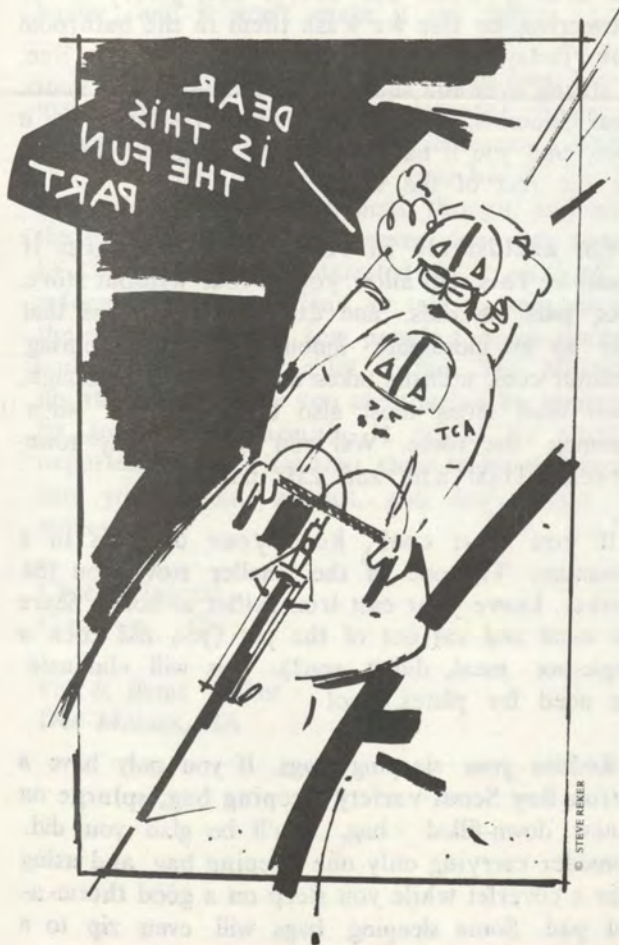
The following Saturday we came back to get it. After searching all week for a tandem mount for our Yakima roof rack, we'd decided to ride it home. Neither of us had ever ridden a tandem before -- the closest we'd come was straddling the frame on the day of the purchase to see how it fit. Stan hadn't ridden a bike for nearly two years except for a few jaunts around our subdivision on his mountain bike two months earlier. I hadn't ridden for several months, though aerobics three times a week kept my heart in shape.

We pushed our new bike to an empty church parking lot a half block away from the shop, after having the saddles adjusted, tires pumped, and the pump and water bottle cages attached. After about 5 minutes of practicing stops and starts and turns, mounts and dismounts, we wheeled into the heavy afternoon traffic heading for the country roads and home.



We rolled into our driveway 50 miles and seven miserable hours later. We'd made lots of stops along the way, more as the miles rolled past. The route is entirely flat, but we were going north into a headwind and we were perched on two men's model racing style saddles that nearly neutered both of us. It wasn't until we stumbled through the front door that we mentioned the surgery. It was not yet six months since the last one. Stan was tired and sore, but he hurt in all the same places that I hurt. His illness was past.

The memory of it dimmed further through the spring and early summer. By the time we left on our tour this summer, we'd ridden about 400 miles in a variety of trips, including two group rides. We hadn't ridden the tandem for more than a month when we left, though, and had never ridden with a



load. We had two weeks of time off and a flexible itinerary. Our only definite plans were to go slow and have fun.

We rode inland through the west edge of the Willamette Valley, then turned northwest along a little-used state highway to Astoria at the mouth of the Columbia River on Oregon's northwest tip. From there we rode south along the coast, in weather that ranged from heavy drizzle to scorching sunshine. We camped most nights, taking advantage of the state parks system's special campsites for hikers and bicyclists -- \$2/night per person. We visited favorite tourist spots and stopped at other places we'd never noticed whizzing by in our car. We met a few other riders on similar trips, but no other tandems.

By the middle of the trip, I'd stopped whimpering at the approach of hills (and the coast route has plenty). It was Stan who said he looked forward to the hills and encouraged me to keep pedaling as we wound up and around and around climbs like Cape Perpetua, the Sea Lion Caves, and Cape Foulweather.

We rode into our driveway on a gray August 1, pushed the last 30 miles home by an unexpected south-to-north tailwind. We'd covered 513 miles in nine days of riding and accomplished something neither of us would have thought possible a year earlier.

We're both studying road maps a lot, looking for new places to ride this fall and on another extended trip next year. Stan has taken to pointing his half-tanned legs in the air to admire newly-curved calf and quadricep muscles. I can't remember the last time he called himself an old man. It's hard to remember when he wasn't like this!

Marilyn and Stan Smith  
Albany, Or



## TOURING TIPS FOR TANDEMISTS

Those of us that ride tandems know all the advantages of the Long Bikes. They're faster, they're "funner", they get all the looks. But anyone who tours on a tandem also knows that what they gain in speed, fun, and pizzazz, they lack in room. The Captain and his/her stoker must carry all their essentials in only four or five panniers, half as much room as two people can have when touring on two solo bikes. Even more so for the tandemists, tandem tourists must be very conservative in the amount of supplies, clothing, and equipment carried. Even if a tour is going to be the "deluxe model", with all stops in motels and restaurants, most tandemists still need to carry changes of clothing, toiletries, camera(s), street shoes, etcetera. Here, then, are some suggestions that can keep your next tandem tour from looking like Jed Clampett's kin folks on their way to Beverly Hills by tandem.

First, don't bring more than you will use. Before packing it, ask yourself if you absolutely, positively will need it. Things like hammocks, extra chains, and your favorite teddy bear will probably take up more room than they are worth. After all, you are usually within a few miles of stores. Many will have new bike tires. And the post office isn't far away, either. If you left something that you can't tour without, have a neighbor pack it up and express mail it to your next destination.

Second, don't bring less than you need. Leaving the spare tubes at home is false economy. Take two, they're small and light. Also take along a few extra spokes, proper tools, and the knowledge to use them. Tandemists may have to remove a drum brake, tighten cables, replace spokes, or remove a stubbornly tight freewheel on the road. By the way, a loaded pannier placed under the stoker's bottom bracket makes a great temporary workstand.

Third, bring equipment and clothing that can serve multiple uses. This is a big space saver. For example, a Gore-tex jacket can be a rain jacket, windbreaker, and warm coat. Two jerseys worn at

the same time are as warm as a bulky sweater. A light pair of trousers worn over tights can be as warm as heavier trousers worn without tights. You get the idea.

Roll all clothes, rubber-band them, and place them on end in your panniers. (You did line your panniers with plastic bags first, didn't you? This will help keep water away from your clothes.) Packing your clothes in rolls on end will keep them very compact, and they aren't as apt to get smashed or wrinkled. They'll also be easier to find, as you won't have to dig to the bottom of the pannier to find everything.

Bring only two sets of biking clothes. Launder the set worn today when you arrive in the hotel. We usually wash our shorts and jersey while showering, or else we wash them in the bathroom sink. Today's synthetics will dry on a clothes line, or strung over the shower rod, in just a few hours. Real Chamois, though, should be avoided. Wash it once, and you'll have wet, cold, clammy chamois for the rest of the tour.

Eat exclusively in restaurants and cafes if possible. This will allow you to tour without stove, pots, pans, utensils, and extra fuel -- items that take up an inordinate amount of room. Touring without cook utensils takes more planning, though, since food stops must also be considered when planning the route. Will you be near any town between 11:00 a.m. and 2:00 p.m.?

If you must cook, keep your utensils to a minimum. Try one of the smaller stoves on the market. Leave your cast iron skillet at home. Share the meal and eat out of the pot (you did cook a single-pot meal, didn't you?). This will eliminate the need for plates, too!

Reduce your sleeping bags. If you only have a cotton Boy Scout variety sleeping bag, splurge on a new down-filled bag. You'll be glad you did. Consider carrying only one sleeping bag, and using it as a coverlet while you sleep on a good therm-arrest pad. Some sleeping bags will even zip to a



liner, adding a few degrees to the comfort zone at a minimum cost in space. The real ticket to bedding on a bike is the down bag. These are the smallest, warmest, best ideas for bike touring.

Choose a tent with the bicyclist's needs in mind. Many tents are listed in compactness and by the size of the poles when disassembled. A good tent for bicycle camping will not be any wider than the rear panniers when it is packed. The best tents will have a vestibule large enough to keep the panniers in. The vestibule will keep panniers out of the weather, will keep the panniers out of the tent, and will give you more room in the tent for your biker bodies.

An ounce of preventive maintenance is worth a pound of broken down tandems. Make sure your tandem is in tip-top condition before riding off into the sunset. Reconditioning your bike won't make it louder, and it won't make it any lighter.

These are just a few of the suggestions we can make, and it is in no way intended to be the definitive way to get all your necessary items in just four small panniers and your handle bar bag. It should give you some ideas, though, and maybe the motivation. If you've never done any touring by tandem, but are interested in it, read all the information you can find, or talk to someone with the experience. Very few people tour on tandems, and they're missing a lot of fun. The principles are the same whether you are touring by tandem or by solo. Still, though, it might be good to experience your first tour close to home. Just be sure you go out, go fast, and don't forget your money belt.

Chuck Regeski  
Conestoga, CA

Pat & Ernie Fisher  
Des Moines, IA



## 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 \$2.50 for each issue desired, payable to Tandem Club of America, to Jack & Susan Goertz, 2220 Vandessa 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:

September - October, 1989  
March - April, 1989  
January - February, 1989

November - December, 1988

March - April, 1987  
January - February, 1987

September - October, 1986  
May - June, 1986  
March - April, 1986  
January - February, 1986

November - December, 1985  
September - October, 1985  
May - June, 1985



## INTERNATIONAL TANDEM WEEK IN BURGUNDY

May 27 to June 4, 1989

One person's view of this event couldn't possibly do it justice. Everyone's experience is bound to be unique, and so here are the comments of as many people who felt moved to respond to the editors of the Tandem Club (of the UK) journal. For the editor, the most memorable things will be the scenery and the dramatic weather. Who can forget the mad dash through the vineyards from Pouligny Montrachet after an excellent tasting, trying to beat the approaching storm...and failing!

### Jan Catchpole & Terry Bugg

A load of Balloons, Booze, Bikes, and Boules...the only way to describe a grand week in Meursault!

### Ian Hennesey

During the wine tasting at the cellars of Bouchard Pere et Fils, the largest of the Beaune wine merchants, our daughter was supplied with a cannister of syrop de menthe and a jar of water. I poured her a weak cordial.

As she was drinking this, we were comparing samples of Beaujolais with Burgundy. An American came up and examined the cannister closely. He poured some into a wine glass -- it was a brilliant green. He tried a sip, then added just a dash of water. He held it up to the light and drank some more. He walked off, sniffing and tasting it. A short while later he returned, placed the empty glass on the barrel, and said with great deliberation, "That was non-alcoholic, wasn't it?", then paced off slowly.

*Two of the directors of Bouchard Pere et Fils were freed on bail after pleading not guilty to adulteration of wines to improve their vintage qualities, according to the Guardian, not long after the Tandem Club (of the UK)'s visit.*

### John and Helen Forbes

Geoff asked us to write a few lines giving our

impressions of Meursault week. We suspect that he intended this to be a cautionary tale for anyone rash enough to consider spending a week of their honeymoon with 150 other cyclists!

Apart from problems with British Rail on the way to and from Folkstone, we had a thoroughly enjoyable 2 1/2 weeks, particularly the 5 days we spent at Meursault. We had intended to only call in at the rally for a couple of days on our travels. The excellent rides and visits organized by Ian and Cathie (Grout) together with the friendly atmosphere ensured that we stayed longer than intended.

Work permitting, we intend to be at next year's Rally in Holland. If you are planning to get married next year we can both recommend that you check the Rally date before booking your honeymoon!

### Helen, Stefan, & Maria Kaye

This was our first 'proper' cycling holiday since Maria was born 20 months ago. Problem: with rear panniers replaced by Maria, how to get 3 people's clothes (and a week's supply of diapers!) in 2 front panniers for the 6-day ride from Paris. We not only managed it, but also a detour in the scenic (i.e., hilly!) Morvan national park. On arrival we found that the Meursault's valley location meant that the rides were UP and winding around some of the most famous vineyards in the world, so our detour hadn't been really necessary.

For us the most memorable ride was to Pont d'Ouche where a 'pont' carries the Burgundy Canal across the Ouche river. After a spectacular wooded climb across to Gerueill and Detain et Bruant an easy run down a quiet road led to the one bar village of Bouilland where a swarm(?) of tandems invaded said bar. After suitable refreshment (Maria learned to say "cake" during the week) we set off in droves to La Maison Parigot where our first wine tasting took place. This was one of many and by the end of the week Maria



had learned to say "cork" as well!

We were interested and impressed by the ways others coped with the problems and pleasures of taking children cycling. Tandem trikes with kiddycranks or seats, tandem bikes with kiddycranks, trailers, and junior size solos. We pointed out the pedals to Maria and have promised her a pair one day!

### Junior Organizer, Ian Grout

So many memories return. Through the haze of rush and hustle of organization there seemed to be a lot of people enjoying themselves, viz....

Who was the tandem trikie (why always a tandem trikie?) who brought his beloved machine into the wine tasting at Pouligny Montrachet and gave all the owners a ride around the barrels? A couple of bottles will protect your identity .

How did David Wng.te (name changed) find his way back to his tent after one of the tastings? Has his wife forgiven him? Will they ever speak to us again for mentioning it?

Does anyone's *bidon* still taste of Nuits St. George premier cru 1971? Those of you who were there when they gave us what was left in the bottles and got flattened in the rush...you weren't fast enough.

Who put all those .... great hills between the wine tastings and the camp site? We did do other things than go to wine tastings, didn't we?

Did anyone work out what the French, Germans, Dutch, Belgians, Americans, Austrians, and English were saying to each other after the wine tastings all week? Did it matter? I seemed to understand a lot better while climbing, did you?

What happened to Paul Norris' front tire? Did it really blow or was it a delaying tactic to enable him to spend more time with his new found cycling companion...wink, wink!

One group's speed through Burgundy will remain legendary. Our congratulations to les



Escargots (they know their identity) for almost having to book into a hotel for the night because of running out of time...on the short ride!!

Anyway, who's 40th birthday was it? I deny all knowledge, which is just as well.

### Senior organizer, Cathie Grout

Talking of 40th birthdays. Who went up in a hot air balloon at some ungodly hour? and who came down even more full of "you know what" than the balloon? My lips are sealed, but there were witnesses. I must finish my glash of burg...brug..glash of wine. Yesh shtill shome left. Here's to the next time. Bises XXXX Cathie.

### Post Script

Well, we seemed to have started something here. Cathie and I thoroughly enjoyed Burgundy and would like to say thank you to all who came and made it such a great time.

Judging from what Luud and Marjam have planned for the next year it's going to be a great event. It's a shame we have to wait a whole year for it to happen. We are already looking forward to meeting old friends and making new ones when the Tandem Club goes "Dutch" next year!

Ian & Cathie Grout  
--Lifted from the Tandem Club (of the UK)  
Journal #105





# INTERNATIONAL TANDEM WEEK, 1990, IN THE NETHERLANDS

May 26 - June 2, 1990

Hello, everybody! Here's a newsletter on next year's International Tandem Week. Work is progressing, and we are looking forward to having something smashing waiting for you when you arrive in massive numbers.

We have arranged a campsite on the bank of the river Waal in Slijk-Ewijk. It is near Nijmegen in a nice, quiet corner. There is a shop, a little beach, washing and drying facilities, and a bar/snack/social room building. There are a number of 6-berth caravans for hire. Restaurants, bigger shops, and hotels are nearby in the town of Elst. We have arranged for the possibility to be all together, as we plan to have a big tent in the area.

The site is centrally located for the runs in various (winds) directions. The runs will take us through different landscapes, such as rivers and dykes, woods and heathlands, rural farmland, orchards and rolling woodland. Riding is generally easy, but beware of the Dutch wind!

Planned visits include: Open Air Museum (typical Dutch farmhouses, etc.); Raaf Brewery; Kroller-Muller Museum (Van Gogh paintings); National Park De Hoge Veluwe; and the Velorama Cycle Museum. We will pass by some WW2 cemeteries and we will visit the Airborne Museum. On our runs we will cross several waters using (little) ferries, and we will cross the border to ride in the Reichswald in Germany.

A special touch will be using the Dutch cycle tracks, which make cycling good fun. The information pack will explain how to use and enjoy them.

There will be various games and competitions during the week for those who enjoy a bit of mild chaos. We'll have a good chance to make fools of ourselves. How do you fancy Clog Throwing (Lud's special big one), eel catching, ditch jumping, etcetera? We plan to have a dyke free-

wheeling contest with a cheese for the winner.

From all the positive reactions we got from the Meursault week it looks like the next year will also be popular. To keep the event feasible, we must limit it to 100 tandems, so don't wait too long when it's booking time. By Christmas we should have booking forms and an outline runs plan available. All mail received from interested people will be put on a list and they will get forms when they are ready. Please include enough postage for your International Reply!

As good maps of the Netherlands are hard to get outside of the Netherlands, we plan to supply all participants with ANWB 1:100,000 tourist maps of the area. These are ideal for cycling.

As the 1990 rally will be in the Netherlands, and as we assume few of you speak our funny throat language fluently, we are supplying you here with a list of emergency (double) Dutch, so you can get about a bit! Do your homework as Marjan will test you on arrival!

bread.....brood  
a loaf of bread.....een brood  
cheese.....kaas  
this cheese is mouldy.er zit schimmel op deze kaas  
I am starving.....ik val om van de honger  
a meal.....een maaltijd  
Can we have a meal here.....kunnen wij hier eten  
bicycle.....fiets  
tandem.....tandem  
puncture.....lekke band  
Did you take your puncture repair kit?...heb jij (u)  
je (uw) bandenplakspullen bij je (u).  
And who said Dutch was a difficult language?

For more information, please send an SAE (with money for return postage) to either Ludd Steenberg & Marjan Hartog, Bankplein 12, 3531 HL Utrecht, Netherlands, tel 030 93781, or Ian and Cathy Grout, 47 Morant Road, Colchester, Essex, C01 2HZ, tel 0206 45236.





## A DUO ON A DUET

We don't claim to be musically inclined, but we did do a Duet this year. Confused??? Allow us to explain!

Burley Design Cooperative, Eugene, OR, -- the same people that make that excellent raingear and the top-flight Burley trailer -- have been building tandems since 1988. Burley saw a need for a serious tandem at a not-so-serious price (under \$1200) and, with the help of then co-op member Alan Scholz, introduced the Duet to the world. Originally only available in one color, one model, and one size, the Burley Duet Tandem was so well received that the Cooperative responded to dealer and consumer demands and added additional models to the line (Ed. Note: -- I was at Interbike'89 and saw the Burley display. Look for more models in 1990!). In 1989, Burley produced three distinct models: the Duet (an entry-level sport Tandem), the Rock'N'Roll (a genuine Mountain Bike Tandem), and the Bossa Nova (a double-butted, top-component go-fast Tandem).

The Duet, the object of this test, is available in three basic sizes-- 20.5x18.5, 22x20, and 24x21. All sizes are men's/men's, in a direct lateral design. The wheelbase is a l-o-n-g 69". Of course, since Kay and I are short folks, we decided to test the smallest size.

Upon arrival, the Duet weighed in at a very respectable 44 pounds, including the optional (3-pound) Arai drum. The frame is a quite innovative design. It can be described as a "woven truss" design. The chain and seatstays are formed from one continuous tube. The downtube and boob-tube are formed from a single tube, with a smooth bend cradling the front bottom bracket. The internal lateral is another single tube from the head tube to the rear seat tube, flattened and drilled for the front seat tube to pass through. And the sloping ovalized top tube is yet another continuous tube, drilled for the seat tubes to pass through. All main tubes are oversize Tru-Temper 4130 chrome-moly (made in the USA), and are TIG-welded at the joints. A fairly standard unicrown fork is featured.

Burley chose to use an over-sized sealed bearing

bottom bracket, both front and rear. It is pressed into place, then secured with a circlip. Interesting! No other bicycle uses this method any more, although it is very similar to the method used by the original Viscount solos from 15 years ago. Hubs are sealed bearing, 48-spoke Suzues laced to Mistral M20 rims. These wheels are super strong, and will allow you to pack an exceptionally heavy load, when you use a sturdy 1-1/4" tire.

An SR-SX triple crankset matched to a SunTour full-width 6-speed freewheel gave us plenty of gearing for long distance and the hills we chose to ride. On our test bike, Burley used a unique choice of shifters, the SunTour XCD-450 Accushift thumb controls. These were mounted on top of the bars, near the SR stem. Shift cables were routed through the frame, exiting from the open end of the boob tube, just below the rear bottom bracket.

Our test bike was equipped with the optional Arai drum and a pair of Dia Compe 983 cantilevers. The brake levers were also DiaCompe, which used a unique Siamese cable to control both cantilevers from the right hand brake lever. The left lever controlled the Arai drum from a single cable.

Burley offers three different stoker stems -- 5, 7, and 8-inch options. They also offer an adjustable stem, which gives you the maximum in stoker positioning. This adjustable stem gives you the option of up to 5 inches of stoker bar adjustment fore and aft, and may be just the ticket for the stoker who needs to shift often, (or if the captain has a lot of different stokers. Single captains, take note! This may be part of the answer you're looking for!)

The Duet is painted in a lustrous deep blue Glasurit paint, the same finish used on your neighbor's BMW or Mercedes Benz. It is nice!

We spent three days testing this sport tandem. We did our usual ride, plus we added some hilly workouts on one of our standard club rides. We alternately exerted ourselves on the ups, then cruised full speed on the downs.



## Captain's Comments:

The Duet was very easy to handle. The steering was precise, and the bike did not have to be "muscle" around turns, as do some entry level tandems that we've tested. The Accushift worked well, even with the longer tandem cables routed through the frame. My stoker commented "Wouldn't Accushift be a nice feature on our tandem, dear?" The thumb shifters took a little getting used to at first, but they did work. I never did figure out how to do a double shift, though.

Gearing -- always a personal preference -- of a 52-48-28 front with a SunTour Alpha 13-28 freewheel was not to our liking. A 42t or a 40t middle chainring would suit us better in hilly Arizona (or is it just that these old legs don't like to push a 48t chainring any more?). The large drop from the middle to inner chainring, 20t, is a bit drastic to us, but the SunTour derailleurs handled the job very well, both in the upshift and in the downshift. As they say, different gears for different riders!

The Avocet Touring Saddle was almost two soft for my sitz bones.

## Stoker's Comments:

The time trial style stoker's handlebars were nice and comfortable, but I did miss the extra positions that drop bars offer. I especially missed the "tuck" position when flying down a hill.

I loved the optional adjustable stoker stem! It may be the ultimate in adjustments, as I could move the bars up and down and in and out. This counteracted the 26-inch rear top tube, which I found to be too long for me (I'm under 5 feet tall). The long stoker stem also kept the back of the pilot's legs from rubbing on my gloved hands, as I do when I ride our own 61.25" wheelbase Colian tandem.

The sloping top tube allowed me to stand over the rear bar, with both feet flat on the ground. I

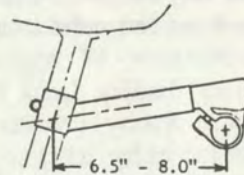
## Tandem Goodies for all Tandem Enthusiasts from



Burley Design Cooperative, the USA's largest and most innovative tandem manufacturer has 3 tandems starting at \$1,200., and offers the following accessories for all tandem enthusiasts.

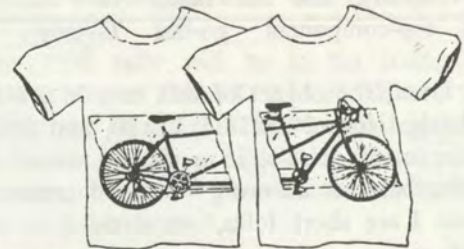
### Burley Child Crank Option

This option allows adults to ride with children 4-10 years old who are too short to reach the pedals. We also make a Child Crank for Cannondale's 1 1/4" tandem seat tube. Retail for \$160-\$200.



### Burley Adjustable Stoker Stem

This can be used with the Child Crank or by itself to allow for different stokers, or to adjust for comfortable stoker positions. The stem range is 6.5"-8.0". It can be ordered for 26.6 mm or 27.2 mm seat posts. Retail for \$42.-\$50. (add \$11 for chrome)

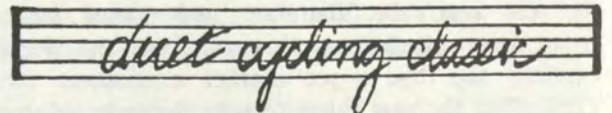


### Tandem T-Shirts For Captain and Stoker

Just for the fun of it! Brilliant colors printed on white 100% cotton T-shirts. These one of a kind T-shirts are sold only as a pair. Cost is \$23./pair, postage paid. Available in S, M, L, XL, (also child sizes for the stoker); please specify size for captain and stoker. Available with or without a Burley Design Logo on back.

### Burley's Guide to Tandeming

Here's the definitive guide—something we tandemists have gone too many years without. Author John Schubert has an extensive bicycle road-testing background, and has owned a tandem since 1981. He brings his expertise as technical editor of Bike Report and past editor of *Bicycling* and *Bicycle Guide*. This manual has useful information for novice and experienced tandemists alike, and will be available October 1, 1989 at a nominal cost.



### A Stage Race For Tandemists

If you love to ride your tandem competitively try this event: North America's only stage race held in Eugene, Oregon! Plan to join us next year over the 4th of July weekend for the 3rd Annual Duet Cycling Classic. Each year it gets bigger and better, and there is excitement for all levels of racers (USCF license required). Check out the articles in "Winning 4-89" and "Bicycle Guide 6-89".

Call or write for more information:  
Burley Design Cooperative  
4080 Stewart Road, Eugene, Oregon 97402 503-687-1644



barely touched the tube. This is the first non-mixte production bike that I've ever been able to do this feat on!

## Summary

After all of this, what does this unique array of tubing and alloy components actually cost? The suggested retail for the basic Duet tandem is \$1,175, plus shipping and any applicable taxes. Several options can be added to the base bike, though, to make it more "your bike". Toeclips, straps, bottles, cages, front and rear racks, and even fenders can be easily added any time. The braze-on fittings are already in place, standard. You can add the optional Arai drum, a recommended addition for touring tandemists, or for those who may pack a few extra pounds. The adjustable stoker stem is especially nice, too. Adding all this will bring the base price into the neighborhood of \$1,325, plus taxes and shipping.

Those who need a kid-back conversion will be delighted to hear that Burley makes a unit for \$160 (a few dollars more is needed to buy some of the small parts not included, such as the extra chain, and for initial setup). And if you don't like the standard blue Glasurit, \$200 more, and a short wait, will get you any color on the DuPont Imron paint charts.

To sum it all up, Kay and I believe this to be a great tandem, both for the novice and for the experienced tandemist. We doff our helmets to frame designer/builder Alan Scholz and the folks at the Burley Design Cooperative for listening to tandemists, then making all those suggestions work on this unique machine. It gives performance, quality, and price a new meaning.

The Burley slogan says it all quite well. "Serious Tandems at Not-So-Serious prices."

Rudy and Kay Van Renterghem  
Tucson, AZ





## PHASERS ON STUN, IF YOU PLEASE, MR. CHEKOV or DOG DAZE AFTERNOON

Most of the columns I write concern occurrences and events impacting cyclists, things that arise from my job as Bicycle Coordinator for Jacksonville, FL. This is not one of those columns! This column is a kind of product review of an item that really works as advertised against the bane of all cyclists -- the DOG. This product does not pollute, is not a chemical, and does not involve the athletic abilities of a polo player. This is also a story about how I gained a Weapons Officer to go with the Communications Officer and Auxiliary Power Unit that resides on the back of our trusty tandem, Julio (Santana, of course!)

We, as cyclists, all have our Cujo stories, real, imagined, and/or embellished. What about that 12-foot tall mangy cur that chased you across three states and several counties? He finally tired of chasing you and went off to devour Cleveland or some other city (with seven truck loads of Roloids, no doubt). Or what about the vicious mutt down the street that caught you unawares the other day? He dragged your brand new \$4,000 custom built carbon fiber dream tandem into his backyard, and buried it in his personal bone pit, didn't he? Come to mention it, you still haven't found your stoker, have you?

So tell me, what weapons have we used in these canine/cyclist conflicts? We've yelled ourselves hoarse with no apparent results. We've developed awesome sprinting capabilities. We use our waterbottles to spray the beasts, which only serves to intensify their efforts to chomp on us after the initial shock wears off. Some of us have surreptitiously used mace -- naughty-naughty, the SPCA will get you for that! Tandem captains have been known to sacrifice trusting stokers to these mangy curs. Those with the athletic ability have even fought back using Campy-headed, Sica-made, Frame Fit Doggy Boppers, with varying degrees of mayhem or success.

Well, now there is a new product on the market that repels most dogs by using a burst of high

frequency sound. This product is called a DAZER, though my wife immediately dubbed it a "Doggy Phaser". Many of you may have seen the advertisements in various bicycling magazines. My wife and I purchased ours at the Sharper Image in the Jacksonville Landing (if any bike shops carry the product, please let us -- and others -- know. This product really works!) The cost is less than \$40 for a small, grey plastic, hand-held battery-powered high-frequency sound generator (that's a mouthful!) The unit has a small red light near the "trigger" to indicate when the unit is on (remember, you can't hear it, but Bowser can). There is a convenient belt clip to attach the unit to your person, or keep it nearby in your handlebar bag. DAZER sends out a narrow beam of high-pitched sound that dogs just can't stand.

So much for theory, does the sucker really work? Well, after we purchased our DAZER, we took Julio, our trusty Santana tandem, and went cruising for the enemy. To our great disappointment none showed up. We were ready to zap the first dog that even looked cross-eyed at us. In fact, for several weeks, no dog came anywhere near us. We began to think that the DAZER worked in quite a different way than advertised. We theorized that the DAZER company supplied our name, address, and our descriptions to every dog on the Eastern seaboard, warning them that we indeed possessed the ultimate weapon in the tete a' tete between cyclists and dogdom. WE HAD THE DAZER. Armed with this information, the local dogs steered clear of us, fearing the awesome power of retribution we possessed at our very fingertips (some kind of power trip, isn't it?)

That theory was laid to rest about a week ago when two mangy backyard curs sprang a surprise attack on us during our evening tandem sojourn through our local neighborhood. As usual, the first indication of danger was the baleful wail of two banshee hounds from hell, the gut-wrenching scrape of claws against blacktop. We sprang into instant action. To be honest, I forgot about the DAZER



and tried to kick Julio onto the big chain ring in preparation for a Warp 10 blast. I began perspiring, wondering why my wife and trusted stoker of many years was not cooperating in entering at least Warp 3 by this time.

It was then I heard the following words calmly issuing from my wife, "Steady as you go, Mr. Sulu. Set phasers on stun, if you please, Mr. Chekov. Those Klingon Dogs are sitting ducks, aren't they, Mr. Spock?" I visualized Mr. Spock arching his eyebrow at the vague earthly metaphor comparing vicious Klingon Dogs to innocuous earthly ducks ("Most interesting, Captain.")

The lead cur was within 10 feet of us when my wife calmly said, "Commence firing phasers, Mr. Chekov." At the sound of those words the lead dog's front legs went stiff, digging into the pavement in front of him. His back legs shot through his front legs, giving the mangy mutt a good case of road rash from his furry butt to the tip of his mangy tail. I watched with relief and glee as the Klingon Cur attempted to turn himself inside out to escape the mind-numbing ultra-sonic screech issuing from our DAZER.

Meanwhile the other dog, closing from a different quadrant, slowed a little, perplexed at the lead mutt's sudden shift from attacker to attacked. It was then that my wife leveled the DAZER at the second attacking dog and shouted, "Die, you Klingon Dogs!" Actually, she kind of giggled the phrase, but "shouted" sounds much more dramatic, don't you think? The second attacker shot off at a tangent, heading for the shelter and safety of his backyard. The first attacker disappeared into a wooded area, leaving us the victors in this canine/cyclist encounter.

I congratulated my newly-promoted Weapons Officer on her verve and elan in the face of the classic two-pronged Klingon Doggy attack tactics. We reduced speed to sub-light and rode off to enjoy the rest of our ride as if nothing had occurred. As chance had it, we were riding west -- into the sunset. Such is the things that legends are made of.

Lee & Sandy Smith  
Jacksonville, FL



## MATHAUSER HYDRAULIC BRAKE SYSTEM

Editor's note: In the September-October, 1989 issue of Doubletalk, Christian Bratina gave a review of the Scott-Pedersen Self-Energizing Brake System. He closed the article by asking "I wonder if anyone has used the Mathauser Hydraulic Brakes?" Here is the answer.

I have the Mathauser Hydraulic Brakes installed on my tandem. As they are, the brakes outperform any system currently on the market that I am familiar with, including the Pedersen SE's. They outperform all I've used, not only in stopping, but also in reliability.

The hydraulic system is sealed. It requires no maintenance, and, while I would like to have had a more positive system for positioning the arms on the frame, once I finally set them up, the arms have required no further attention. The Mauthauser system is also very light, possibly the lightest system you can buy. This fact means a lot to me, as weight is a tandemist's worst enemy, whether it is on the bike or on the body.

Bill Mathauser is the type of person whom you feel you've known for years when you talk to him. He will set up the brakes for you on your bike, cut the lines to your measurements, and send you the brakes ready to mount. Or he will rent you the tool to cut your own lines. The simplest way is to have the lines cut to your measurements. Remember the carpenter's rule -- measure twice, cut once. Bill Mathauser won't second guess you. You can then mount the system yourself, or you can have your favorite shop do it for you. Also, while I've not seen this done, it is probably possible to connect a second set of calipers off one lever by simply adding a "Y" connection in the line, preferably near the calipers (to minimize the line length). The hydraulic fluid will automatically even the pressure to all four arms, so each set should operate at 100% efficiency. Running two conventional cable-actuated brakes has always been a pain to me, as I've never been able to adjust the system so that the pull is equal on both sets of calipers. Of course, too, the more complex a cable system is, the more apt it is to

brake when you least expect it. A dual control system with the Mathauser should be as reliable as a solo system.

Pete Penseyres and Lon Haldeman used the Mauthauser hydraulic system on their Raleigh/Easton tandems for their cross-country record-breaking ride several years ago. The system was absolutely trouble free for them. After getting used to the feel of the Mathausers, they removed their hub brake from their tandem. They said it was unnecessary, and it slowed them down!

While I feel the Mathausers are the best braking systems on the market today, there is still room for improvement. I do not like the recommended hand position on the levers, even though it is supposed to lessen the chance of nerve damage. The hood of the lever is too flat for me to be comfortable during a long ride. A more serious complaint can be directed at the hose that Mathauser chose for the hydraulic lines. It is too large to fit through conventional cable guides. You must either decide to have custom braze-ons added to your frame before painting (or repainting, if you are retrofitting), or you can use the plastic cable ties we all love to hate. The cable ties look, and are, Mickey Mouse. They move about on the frame, and ten-cent cable ties have no place on an expensive frame. I've even been cut on the thigh, more than once, by the cut end of a tie that's turned during a ride.

The hoses have a tendency to collapse easily when they are bent or when they are clamped too tightly. I am very careful with my bike, and I've bent mine several times. Anytime the front wheel swings to 90 degrees, the rear brake line will probably collapse, unless you've left it untied. If you leave it untied, it might not collapse, but it will definitely be in the way. The lines do seem to tolerate this, but I really would like to see them slightly smaller, and much tougher.

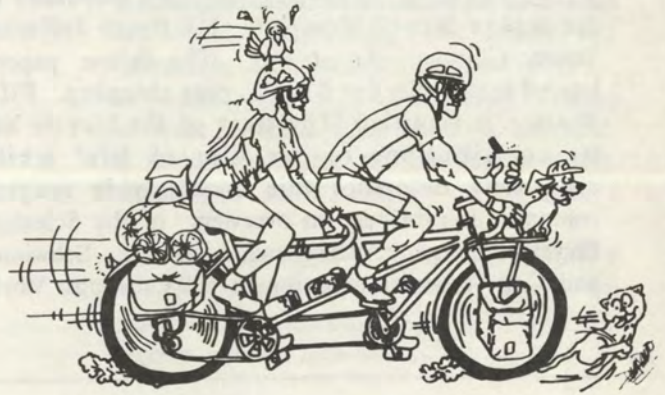
One last complaint is Mathauser's choice of fittings. They are all British Standard (American) sizes, rather than metric. Even though the brakes



are very reliable, I still believe I should carry the necessary tools to do any work that might be necessary on a tour. Mathauser has gone to great lengths to make a light brake, then I undo it all by carrying an extra set of wrenches!

As you can see, I think the brakes are very good, but they are not perfect yet. I also think they are the best system available for a tandem. I have no desire to replace my Mathausers with anything currently on the market today. If Bill would redesign the lines, I would be unreserved in my praise.

George Postgate  
Truckee, CA



## CYCLEWORKS

Cycleworks is an exhibit at Chicago's Museum of Science and Industry. It brings the history of bicycles to life. Presented by the Schwinn Bicycle Company, the exhibit displays innovations in bicycle design from the first model manufactured in America to the present day. The thirty-three bicycles from the Schwinn family collection surprise and delight visitors as they recognize old favorites and imagine riding the more unusual models.

The oldest bicycle on display is the 1869 Dexter, the first model manufactured in America. Bicycles have a European origin, where the basic design of a pedal-driven steerable frame on two wheels evolved in the first half of the 19th century.

The remainder of the 19th century bicycles chronicle the rise and fall in popularity of high-wheeled bicycles, the development of inflated tires, and the blaze of innovation that took place in the 1890's. By 1900, both the bicycle and the bicycle tire had achieved their modern forms.

Following the bicycle's evolution of form, "Cycleworks" presents bicycles whose emphasis shifted from safety to speed. The most unusual example is the 1896 Schwinn five-man pacing tandem (quintuplet?) on which riders could create a draft for a solo racer close behind. Several racing bicycles illustrate the history of the well-known Schwinn "Paramount" since its prototype model in 1937.

Recreational bicycles illustrate the variety of styles and specialization in uses from the 1933 Schwinn "Motobike" to current models. Four tandems are included in the display, including the famous Schwinn World Family Tandem, built in 1896. This particular bicycle has been featured on the pages of Doubletalk many times.

Over the years Schwinn has built many different styles of bicycles. Some of the earliest catalogs list 5 styles of tandems to choose from.

Schwinn will celebrate their 75th anniversary in 1995.



If you would like more information about Schwinn Bicycles, you may also be interested in Fifty Years of Schwinn-Built Bicycles, published by the Schinn Bicycle Company, 217 North Jefferson Street, Chicago, IL 60606. The deluxe paper-bound book sells for \$18.95, plus shipping. Fifty Years... is subtitled "The story of the bicycle and its contributions to our way of life" which accurately describes this book's wide-ranging contents. It provides an overview of the Schwinn Bicycle Company (then called Arnold, Schwinn, and Co.) from its inception in 1895 through World

War II, with highlights of some of the manufacturer's most significant achievements. But the major portion of the book puts the Schwinn story in context, with a capsule history of the modern bicycle that covers the evolution of the modern bicycle, the early racing scene, the bicycle's impact on society, and the development of the first automobiles and airplanes by bicycle manufacturers. Fifty Years... was originally published in 1945 as a tribute to Ignaz Schwinn, a German immigrant who founded the company.

## TANDEM' 89 -- UK-STYLE

The Tandem Club (of the UK) held a two-day rally September 16-17, 1989 near Norwich, England. The TCA was represented at this year's rally by Jan and John Bowman, Moline, IL, Jerry and Beth Trout, Marshalltown, IA, and Alicemary and Gordon Borthwick, also of Marshalltown, IA. This trio of tandem teams also holds dual membership in the Tandem Club (of the UK).

We began our tour on September 1, 1990, after arriving with our tandems at London's Gatwick Airport. Chris and Jenny Davison, the Tandem Club (of the UK)'s touring secretary offered us excellent English hospitality in Swanage, on the south coast. Chris and Jenny were instrumental in helping us plan our pre-rally tour, suggesting low-traffic roads and B&B locations. They even cycled with us on their Mercian for the first three days, which helped us become acclimated to the left-hand driving style.

Our route started in Swanage and included Sturminster Newton, Warminster, Bath, Bristol, Cehpstow, Hereford, Ludlow, and Shrewsbury. We cycled the English-W ales border country and the Forest of Dean. Ordnance Survey Landranger maps of 1:50,000 scale showed all the C roads we liked to use, and they even showed the location of all the houses.

We often took the train during our three week adventure, and we quickly discovered the importance of selecting trains with baggage cars large enough for several tandems. I think our "American" accents got us onto several high-speed trains that do not usually accept tandems.

Tandem'89 was held at the estate of Lord and Lady Walpole, Mannington Hall, 16 miles north of Norwich. Most of the rally attendees camped on the grounds of the estate. Lovely gardens were open for touring. Organized rides of various lengths were offered Saturday and Sunday. Meals were served in a marquee (tent). A tent also served as the shelter for the barn dance. The six of us chose to B&B nearby, as we did not want to carry our camping gear for the entire 3 weeks of our tour.

It rained only two days during our three week tour. You guessed it, the two days we were at Tandem'89. We donned our yellow Gore-Tex and headed out anyway. One of the locals commented, "if we don't ride in the rain, we'd never get to ride."







A few observations from our tour and the rally:

- Tandemists in England seem to be more "traditional" than we are in the states. They are somewhat reluctant to try new "gadgets".
- Because they ride quite a bit in adverse weather, the components they purchase must be reliable after extensive exposure to water.
- We were surprised at the large number of English tandem couples who do not own an automobile -- relying on their tandem for local transportation and on the excellent train system for long-distance travel.
- English motorists seemed more courteous to bicyclists than do American motorists.

- Although the narrow, rural class C roads are ideal for cycling, the towns are extremely congested with automobiles -- even the small towns. With only 57 feet of road for each automobile in England, it is just a matter of time before they experience total gridlock.
- We are envious of their expressive language and vocabulary. They, of course, speak real English while we simply speak "American".
- England -- good cycling, good food, and nice people.

Alicemary and Gordon Borthwick  
Marshalltown, IA



Who did you answer the Bicycling's Sex Survey with?



## NATIONAL COALITION LAUNCHES "SHARE THE ROAD"

The next time you have a few spare moments, watch a busy road. Chances are, you'll see a pedestrian or two darting haphazardly across the road, trying to beat an oncoming car; you'll see a bicyclist ignoring a red light; and you'll see a motor vehicle driver who doesn't stop at a pedestrian crosswalk. Every day, millions of runners, walkers, bicyclists, and motor vehicle drivers share our roads. They don't, however, always share them safely or amicably.

A coalition of national exercise and safety organizations is working to change this through a program called "Share the Road." "Share the Road" is a comprehensive set of guidelines aimed at helping people "share" the outdoors and become safe trail and road users. The American Running and Fitness Association, League of American Wheelmen, National Safety Council, President's Council on Physical Fitness and Sports, Recreation Safety Institute and Road Runners Club of America are responding to the growing frustrations experienced by many people when they take to the roads and find that every walker, runner, bicyclist, and motor vehicle driver is adhering to a different set of rules. "Share the Road" will help alleviate this frustration by offering simple, easy-to-use guidelines.

And, as frustration levels decrease, so should accident rates. "A good understanding of the rules of the road should go a long way toward reducing accidents and serious injuries among trail and road user," says York Onnen, director of program development for the President's Council on Physical Fitness and Sports. "With millions of Americans exercising and participating in sports every day, we should all try to show courtesy and good sense so that our outings are enjoyable and safe."

The coalition hopes that "Share the Road" will create a positive environment for all exercisers. "To be sure everyone gets the most out of their workout, exercisers need to be aware of other users and to work together for the best fitness environment," says Susan Kalish, executive director of the American Running and Fitness Association.

"Share the Road" helps all users respect each other and encourages safe, effective exercise programs. This, in turn, encourages even more people to begin and maintain a lifelong exercise program."

Arlene Plevin, director of publications for the League of American Wheelmen, says that "As sports enthusiasts take to the limited amount of appropriate trails and roads available, they -- and everyone else -- need to understand how they can best use the resources available. Indeed, all of us must understand each others' needs and how we can democratically 'Share the Road.'"

"Share the Road" guidelines are unique because they were written and approved by leading fitness and safety organizations. The groups came together on the common issue of making our roads safe and developed usable, realistic answers. "The Road Runners Club of America has always stressed safety when training alone or in groups" says Jerry Kokesh, program director for the Road Runners Club of America. "The 'Share the Road' guidelines reconfirm our commitment to safe and healthful aerobic exercise in an urban society."

To be effective, "Share the Road" guidelines must be widely publicized. Dr. Arthur Mittelstaedt, president of the Recreation Safety Institute, feels that these guidelines are a must for every recreation agency in the country to distribute to their constituents and to use as their operational rules. Community leaders, concerned individuals, schools, clubs, businesses and the media are all urged to use, print, distribute or post "Share the Road" guidelines. For a free copy of the guidelines, contact the American Running and Fitness Association, 9310 Old Georgetown Road, Bethesda, MD 20814. Ph: (301)-897-1097





## TANDEM CALENDAR ' 89-' 90

November 4, 1989. **BART Ride through Calistoga, CA.** 10:00 a.m. A mostly flat ride through the vineyards of eastern Sonoma County. Lunch in Healdsburg. 60 miles. Meet in Calistoga at Matt & Company Hamburger- Ribs, corner of Highway 128 & Mitzi Drive. Chuck & Vicki Regeski, (707-942-0254) or (707-963-6483). Bring bathing suit and towel for hot tub after the ride.

November 18, 1989. **BART.** 9:00 a.m. Davenport, CA. Meet at Davenport Cash Store/Cafe on Highway 1 in Davenport, 11 miles north of Santa Cruz. 35 miles or longer, depending on group. Few hills, nothing major. Lunch in Pescadero or Davenport. Contact Sandy and John (415- 728-7801)

December 3, 1989. **BART.** Palo Alto, CA. 7:30 a.m. for Group 1. 10:00- 10:30 a.m. for Group 2. Group 1 will ride to breakfast (10 to 15 miles) and return to join Group 2 for an additional 20 to 25 miles. Choose your ride or ride both. Meet at Palo Alto Square parking lot, Page Mill Road & El camino Real in Palo Alto. Contact Pete Peterson (800-423-1736) or (800-823-0057) days or (415-325-0118 evenings before 9:00 p.m.).

December 16, 1989. **BART.** Cupertino, CA. 10:00 a.m. Meet at the Recycling Center of DeAnza College, McClellan & Stellan Road in Cupertino. We will roam through the Portola Valley with lunch in Woodside. 35 miles, rolling hills. Terri Gorman (408-356-7443).

May 26-28, 1990. **Northwest Tandem Rally.** Baker, OR. More information as it becomes available. Watch Doubletalk!

May 26-June 2, 1990. **International Tandem Week.** Slijk-Ewijk, Netherlands. Limited to 100 tandems. SAE (with ample funds for return postage, please) to Luud Steenberg & Marjan Hartog, Bankaplein 12, 3531 HL Utrecht, Netherlands. tel 030 937851.

August 3-5, 1990. **Eastern Tandem Rally.** University of Massachusetts- Amherst. For more

information, send a SASE to Al Shane & Marion Gorham, RFD#3, Two Mile Road, Amherst, MA 01002.

August 31-September 3, 1990. **Midwest Tandem Rally.** Minneapolis, MN. Send a SASE to Doug & Sara Laird, 5232 Edenmoor Street, Edina, MN 55436-5185

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Have a tandem ride you'd like listed in the TCA Calendar? Send the information to Jack & Susan Goertz, DoubleTalk Editors, and it'll run in DoubleTalk until the date of the event passes!

Best yet, the listing is free!

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



## CLASSIFIEDS

**FOR SALE:** Kuwahara 18-speed Deluxe touring tandem. Like new. Ocean blue paint. 23x21. Drop bars with bar-con shifters. Fully equipped, ready to ride. Asking \$1700. Dave. (219)-269-7118. 11/89

**FOR SALE:** 1986 Mercian Custom Tandem. 23x19. Reynolds 531 Tandem Tubeset. All brazons, including DT shifter bosses. Mauve, w/blue trim paint. Mafac cantilevers f/r with DeOre XT pads. Phil Wood Disc on the rear. Sugino ATT crankset. SIS shifters (Shimano DeOre rear derailleur & fw). Phil Wood 48-hole hubs/Super Champion 700c rims. Look pedals on the front. Blackburn racks f/r. Eclipse panniers f/r included. Over \$3300 invested, will sell for \$1995. Call (214)-821-6212 evenings, please. 11/89

**FOR SALE:** Custom touring tandem made by Colian Lang. 22x19.5. Reynolds 531 tubing, Shimano cantilever brakes, Phil Wood 48-spoke wheels, Phil Wood Disc on the rear, Sugino crank set, fully loaded, with front/rear racks, water bottle cages and bottles, pump, Cateye cyclocomputer, four-color fade paint (white to dark blue). Less than 100 miles. Must sell (Captain no longer able to ride). Bike is ready to ride! Contact Tom Osborne, 318 Humphrey, Monroe, MI 48161. ph: (313)-242-5528 after 5:00 p.m. EST. 01/90

**FOR SALE:** Santana Classic (Marathon Frame). 22x19 Sand. Phil Wood 48-spoke hubs. Mafac Cantilever brakes w/Mathauser pads. Edco Competition headset and bottom brackets. SunTour AG front derailleur, Huret Duopar Eco rear derailleur. Phil Wood pedals. Fenders. Stoker shockpost (very comfortable). Beautifully maintained. Asking \$1850 plus freight. Anne Reynolds, 405 Oradell Avenue, Oradell, NJ 07649, Ph: (201)-262-8181 01/90

**FOR SALE:** 21x20 Santana Sovereign S - 1987 Team Racing Tandem. Full Campy equipped, with Super Record triple front and 6-speed rear. Sacrifice at \$2800. Dan Colodney, RD2, Box 482-A, Hampton, NJ 08827, Ph: (201)-878-7988 daytime or (201)-730-7384 evenings 01/90

**FOR SALE:** 21x19 1986 Santana Sovereign. Silver gray metallic. Specialized crankset w/triple. Phil Wood 40-spoke hubs/Mavic G40 rims. Shimano

cantilevers/Arai Drum brake/aero SLR brake levers. Dual computer hook-ups, rear uni-disc with Santana logo and more. Excellent condition. Asking \$2000. Mike Hart (317)-782-8116 01/90

**FOR SALE:** 1987 Sterling Custom. 25x20" center of bottom bracket to top of seat tube. Dark jade green metallic with leather seats and handlebar covers. Includes water bottles and cages, pump, Cateye, rear rack and rack pack, handlebar bag and spare tire and tube. Less than 1,000 miles. Excellent condition. \$2100 firm. John Hodgkins, (205)-324-0235 (home) or (205)-321-4692 (work). 01/90

**FOR SALE:** Nishiki Tandem, 23.5x21.5. SunTour XC Cam Brakes, SunTour XC Derailleurs, SunTour BarCons (bar end shifters). 48-spoke wheels. Sealed bearings throughout. \$1250. Dave (215)-855-0807 01/90

**FOR SALE:** Gottfried Tandem frame and many components. 23.5x21.5. Blue paint in very good condition. Also included are the headset, front and rear stem, front handlebars, brakes, bottom brackets, both seat posts, two saddles (1 mens, 1 ladies), front and rear derailleur, and pump. All for \$700. Steve @ (301)-474-3979 01/90

**FOR SALE:** 24x22" Melton Tandem. Sugino AT triple/6-speed rear. Phil Wood tandem hubs. \$900 or best offer. Contact Mel (301)-398-3418. 01/90

**FOR SALE:** Bicycle trailer by Bike Burro. Holds two children and/or a lot of gear. Complete with children's seat belts, a rain/sun cover, and two trailer hitches. Never used. Well-designed and constructed. Approximate weight is 20 pounds. \$225. Joe Galloway, 30 Ardsley Road, Binghamton, NY 13904. Ph: (607)-723-9765 01/90

**WANTED:** Objective roadtests, with photos, of tandems by Bill Boston, and other quality frame-builders. Send articles, photos (prints only), etc. to Jack & Susan Goertz, Editors of *DoubleTalk*.

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



## TCA DEALER MEMBERS

**MARV'S BICYCLE SHOP.** 1504 E. Michigan Avenue. Lansing, MI 48912. Ph: (517)-484-BIKE. Custom tandems with BRADLEY frameset from \$2300. Hand-built wheels with Phil Wood hubs. Mail/phone orders accepted. MC/VISA 11/89

**TANDEMS EAST** Touring and Sport tandems available for test rides, child stoker conversions, trailers, juvenile ten-speed style bicycles, tandem accessories and repairs. Mel Kornbluh, RR#8, Box 319E Gwynwood Drive, Bridgeton, NJ 08302. Ph: (609)-451-5104. 01/90

**RICHARDSON BIKE MART.** 26 Years of Quality Service for the north Texas cyclist. The largest selection of cycling goods in the Southwest. Santana-Schwinn-Burley-Rodriguez American. 84 Dal-Rich Village, Richardson, TX 75080. Ph: (214)-231-3993 03/90

**CYCLO-PEDIA, Inc.** Stronglight & TA Tandem Cranksets and parts. 48-hole rims. Phil Wood Bottom Brackets and Hubs. Free pricelist. P.O. Box 884, Adrian, MI 49221. Ph: (800)-678-1021. 03/90

**TOGETHER TANDEMS!** We stock Santana, Sterling, Rodriguez, and low-cost trail tandems. Tandem parts and accessories, plus Equinox trailers. Sales & Rentals. 1624 So. Lemay, Suite 11, Ft. Collins, CO 80525. Ph: (800)-747-2719 03/90

**PEDAL POWER, INC.** One of Georgia's only tandem dealers. We sell parts, accessories, and complete tandems. 5295-V Highway 78, Stone Mountain, GA 30087. Ph: (404)-498-BIKE. 05/90

**I. M. MOTION BICYCLES.** See/test ride the Burley "Duet" Tandem. 64 Dorman Avenue, San Francisco, CA 94124. Glen Quan, Proprietor. Ph: (415)-648-1985. 05/90

**SOURCE BICYCLE SHOP.** 35229 State Rd 54W, Zephyrhills, FL 33541-1941. Ph: (813)-783-6699. Call **THE SOURCE** for your quality tandem needs. We ship anything anywhere. 09/90

**TANDEMS, LIMITED.** Quality tandems from the USA and England. Many tandems in stock. Demonstrations and test rides by appointment. Tandem parts and accessories, too. 2220 Vanessa Drive, Birmingham, AL 35242-4430. Ph: (205)-991-5519 09/90

**EUROPA CYCLES.** Quality tandems by Cannondale, Burley, Santana, and more. Experience a test ride with our consultants, Russ & Cindy. 4018 University Avenue, Waterloo, IA 50701. Ph: (319)-266-9505 (evenings and weekends). 09/90

.....  
 Become a TCA Dealer Member! A \$30.00 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. Send a SASE to Jack and Susan Goertz, Editors, DoubleTalk, 2220 Vanessa Drive, Birmingham, AL 35242-4430 for full information on the TCA Dealer Member Program.

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 Rates for display ads available upon request. Send a SASE to the Editors.

# T-shirts



### TCA T-SHIRT ORDER FORM

To order t-shirts, please fill out the order form below and mail with a check made payable to:

Tandem Club of America  
 Mal & Jean Smith, TCA Treasurers  
 11010 Jamison Road  
 East Aurora, NY 14052

Child Sm (6-8) \_\_\_\_\_ Child Med (10-12) \_\_\_\_\_ Adult Sm \_\_\_\_\_ Adult Med \_\_\_\_\_ Adult Lg \_\_\_\_\_ Adult XL \_\_\_\_\_

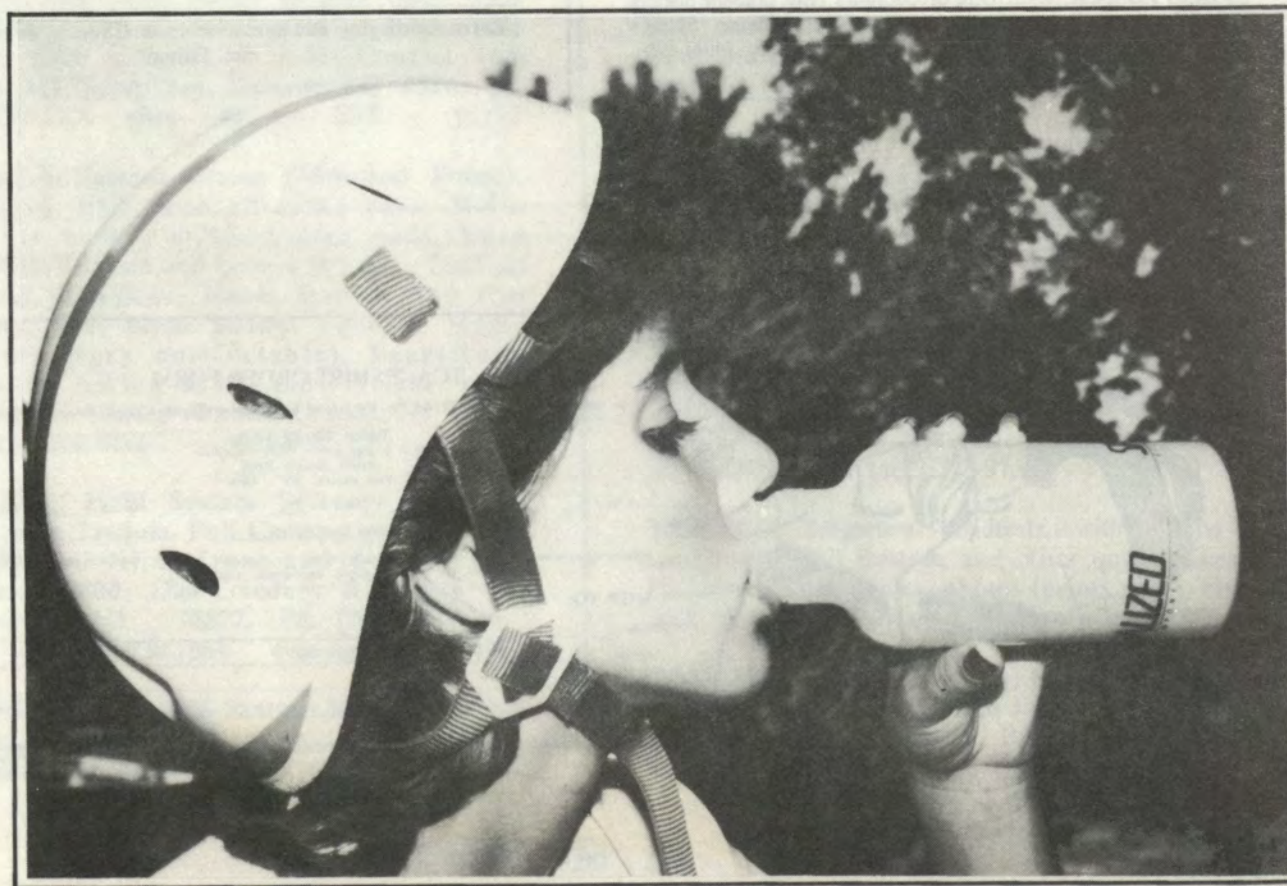
Amount Enclosed: \_\_\_\_\_

Indicate quantities above and include \$8.50 (US Dollars) for each shirt ordered. Canadian and foreign orders should include appropriate postage.

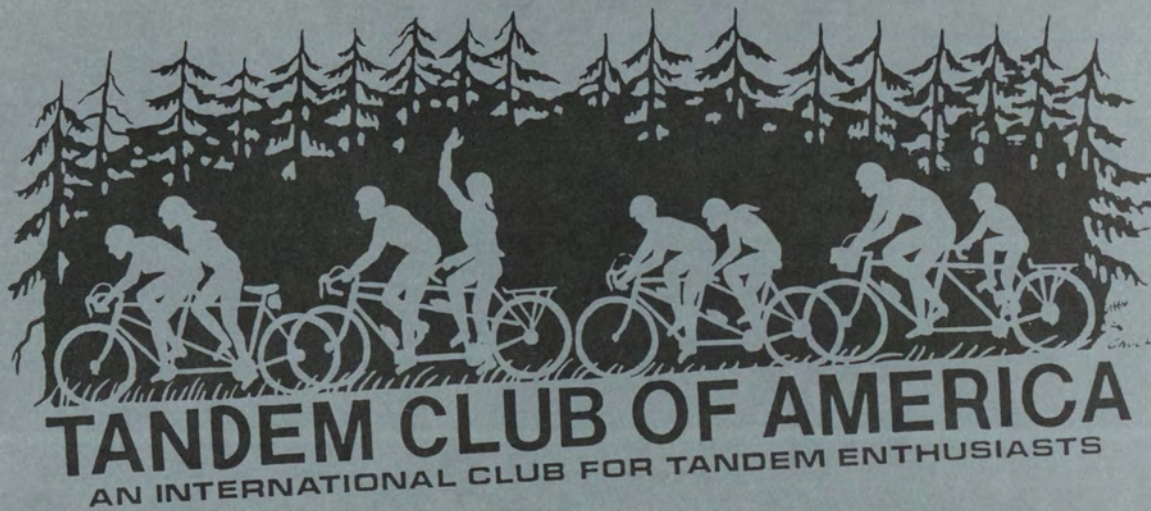
#### SHIP TO:

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_  
 State \_\_\_\_\_ Zip \_\_\_\_\_

THE LAST PAGE







### Dues

United States.....\$10.00      Canada.....\$13.00      Other International.....\$16.00  
All dues are quoted in U.S. Dollars

### TCA Patches

Are back in stock and are available through the treasurers. Send a check for \$4.00 for each patch ordered to the Tandem Club of America

### Membership

Please fill out the membership form below and mail with a check made payable to  
Tandem Club of America  
Mal & Jean Smith, TCA Treasurers  
11010 Jamison Road  
East Aurora, NY 14052

## TCA Membership Application

Name(s) \_\_\_\_\_  
Address \_\_\_\_\_  
City, State, Zip \_\_\_\_\_  
Tandem Make \_\_\_\_\_ Year \_\_\_\_\_  
Color \_\_\_\_\_ Style \_\_\_\_\_  
Is this a renewal? \_\_\_\_\_ Is money included for a patch? \_\_\_\_\_