

Welcome

to teams who've joined since March 2001:

- ACT** Barbara Mccarthy & Robert Brice
- NSW** Gary & Lisa Hackett
- QLD** Joanne & Paul Henderson
- VIC** Glen & Gay Koffeyberg
- WA** Roy & Violet Cue

Lost

at TwoUp 2000:

- ☛ ACT state rep folder
- ☛ Pair of timetrial numbers – No. 17

If you have either of these items, please return to the club's PO box.

@where?

Does the club have your email address? If you haven't received any group emails from the club about events etc then we don't! If you want to be in the loop, please email the membership secretary.



The Two Times

The newsletter of the Tandem Club of Australia



Welcome to another exciting year in the Tandem Club of Australia. As incoming President I have enormous shoes to fill and would like to personally thank Sally Dillon for

Our web site continues to grow thanks to the work of Peter Hines and the contributions of state representatives and members. TwoUp 2001 is being held in Queensland and details of this are already on site. For a chance to win a terrific prize click on the club site and find out how many state representatives are listed and email me the answer personally on <traversk@anz.com>.

Finally, I just wanted to mention the gorgeous showing of vintage tandems in the Centenary of Federation Parade in Melbourne recently, Club members Paul & Charlie Farren loaned many of their precious bicycles to Vintage Cycle Club pedallers, who went all out to dress up in Victorian-era costume – I was in the crowd and they looked great.

Give your tandem partner a hug and keep pedalling.

Kim Travers

her amazing work in this past two years. Sally is now taking on the role of editor for our newsletter so I know that we will continue to be aware of her hard work and creative skills.

Most of last year's committee has put their hand up for another year of service; praise is not enough for all those people and for the state representatives. John Harland is taking a well-earned break from our committee (perhaps just a sabbatical?) and after at least five years' continuous service, that I know of, I would like to thank him sincerely on behalf of the club for his work.

In Issue No 92:

All about tandem brakes

Tandeming for the blind

Idyllic South Australian getaway

Membership fees rise

Ride reports

Events listing



TCA member Martin O'Brien donned a bobby's uniform to take the rear stoker's saddle – Sir Hubert Opperman's old position – on a 1928 Malvern Star promotional triplet in Melbourne's Federation Parade on May 6. (Read more p7.)

SALLY DILLON

Daisy, Daisy, tell me your answer, do...



Dear Daisy,

I need some wonderfully, witty responses to rebutt passers by (I could call them something else but it would be rude!) who call out 'Hey, the one on the back isn't peddling'. I just haven't been able to come up with just the right words!! Can you help me??

Frustrated Stoker

Dear Frustrated Stoker

I find sarcasm works best with such uncreative people (they're unlikely to get the joke, but you'll feel better). Lines such as 'My, my, that's original' or 'Hey Genius. Your right braincell isn't working' can be effective. Another approach is to try agreeing with them. 'Your captain could cry 'It's his/her day off!'. Or they could scream to a halt with, 'That's it. You're sacked.'

Daisy

Ask Daisy the answer; email: dear_daisy_daisy@hotmail.com

Tandem Club of Australia Inc
Association No A0013906X
PO Box 12259
MELBOURNE VIC 8006

Spread the word - fantastic new TCA business cards inside



Technical Officer Derek McKean tells us about the pros & cons of tandem brakes

Brakes are a frequently talked-about topic among tandemists – of course they will be, while they still pull up a tandem slower than a single. That's for obvious reasons you think but, if it's so obvious, what advancements have there been with tandemists in mind?

For those tandems with mountain-bike-style handle bars there is more choice, though some options are expensive. Braking a wheel at the rim is most energy efficient: since it's furthest from the hub centre, the greatest leverage can be applied. However, the main problem with powerful rim braking is the destructive ageing effect it can have on the rim and interference with the smallest buckles.

Buckles are very common with downhill mountain bikes, so it's not surprising that disk brakes were first introduced here. As well as coping with rim buckles and heat, disk brakes allowed greater braking force to be applied to the braking surface, as the pads could be set closer and greater mechanical advantage could be employed. However, disks are much smaller in diameter when compared to the rim so greater braking force is needed to compensate. In essence, these brakes address only the buckle and rim heat issue, with little improvement on braking power.

Some companies making hydraulic models are Hayes, Hope, Shimano, Formula and Magura. Hydraulic brakes for bikes have been around for over a decade, with Magura producing some of the first for rim-style braking. Since hydraulic brakes first came on the market there have been refinements, with Magura introducing rear callipers using two slave cylinders with four pads instead of two. There is some merit to this idea since the effective pad-friction area is increased but the manufacturer warns that relaxed brake scraping of the rotor is normal and is no great cause for alarm. Here pad-rotor clearance is compromised to afford greater braking power. For the majority of touring tandemists the level of pad-adjustment maintenance just isn't worth it. I'm also convinced that casing expansion along the great length of hydraulic line necessary on tandems dampens the braking forces available from the brake lever.

It's been my experience that mechanical disk callipers (cable actuated) work just as well, but are maybe not as well modulated as hydraulic. Formula is producing mechanical callipers with different length lever arms to suit racing and mountain-bike levers. Mechanical's biggest drawback is the combined friction in the great length of inner/outer cable going to the rear calliper – this requires frequent lubing. However, their system of actuation is something more of us are familiar with and spares are more readily available.

Methods of adapting disk brakes may not be as expensive as you think as long as you already have a suitable hub. Many rotors screw onto an Arai boss with the calliper mounting between the left V-brake boss and axle. A few cyclists may think about getting a calliper mount brazed onto the chainstay, which is the neatest way to go and the most committed. Don't go grinding of the old brake bosses though! I haven't spoken about disk braking on the front because greater braking power on the front is truly possible with shorter cable/hydraulic line distances and could prove dangerous for cornering.

I have explained the effectiveness of various braking configurations in terms of raw laws of physics, ie, brake lever distance working with pad clearance, for optimal braking. It may be that soon – if not already – that a manufacturer does develop an affordable, fantastic brake pad compound or lasting disk surface with high friction coefficient, but until then I abide by the laws. My own experiments found me using a Formula mechanical calliper with a 35mm arm on a 185mm disk actuated by my Campagnolo Ergo levers. I find the rear braking power stronger than V-brakes in the dry and much better in the wet. If anyone has any experience with disc brake configurations I look forward to hearing from them.

Publication details:

The Two Times, the newsletter of the Tandem Club of Australia, is published at the end of every odd month (May, July etc). Submissions are welcomed – send articles, hot tips, gossip, questions etc to: The Two Times Editor PO Box 12259 MELBOURNE VIC 8006 <dillon_hines@optus.net.com.au>

Send photos as hard copies (to be returned) or as 200DPI TIFF files. **Deadline: second Friday of odd month**

Cover photo:

Peter Hines & Sally Dillon with tandem Zebidee

'We took Zeb to Bruny Island, Tasmania for Easter. One rainy night we decided to stay at Adventure Bay Hostel. The dorms were full but we didn't feel like putting up our tent, so the owner let us stay in his newly built teepee, complete with roaring fire inside!'

Get your fuzzy mug on the cover – send photo and story (50-word max) to the editor.

Christie Cycles

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The ultimate source for tandems and bicycle touring.

Special general meeting

To discuss an annual membership fee increase to \$20, and other constitutional changes. These changes are to bring our 10-year-old constitution into the 21st century – accepting official mail by email; number of committee officers etc. More details by email.

Tues 10 July, 8pm

1 Bristol St, Surrey Hills, Vic

RSVP 03-9888 6658 or <williamleveck@gatewaynet.bigpond.com>

Ride Calendar

JUNE

Sat 3 Brisbane, Qld **Western Suburbs ride** (30–50km); Qld rides are usually held on the first Sunday of the month; please notify the ride organisers of your intention to attend and to confirm details. Howard & Jenelle Davies 07-3201 0073.

JULY

Sun 1 Nambour, Qld **TwoUp practice routes** (30–50km); test out rides for the TwoUp rally Jaimie & Sue Cook Tel: 07-5483 3990.

AUGUST

Sun 5 Nambour, Qld **TwoUp practice routes** (30–50km); test out rides for the TwoUp rally Jaimie & Sue Cook Tel: 07-5483 3990.

SEPTEMBER

8–9 Ocean Gve, Vic **Barter Beachhouse weekend** (120km); cycle from Sat & Sunstay Geelong to /camp at the Barter Beachhouse Tony Barter 03-9481 5526

28–30 Nambour, Qld **TwoUp 2001**; fun in the sun at the annual TCA bash Fri–Sun More than 50 tandems expected – be one of them! Jaimie & Sue Cook Tel: 07-5483 3990. <cookies@spiderweb.com.au>

...update your diary now!

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Tour de Boroondara

Kaye-non-shouting-stoker Trainor tell us why 29 April saw her plundering pooper scoopers.

On the Tandem Club Treasure Hunt on Sunday 29 April 2001, junk mail was elevated to a status of temporary value. An item of junk mail, an acorn, a railway timetable, a bottle top and an item with a Boroondarra Council logo upon it were point-scoring items for scrounging stokers. The net effect was of litter collecting, unsolicited removal of junk mail, scrabbling for acorn nuts and plundering pooper-scoopers (bearing a council logo) from well-placed poo-stations in parks.

Such was the enthusiasm to join in this annual event that the first participants arrived at 10.30am for an 11am start. Adrian, Josie, Jasmine and

Jarred Cox took our registrations, welcomed us to the lunch spot in the picturesque Studley Park alongside the Yarra River and reappeared at the end to marshal us the last few metres to a billy of boiling water, tea and coffee makings and sticky buns.

Nine tandems, a kiddie trailer, one single bike and assorted members completed a 34km tour, largely along wonderful bicycle trails, reserves and paths. There were long stretches of uninterrupted cycling, wonderful green parks, riverside reserves and creek banks and a gloriously sunny and calm day.

The winning team was Ruth, Tony & Meaghan (on a tandem and single bike); second-place getters were Janette, Rob, Oliver & Byron (tandem, single bike with trailer); and equal third went to Caroline & Andrew McDowall with Allan & Rosalyn Bates. The day was pronounced to be very successful by one and all.

It was noted by several long-standing and non-winning teams that the day had been particularly pleasant because of an absence of shouting at recalcitrant captains. (Shouting does, of course, occur from time to time due to the sheer anxiety of trying to win. One has to remind oneself that

merely completing the route should be of paramount importance, with any medal positions gained being an added bonus.)

President Kim thanked the Coxes and we dispersed into the late-afternoon autumn light, carrying home our pockets of ephemeral litter. We had a lovely day – thanks to Adrian, Josie, Jasmine and Jarred.



Tandems en masse in NSW

Sixteen tandems and two single bikes turned up for the Nelson Bay tandem weekend. They took Port Stephens by storm on a 45km ride on Saturday and then headed for Anna Bay on Sunday for a 35km ride, **Look for a full report, and photos – the weekend resembled a photo shoot! – next issue.**

On the recent RTA Big ride from Oberon to Forbes there were 22 tandems (or so we were told). Each year there seems to be more and more tandems on the ride. Many who were unaware of the TCA were issued with application forms to join. On the last day from Grenfell to Forbes (66km) 10 tandems formed a tandem train (which attracted many weary road cyclists who were drafting). As an abysmal head wind meant riding in the tandem train made the day much more enjoyable.
NSW rep Anne Govoronsky

SALLY DILLON



Perpetual muncher Peter Hines:

Having spent a number of years doing 'on-the-go' activities such as bushwalking and cycling, my enthusiasm for oversweetened, tasteless muesli bar type snacks has waned considerably. Still, they're very handy, particularly if you can't find time in the kitchen to bake your own snacks.

My current favourites are the 'Nana Diver's Oven Baked Mini Meals'.

Weighing in at 120g they're much more than a muesli bar (good to share on a tandem), and come with a fraction of weightier than the competition. They are still pretty sweet, but quite tasty and come in about five flavours. The ingredients of the 'Honey Oats & Sultanas' variety are: wholemeal flour, yoghurt compound, rolled oats, sultanas, coconut, unsalted butter, raw sugar, honey, mineral salts and flavour – a nutritional paragon next to your average jam doughnut!

Best of all they seem to come from a little Aussie company: www.ybd.com.au.

World tandeming

Andrew McDowall takes a world trip via www.TheTandemLink.com:

Let's start our journey going clockwise around the world from Australia. Around 4000km west of Perth we pass over Heard Island and McDonald Islands (dependency) in the Indian Ocean at Latitude 73 degrees 30 minutes, Longitude 53 degrees. Looking down through the mist we don't see any more tandem clubs than last year, when there were none. The number of elephant seals and king penguins sliding down the glaciers in tandem suggests a possibility for a dependence representative in the future.

Moving on 4000km we end up in Africa and call in on the **Lions Tandem Assn of South Africa**. Contact Eugene Pierce, PO Box 10848 Johannesburg 2001 South Africa (not yet on the web). For the next issue I will track down some of their rides.

A quick leap over the equator brings us to Switzerland, land of four languages, plus English, and home of **tandemclub.ch**. Their web site, www.futurebike.ch/tandemclub/index.html, is in German; loosely translated, it says: This club was founded in 1993 as part of Vereins Future Bike CH. and has approximately 63 Tandem pairs (as of 11/2000).

Recognising that tandems bring with double the fun also double the trouble, tandemclub.ch has amongst its aims information exchange combined trips. Weekend tours also with camping; tandem parts market; and tandem racing.

Their current events include:

Sunday 6. May: Sporty daytour to GP Gippingen, Meeting point: 9.45 SBB Bahnhof (train station) Brugg; Distanz (you can guess that one) ca. 90km; Lunch in Festwirtschaft (sounds like a fancy pub).

Thursday to Sunday 14-17 June: Tandem meeting in Bochum (Ruhr region, Germany) Tours through the Ruhr with Start in Bochum; Saturday 16.6. Tandem display (2+2, trimobil {trikes?}), Pedalpower, Hase-Special bicycles, etc.) und inspection of von Hase-Special bicycles in Waltrop.

UK Tandemania Meet

The Tandemania Gathering will be held in Shropshire, UK from 26-29 July 2001.

Full details can be viewed on www.tandemania.com – follow the 'Gatherings' link. Please complete the registration form if you plan to attend. There are no costs in any part of the Tandemania Gathering other than the Celeidh and your accommodation. A welcome pack will be available from the Coalport YHA, next to the River Severn, in Ironbridge.

Tandemania will offer tandems for testing, rides on all days, a time trial with BBQ, Celeidh on Saturday night and a Tandem Fun Day on the Sunday including grass-track racing.

The Youth Hostel has many beds; there are also many B&Bs (the area is a World Heritage Site) and a campsite nearby.

info@tandemania.com
tel: +44 121 707 1220 fax: +44 121 765 2020

Editorial

Welcome to the first of the club's new-look newsletters.

After a process which began last year, we've come up with a name for the newsletter (thanks to Simon Sheldon, who suggested *The Two Times*).

As you'll see, the newsletter now carries some advertising – this helps offset production costs, without having to rely completely on membership revenue which, as you'll see from Will's Treasurer's Report, is already stretched.

A big **thankyou** needs to go to advertiser Cyclorama (WA), which has become the first bike shop to offer free club mem-

bership with any tandem purchase. We've created membership hangers to go on shop-floor bikes – let us know if your favourite shop is interested in offering the same deal. The club's also created promotional cards – keep a few in your wallet so you can tell the next tandem team you see about the club!

You'll also find an application form for TwoUp 2001, guaranteed to be fantastic. Sign up soon – accommodation is limited.

Thanks to everyone who contributed the great articles and photos for this issue. I'm looking forward to hearing from lots more members with articles, questions, photos, hot tips and reports.

Sally

Membership rise explained

Treasurer Will Levecke says:

Over the past six months the committee has investigated public liability insurance to cover members on TCA rides. Jaimie Cook, one of the TwoUp 2001 organisers, brought up the issue of insurance against claims from the public if a member causes injury to someone (including another member) or damages property. After considering the information presented, the TCA committee have decided that insurance should be taken out on behalf of the members. The premium for this is \$905 for this year, which must be spread over approximately 100 member teams.

We all know that the TCA is a No-For-Profit organization, but our subscription rate should reflect our ordinary running expenses – if you look at the figures below, you'll see that last year they did not. We cannot rely on TwoUp profits to prop up the general running of the club. In fact, TwoUp aims to break even each year, as should any other event organised under the club banner. Considering this need to cover costs and the new, extra cost of insurance, the committee is proposing to increase the membership levy to \$20 per tandem. This is still extremely cheap when compared with other clubs – what's more, you get public liability insurance on club rides, an excellent newsletter, free website, free tandem enquiry service via the web site, great camaraderie on rides and kids join for free!

To increase the subscription rate we need to hold a special general meeting of the club. This will be held before the next committee meeting (see notice p7).

Treasurer's Report

The club opened the year on 22/3/2000 with a balance of \$1864.26 and closed the year on 22/3/2001 with \$3311.00 in the bank. This represents a profit of \$1446.74.

This profit was almost completely due to a profit from TwoUp 2000, realised because the GST didn't impact on expenses as much as had been anticipated, and because organising committee members absorbed many of the costs such as phone calls. We had another extraordinary source of income – the sale of our 20-year commemorative wines (\$639.80 profit).

Note that our membership income of \$1106.79 didn't cover running expenses of \$1305.01. These expenses don't include TwoUp costs, but cover the cost of printing and posting the newsletter, bank fees, postage, subscription costs and PO box charge.

TCA Finances Summarised

start balance	1864.26
m'ships	+ 1106.79
admin costs	- 1305.01
TwoUp income	+ 1446.74
wine sale	+ 639.80
final balance	= 3311.00

The Tandem Club of Australia committee meets on the second Tuesday of odd months; members are welcome at all meetings. Contact the Secretary for details.

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SA rep Margaret Day describes one of her favourite 3-6 day South Australian tours.

This is a fantastic three-day tandem break out of Adelaide; if wineries are a temptation, alter your plans at once and turn this into a five-day ride.

Begin by catching a train to Noarlunga (free for bicycles off-peak), which helps escape some boring suburban riding.

Follow River Rd for a few kilometres until a sealed bicycle track appears on the right (running west). Have faith, as although it has no sign to indicate destination nor distance, the track is an old rail-trail which leads right to the Southern Vales vineyards of McLaren Vale. This is a good place to stop for food, as it has plenty of choices. There is an excellent Information Centre on the edge of the town and plenty of accommodation.

Pick up the next stage of the bicycle track, by now unsealed but still easy to follow, and ride on to the pretty almond-blossom village of Willunga, which has many beautiful National Trust buildings. The next stage is uphill for a while, but at the top of Willunga Hill rolling roads lead to Mt Compass – which isn't mountainous – and then on to Victor Harbor at the coast.

Victor Harbour has a good camping ground and plenty of accommodation. Port Elliott's immaculate Youth Hostel, Arnella by the Sea, is the oldest heritage building and is highly recommended at \$50 for a double room. The town has many attractions for idle people, such as taking the horse tram 'overseas' to Granite Island. The guided night walk there is excellent for spotting fairy (little) penguins. Visiting the Whale Watch Centre and taking a ride on the Cockle Train are other suggestions.

A bicycle route has recently been completed from Victor Harbor to the old river port of Goolwa, following the coast. Unhappily, this also lacks adequate signage for destination and distance but, if you keep the sea on the right, you cannot get very lost except at the beginning and the end. A map is available. Goolwa has boats and paddle steamer rides so the ride could even be extended to six days. Another overseas experience can be had riding over the huge zillion-dollar controversial bridge to Hindmarsh Island.

From Goolwa, follow the road to Strathalbyn, a very pretty little town where it is possible to camp or to stay in one of the old pubs, such as the Terminus (\$50 a double) with basic accommodation and huge meals.

Then ride to Macclesfield and Mylor on sealed roads through rolling hills and pretty farmlands. A gentle pedal up Aldgate Valley Road to Aldgate and Stirling is always a joy. Autumn colours are glorious in late April and May and there are eateries everywhere.

Now, return via Sturt Valley Road to ride through Belair National Park, watching for wallabies, then head downhill all the way to the city.

This ride can be done in the reverse order by taking the suburban train to Belair and riding the described route backwards.

In Brief:

Start:Noarlunga
Finish:Belair
Duration:3-6 days
Public Transport:yes (train)
Summary:Cycle from Adelaide through the Southern Vales wine country, explore the marine attractions of Victor Harbour and return through charming Stirling & the Belair National Park. Wine lovers should make this a five-day trip; an extra night in Goolwa will make six-days.
Map:RAA's Central South shows all the roads of the Fleurieu Peninsula.

Cycle Interstate or Intersand!

Bicycling Australia Challenge 2001

Melbourne to Sydney

Oct 13-21

Simpson Desert to Birdsville Races

...then Flinders Ranges to Clare Wine Valley

Aug 23-Sept 8



03-9735 5592
philmcdonald@alltrails.com.au
www.alltrails.com.au

Author John Milburn, TCA membership secretary has been a member of both the Tandem Club of Australia and the Royal Victorian Institute for the Blind (RVIB) Tandem Club for several years:

As a totally blind stoker and owner of my own tandem, I have participated in many events with both clubs. My enjoyment of these events has always been close to the most fun I've ever had.

To explain all the limitations that loss of eyesight imposes on one's life is beyond the scope of this article and probably worthy of a book. However, one of the most profound impacts is on one's sense of physical space and of orientation within that space. The world becomes a smaller, tighter, narrower and more constraining place.

In the first few months of lost sight a walk from one's bedroom to the kitchen is a journey fraught with the risks of bowling over delicate furniture, smashing treasured ornaments, tripping on floor mats or vacuum cleaners and of opening up one's forehead, cheekbone or eyebrow ridge on the edges of half-opened doors. So, initially the idea of crossing roads, going alone to the shops or boarding any form of public transport seems unimaginable.

Eventually some mastery over these fears and difficulties is accomplished. But, the world still seems a smaller, more confined place, and much of one's movement through it is negotiated either by hanging on to someone else's elbow or while flailing a white cane. The generosity of other people in lending an elbow is always much appreciated, as is the learning of the technique of white cane flailing. Nevertheless, one always feels the loss of personal independence, the anxiety of social awkwardness and a squirm of diminished ego.

Given that context, imagine then the joy of discovering the freedom of tandem cycling! To be able to throw away that bloody cane for three or four hours is liberation of the highest order. Moreover, to then become a liberator in one's own right by releasing the helper from their burden of responsibility adds to the pleasure.

The happiness of throwing the leg



L to R: Piet Osterlaken (Netherlands); Paul & Lorraine Hutcheson (NZ); TCA member Allan Bates; and Lindsay Holland & Peter Bates from the RVIB tandem club on the 1993 International Peace Tandem ride in the UK (here at Highbank); read more about this and other RVIB rides in next issue.

over the tandem saddle and mounting the frame of that well-oiled, responsive machinery is bliss.

Excitement and a feeling of awakening is the reward for knowing that it will respond with more speed with every ounce of energy I'm able to put in. My Captain never sees my smile, but I beam from ear to ear when he calls, 'Come on, come on give it some

'To be able to throw away that bloody cane for three or four hours is liberation of the highest order.'

more!' or 'Hold it, slow down, back off for a moment!'

In lifting the last foot off the ground, I immediately feel the terrain smoothly rolling and moving beneath me and both the smoothness and the undulation of the Tarmac thrills me. What a delight it is to ride and roll rather than walk and bump.

When walking with a cane, undulations, cracks or ridges in the pavement are an ever-present frustration. The tip of the cane will often jam in the ridge and I may trip or fall. When walking with a guide I need always to be aware that my helper will unconsciously observe, note and avoid these cracks, lumps, bumps and ridges. However, as the evasion is unconscious for them, they will fail to notify or warn me of an approaching ridge.

However, aboard the tandem, if my

captain hits a pothole, or fails to observe, note and evade some low overhanging tree branch then they cop it first and it's me who's got the pneumatic seat post, the 'Badge of Office' protective sunshades and an additional half-second of warning.

For vision-impaired people super high-speed car travel, at 150 km/h plus, is merely noisy, monotonous, conversation-stopping and not vaguely exciting. The thrill of speed is gone as there is no blur of passing terrain in the peripheral vision. But, a downhill roll of 80

km/h off the top of Arthur's Seat into McCrae with the wind ripping and tearing at every fibre of one's clothing, is an experience of purest exhilaration.

The enforced contemplation of the worth of being penetrates deep; inducing the 'rush' of pumping adrenalin. As the terrain hurtles by one feels pleased at the recent expense of the new Kevlar-walled tyres. Or, suddenly has the thrill of that speed dramatically increase when wondering if the tyre change was next week?

The bottom line:

If you are ever short of an enthusiastic stoker, then please don't hesitate to contact the RVIB tandem Club via: John Milburn <jmilburn@alphalink.com.au> or Allan Bates <allanba@rvib.org.au>

