

## Travels with a racing trike...

by Ian Humphries. (PBP #3304)

In August 1999 I ventured forth on a month-long cycling holiday in Europe. But, this was to be no ordinary cycling holiday. It was to be a jammed packed full month of cycling! I had planned to attend and participate in two inspirational and well-organised cycling events AND do some cycle-touring, all in one trip! The touring came first, in France and Switzerland, but I also was to attend HPV (human powered vehicle) racing in Interlaken, Switzerland. Finally, I was qualified for the famous 1200km Paris-Brest-Paris Audax randonneur.

The HPV racing was at the Festival of Human Power, organised by the Swiss HPV association. The Festival featured, among other things, the 1999 World Human Powered Vehicles Championships. See <http://www.futurebike.ch> for more details, results and pictures. There I got to see and ride and race against some beautiful, fast and exotic bikes / trikes / HPVs. I saw some fine human powered boats in action too. There was also a display flight of an HPA, or human powered aircraft.



### Letter from the Editor

Greetings for the new year to you all.

As you can see this is yet another full edition of HUFF so keep those articles rolling in. There's a lot happening around and we'd love to hear what you are doing.

With the Secretary and membership officer (Paul and Lindsay Segal) moving to Sydney and many of us spread out over the country it looks more necessary for us to run meetings on the internet. Duncan Cleland is working on a solution and expects to be using IRC so feel free to contact him for details. Duncan said 'I intend to package up a brief manual and IRC client to all the club members who are interested and have email.'

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In passing - I heard a rumor recently that Greenspeed have imported two RANs bikes - 1 Rocket and 1 V-Rex. These two are currently located at Cycle Science in Mitcham. Prices are not set, customers will need to ring either Greenspeed (03 9758 5541) or Cycle Science (03 9874 8033)

Timothy Smith

## Part 1: The touring bit: 1000km of cycling and touring in France and Switzerland.

### August 1999

In the great tradition of my previous holidays, the days before the trip decayed badly into a blurred rush. I'm getting better though - this time I had one complete hour to spare before I had to leave for the airport. Of course, I hadn't yet ridden my two-month-old Greenspeed road racer trike with my complete camping and touring load, and because it was an all-new Greenspeed model I guess no one else had tried it either. I doubt it was ever intended to carry such a load. So when I wheeled it out the front door, I was heading into new territory, as well as setting off for foreign soil. In the few other "spare" hours just passed, I had hack-sawed the custom-made Greenspeed cro-moly rack at several points, brazed a bit of extra tubing in so as to extend it by several centimetres and accommodated another of my small panniers.

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The trike could now carry two small (NB other people call them "front") panniers on the right side and one large rear pannier on the left. Two small ones on the right because I found my other large pannier hit the rear derailleur, and it is better to keep the load low down, rather than pile it on top of the rack. Moving the pannier clips was the final and easiest job. I'd previously been slipping little zip-ties through the seat mesh to add an under seat bag, added a remote operated dynamo as a second lighting system and numerous other bits and pieces, including some new lighter and thinner presta-valved tubes. The trike I thought was finally ready, but was I?

This "holiday" was something I had been looking forward to for about 6 years. A chance to ride and tour, not only in the country where cycling was king, but also to participate in the famous 1200km Paris-Brest-Paris Audax randonneur! Fantastique is what I'd hoped it would be. As to whether I was ready for all I'd planned I just had to cross my fingers and hope...there were many unanswered questions: Was I fit enough? Did I have the reserves for PBP? Would my body hold out?

Could I stay awake even through the first night and day of PBP? What is it like touring on a trike? Will the locals be friendly to someone on a recumbent? And the big one: is what I am attempting too ambitious or just damn crazy?

So I tentatively pushed the pedals and rolled out of our driveway, scraping the lip of it as I did so. Although it hadn't been too regular a companion on the few hundred kilometres I'd done on the trike so far, that sound did appear now and then and I was getting used to it. The new road race trike was the lowest Greenspeed road goer yet and the handlebars were the lowest point. Handlebars are thankfully not anything structural in this case, so it seemed harmless enough.

I just had to approach gutters and driveway steps carefully. (In fact, later I learnt to ride up a gutter without scraping). I kept rolling. The loaded trike was indeed a bit heavier than usual but thankfully still seemed quite spritely and after a cautious few hundred metres the trike grin reappeared...☺ Fantastique!



The airport baggage check-in: I thought the check-in was the next real hurdle to overcome. Well, it would have been, unless you happen to get a puncture on the 5km ride there. The 19mm tubes were/are very difficult to fit properly inside the 37mm front tyres, and were very thin – but that didn't really explain why the valve stem broke in half after 2km of use. Maybe, I thought, I really didn't have enough spare tubes, but at least I had enough to get me the rest of the way to the airport. Ian Sims at Greenspeed had assured me that an unboxed trike would be accepted without question at the check-in. I queued up and was finally invited over to the Qantas check-in manned by the only person wearing a serious looking red blazer, probably a senior check-in person. I approached cautiously, with three panniers and a trike trailing behind. Luckily this trip was going to involve only cycling, camping and more cycling, so I was travelling reasonably light. My "checked-in" panniers weighed very little, with heavy stuff in my "carry-on" pannier and when asked how much the trike weighed I said "under 14kg" (that's true!). "Ok" they said, "Follow me to the oversize baggage area". The baggage people were happy and I was partly unburdened!

Paris: I unloaded myself from the aircraft in Paris's Charles De Galle airport after 27 hours or so and awaited, somewhat apprehensively, the delivery of the Greenspeed from the baggage handlers. I was worried. The trike was small and light and looked delicate. It and I had to fly via Heathrow to Paris. I hoped all its handlers were gentle. I waited. I asked someone where the cycles were delivered. He understood (which is surprising given my poor French) and he went off to find it. It was undamaged, but the tyres had been let down. Hmmm, more practise getting those tubes and tyres to seat properly, and a bit of frantic pumping with my mini pump. The locals were already asking questions. The Gendarmes were smiling and pointing at me. It was 2pm. I had still 65km to ride to my first night campground. I already had my 1:200 000 Michelin maps and knew where I was headed, so once I had directions out of the airport, I was off. The Gendarmes waved me goodbye...I had the trike smile on again.



Touring on a trike: Yes, France is wonderful. Charles De Galle airport is outside metropolitan Paris and easy to cycle away from. In 5 minutes I was on a quiet country road. The cycling was peaceful and relaxing. The drivers were courteous. I saw a few "roadies" out for an afternoon spin. The sun was warm and bright. I could say

more, but its best to just advise you to get there and experience it for yourself, or look at the photos. The trike was handling everything excellently so far.

I should have, I realised about that time, started the tour with a bit more of a plan. I had a start point and a destination when I set down in Paris, a trike, and some maps, and a vague idea of how far it was to Interlaken, Switzerland. The rest was make-it-up-as-I-go kind-of-thing. I had no idea even when the sun would set that first afternoon, so I scooted along. Michelin maps are excellent to navigate by, though map checks every few kilometres became necessary in order to negotiate the tiny villages. I was dead tired by the time I got to the only campground marked on my map, barely staying awake long enough to eat and ask the Dutch cyclist who was also there where he had come from, where he was going and was he having fun? He was and I collapsed into a deep sleep.



The next day after checking the maps again, I set off with more of an idea and direction. The nearest campground on my map this time was 138km away. I made a mental note to buy a guidebook next time, and maybe even allocate time to read it. There must be other campgrounds I presumed, but I was heading away from Paris and in a very rural part of the country. It was hot at 9am. Summer! Wow! I was still jet-lagged, my body somewhere in a different time zone. Only someone heading for the 3 or 4 day randonneur of PBP could possibly think that how I felt was ideal. Anyway, it seemed a good preparation for PBP where sleep deprivation is all part of the challenge. The scenery was pleasant, though not spectacular.

Not that many people spoke English where I rode - France was very agricultural in the areas I travelled and I was well off the tourist path. That's good in itself, of course, but I needed better French for those areas. The scenery, I decided, was very picturesque, whatever that means, but was also made special with vivid recollections of the French environmentalist film "Microcosmos". Lots of dense forest surrounds and butts up to pasture, farmland and the road and the whole environment looks rich and fertile. I met a few cycle tourists, mostly of the Dutch persuasion in France. One couple cycling with their two young children in child seats and trailer full of gear. I cycled east and then south east, following the Marne river for a while then over to the upper reaches, "les source", of the Seine river. The second day I discovered that everything in rural France closes between 12pm and 2pm. I ate the rest of day 1's crumbly bread for lunch, with cheese and "jelly" jam. Day 3 I ran out of water and was keen for the shops to open so I could buy more, and more food.



The afternoon threatened rain, and I got slightly lost, then had to follow a detour, which became a dirt road, and avoided the town I wanted to buy more water in. It was as much adventure as I wanted. I had to hurry along to the campground again that evening, to be safe and dry in my tent before the darkened skies opened.

**Day 3** I made an early start and rode 184km, discovering the most "direct" circuitous route on the low-traffic back roads. This was fantastique cycle touring but more and more I felt like I needed to actually get a bit closer to Switzerland, just a bit more quickly. Impatience I guess. Some lovely British caravaners gave me two bottles of Beer that night. They must have thought I wasn't having fun.

**Day 4:** In mid-morning, I decided to move onto the more direct and faster roads. Just after my lunch stop, I bumped into a Parisian bike shop mechanic also riding to Switzerland. The only Frenchman for miles around that seems to speak English and he's on a bike heading for Switzerland too! Fantastique. Funnily enough we talked about cycling ...and recumbents ...and environmentalism ...and lots of other stuff. Christophe indeed spoke just enough English, and I finally appreciated that I was previously riding too much, was too jet lagged, and interacting with the locals too little to learn very much more than "Je ne parle pas bien Francias" - I don't speak much French. Christophe said he had been riding 160km per day since leaving Paris, and though our pace was similar, it seemed that riding together, we both subconsciously relaxed and dithered around enough to fall into that easy, social 100km per day pace. I rode with him for a further 2 days. He smoothed out problems I had with the language, and he practised his English. At the end of day two he could answer all the questions people generally have about recumbents. We camped together and on our last night, sampled a couple of evening beers together and had a great time at a quiet local bar.

The next afternoon when we reached Switzerland Christophe was to head south to Marseille and I north towards Basel. We shared a final celebratory snack of Swiss chocolate in Vallorbe, not far from Lausanne.

Crossing the border into the French part of Switzerland meant a few changes to my travel. There were a few more mountains and bigger hills and I could chat in

English with most of the local people. Information for tourists was readily available too. The Swiss have a well organised network of 9 mapped and signposted national cycle touring routes throughout their country, as well as local and regional ones. There were many foreigners, touring on bikes drawn to

this. Direction finding and map reading suddenly became almost redundant skills. Near Geneva I had several choices of path to follow and chose to ride route number 7, through the picturesque Jura. All I had to do now was pedal and look at the views and the signposts! Fantastique! Realising that now I was even a bit ahead of schedule, I had also decided to head for Zurich to visit an old-housemate, and rest for a while before racing in Interlaken.



The amazing Leitra velomobiles, fun to ride too!

Riding through the Jura meant I saw lots of cows, heard many a-cow-bell-a-tinklin' and viewed lovely mountains and hills. The Swiss routes are highly recommended, but be warned, you



Lots of SWB low racers. Most are well worn and used as daily transport too by many European 'benters.

have to climb up and down a few steep passes (eg 610m vertical in 7km). I stayed in some lovely youth hostels, most notably a huge castle near Basel, but mostly camped. From Basel I followed the Rhine River east and then popped over a pass to the south, to Baden and then rolled into Zurich. I was lucky enough to also experience an eclipse of the sun on that final day into Zurich – clouds cleared just in time to reveal one of those under-whelming celestial shows that lots of people get excited about - uh oh, here comes the end-of-millennium comet ;-).

The weather was generally great - I managed to avoid the rain and getting wet - it really only rained at night, when I was warm and dry in my tent or in a hostel. The sun shone every day and the days were warm, sometimes a hottish 30deg C. Two summers per year - just fantastique!

So I rode ~1000km in 8ish days! I survived the “touring and sightseeing” part of my holiday, which also, I guess, was partly “training”. It is difficult to go riding before PBP without feeling awed and getting a bit worried by the distance ahead, but I was now gaining confidence that PBP would be ok. I thought that if I could do Swiss mountain passes with all my gear, I could do whatever hills PBP should throw at me.

More leisurely touring would have been preferred though on my “holiday”, as it was occasionally, all just a bit on the rushed side. Fewer kilometres per day gives more time, of course, to enjoy each day as it happens and to enjoy each place and its people, much more. But it was great anyway - cycling in France is something I'd wanted to do for ages and ages. I'll return to tour in a more relaxed mode someday.

My final thoughts, in hindsight, are that one day, when I'm older and bit greyer, I am going to have people wonder how I ever did ride a Greenspeed race trike across Europe and over the Swiss passes with the camping load and not so low gearing I have. And that's without mentioning the forest trails I pedalled up and down in Switzerland. The trike was fantastic, handling everything well, and the most comfortable HPV I've ever ridden too, even surprisingly when off the bitumen! Two front drum brakes are also quietly reassuring when hurtling down mountain passes at over 70kph. It coped with all that I asked, and that was a helluva lot!

**Technical details:**

The cro-moly steel Greenspeed road race trike, unladen, but with mirror, rear mudguard, speedo and Aluminium boom weighed in at under 14kg/30.5 lbs. 14.5kg with cro-moly rear rack. 18 speeds. 11-34 XT 9 speed cassette and 52/67 chain-ring set-up. Gearing: 29-115 inches. 37-406mm Primo rear tyre and Velocity Razor rim. 37-349mm front Primo tyres and 22mm rims. 20 degree from horizontal seat recline. Two front Sachs drum brake 36 hole hubs laced with 24 spokes each, braked by Tektro levers. 9sp Dura-ace shifters, on bar-ends, operating a SRAM Plasma derailleur, Dura-ace rear 28H hub, shock-cord suspended mesh seat. Fantastique! ☺



## PART 2: The Festival of Human Power in Interlaken, Switzerland (aka The World Human Powered Vehicle Championships!)

August 1999

After my 1000km, see-France-and-Switzerland-by-Greenspeed-road-race-trike-tour from Paris to Zurich, I parked the Greenspeed for a while in Zurich in the basement of ex-Newtown-housemate Kate's pad. This was supposedly to rest before the racing at the Festival of Human Power / World HPV championships. On my first rest day my hosts invited me on a 3-4 hour walk in the nearby forest and hills. Luckily the next few days were more relaxing. Zurich is a great and mature European city. I both strolled around it and cruised it on Kate's bike. Full tourist mode. Fantastic public transport and bike facilities. Great Mex food, margaritas and more beer. Wonderful stuff.

After Zurich I caught the train to Interlaken to watch the human powered boats in action. It looked like they were having lots of fun. Now back on the trike, I did some short light unladen riding, and a quick short time-trial at 38ish km/h along Briensee to see if my legs could actually still move quickly. I relaxed and rested again before the real racing on the Interlaken airfield.

As world championships go this certainly had some quite distinguishing features. The most notable feature was the truly festival atmosphere, where everyone seemed to share the spirit of Human Power as a real solution to the world's environmental and transport woes. The philosophy of the competitors and spectators was also very relaxed, with rides on each other's and demo bikes and trikes being common. And surely it must be unique that World Champions can ride their race bikes, transporting themselves and their gear 1000km or more kilometres across Europe to the event, and still ride a 20km time trial at over 50kph in the heat of competition! It made me wish I could time trial at over 50km/hr – I'd just ridden 1000km across Europe too! The fully faired HPV's were, of course even faster. I was happy to go almost 41km/hr. So, as well as the novel features of these championships there were also the required very high speeds. Hmmm, I guess 200m sprint speeds above 70 and 80km/hr would be quite novel among the "upright-safety-bike" crowd too though ;-)

Those speeds weren't unusual here, even though the 200m sprints were run into a strong headwind. There were all sorts of vehicles racing unfaired in my class, but low-racer short-wheel-base bikes dominated both the results and in numbers. There were at least eight different European manufacturer's low-racers present as well as many self-made machines. Some were

works of art in carbon fibre, kevlar, aluminium and cro-moly. Most were very desirable. All were impressively fast and ridden by obviously impressive athletes. I'd still like to see just how fast Chris Boardman would go on one of these UCI-banned machines though!

Competitors at these Championships raced each other over 20km, 200m, 1000m, 50metres, for 5.5km up the side of a Swiss mountain (500m elevation gain), and in 30plus minute criteriums. Luckily I had to leave for Paris before I got the chance to completely exhaust myself at either the 3 or 6 hour races on the final day. Luckily for my competitors too, as my legs were slowly discovering how to move fast again! In my first race of the week I was 34<sup>th</sup>, and then placed 29<sup>th</sup>, progressing up the field until in my final race I was 17<sup>th</sup>! ;-)

Oh well, maybe at next years HPV World Championships?



Rosemary Bueller just after her 47km/hr 20km time trial.

The Festival was also a drawcard for manufacturers and the innovative. I got a first hand view of the newest trikes, bikes, tandems, triplets, quads, scooters, boats, fully weather proof enclosed human powered vehicles, and electric assist vehicles. Many were already commercially available and in steady demand. Whether you wanted to move fast or carry passengers or hundreds of kilos of luggage there was a vehicle at the festival that was designed to do it. My Greenspeed racer was

luckily one of the desirable vehicles there too, so I could get a test ride in just about anything I wanted just by swapping seats. I shared the spirit and diversity among HPV's with lots of happy cyclists. I had lots of fun and yet again was empowered by the festival of human powered possibilities.

I didn't attend the associated day-long seminar on Velomobile design and assist options, but the proceedings are available from the IHPVA at [www.ihpva.org](http://www.ihpva.org) or [http://www.futurebike.ch/events/wm99/english/e\\_index.html](http://www.futurebike.ch/events/wm99/english/e_index.html). Also see:

<http://www.futurebike.ch/events/wm99/pictures.html>

Peter Marshall on a UK triceXL, and Zach Kaplan on the Festina



## PART 3: Audax Club Parisien's PARIS-BREST-PARIS 1200 kilometre randonneur.

The 14<sup>th</sup> 1200km tour (yes that's what they call it!) of Paris to Brest and back to Paris started at 9:45pm on the 23<sup>rd</sup> of August 1999. I thought that if maybe everything went well, I might be finished in under 70 hours, maybe??? The mantra to chant apparently is that "my body is not telling me to stop, just to eat more - keep eating, drinking and pedalling". I hoped that at least I would be able to finish PBP under the maximum time allowed of 90 hours. The organisers were expecting more than 240 cyclists or about 7% to fail to finish.

So I was again in Paris after a 11 hour trip from Interlaken, arriving the midnight before the bike scrutineering day, sleeping for a few hours on the floor of a bike storage room when Zach Kaplan and I found the hotel's reception closed. I wondered about my preparation. I assembled all the required lights and things necessary for the PBP scrutineers in the morning and road tested the trike in PBP mode on the 15km from the hotel to the St Quentin start. The Audax group is wonderfully unique in that they allow any type of vehicle on their randonneurs as long as its propelled by solely human power, so recumbenteers could ride with the truly masochistic uncomfortable crowd on uprights. Scrutineering was passed and I tried to track down the other recumbent starters. There were about 30 various recumbents in the 1999 PBP, including bikes, trikes and tandems. I rode back that evening to the hotel to try to get a proper sleep.

The next day I was still wondering about my preparation. I wasn't sure how tired the recent touring, racing in Interlaken and the travel was going to leave me. I had a big breakfast again, still trying to build up my reserves.

I was still wondering on the PBP starting line whether I was going to make it. I was trying not to worry about the next 1200 kilometres. I

relaxed myself by convincing myself that I'd already had a fantastic 3 weeks in Europe and I could go home happy after such a holiday. I had relaxed myself also, by eating as much as could in the few hours before the start. In fact I was still eating a French pastry when given the signal to begin pedalling ;-)

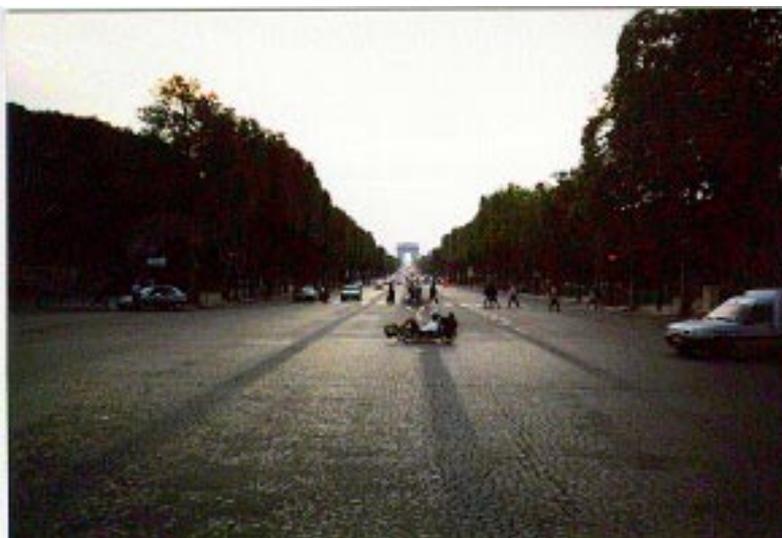
The 1999 PBP began with great weather and temperatures, which were ideal. Starting at 9:45pm with the tandems and other recumbents was brilliant, and allowed me to avoid all the problems and crowding which I hear is a feature of 10pm start.

Surprisingly, but thankfully, on those first few real pedal strokes I sensed that my legs were in great condition. Phew! I changed my plans from starting very conservatively to just spinning along with whoever seemed to be going at my pace. The first night became an exhilarating and wonderful experience – whizzing through the streets and avenues of Paris, sensations heightened by the attention required to pick out the reflective arrows used to mark the route, alternatively drafting or leading a group of tandems and recumbents, with a string of red tail-lights weaving their way into the distance ahead, or a string of white lights behind. I felt great, nibbled occasionally from my pocket stash of whole dried bananas and survived the few expected early morning low spots at about 3am and 5am.

I was having a great time! I rode through that first night with a Dutch guy on a front and rear faired carbon low-racer SWB, and a few tandems. A few tandems were using 6 or 10 watt helmet mounted lights and these were worked well. Surprisingly the English speaking tandem crews I saw were pretty untalkative – bordering on the sombre really, obviously still concerned with the distance ahead. I was happy, even though I'd never done any really serious night cycling before - I'd slept or rested most of the night on my 600km qualifier...but that first night and nightriding was definitely one of the highlights of PBP!

The Dutch guy, Henri, didn't speak much English so we didn't talk much. He just followed along behind our group. But he was just cruising it seems - I lost him after about 130km when I slowed slightly and then stopped to check on my light's wiring

(a loose connection in one was annoying me). But as he passed I realised why he was probably just following - his light was illuminating nothing much of the road he could see, I think, the beam being angled downwards and his front carbon fibre fairing probably obscuring that lighted part of the road. I didn't see him again, but later discovered he DNF'd. Bummer. Anyway my lights worked well from then on – I had a 5 C-cell battery pack powering a Lumotec 6 volt 2.4 watt lamp through a 6.2v zener diode and a remote



Greenspeed and gear mixing it with Paris traffic near the Arc de Triomphe

operated Union dynamo powering a Union HS3 6 volt 2.4 watt headlight as "high beam". Approaching a turn or downhill I would pull the dynamo on. The system worked brilliantly. The Union headlight is superior to the Lumotec and I would have used two of them had two fitted on the trike's derailleur post. The Lumotec lamp was designed so that the bulb could be instantly changed without tools though which is an advantage. I used two 5 LED red rear lights. Duplication is good.

I stopped at the first feeding station at 141km to refuel, remembering the “mantra”...though food wasn’t really that appealing at whatever time it was. I ate some plain pasta and forced down some rice and pedalled off on my comfy lounge again! Soon though I had again to stop to replace a snapped rear derailleur cable, the 2<sup>nd</sup> to fray on the trike in fewer than 3000km—an obvious problem with the SRAM Plasma derailleur. Luckily that and one flat-tyre from the valve hole slicing the valve stem were the only problems I had in total.

The ride so far hadn’t really seemed all that hilly - certainly less so than I was lead to believe. My legs were having no trouble with them anyway. The atmosphere and support of the locals was great - the trike and I always got a good cheer ...this was as good as I was told it would be. There was also much interest in the Greenspeed at the controls and en route. Maybe, if there’s a next time, I’ll be able to speak a little more French and answer ALL the questions I was unable to this time round. A lot of people asked how many teeth my big chain-ring had. 67! The people were lovely and friendly!

The weather was still looking ok and it was easy to stay well fed. I found food I liked from the wide array on offer at the controls. The support was great. The kilometres passed easily. I was approaching Carhaix and still none of the upright riders who started 15 minutes behind the “Velo Speciale’s” had passed me. I arrived at Carhaix, not long after sunset, and was surprised to see one of the Lightning fully faired ‘bents still there. It was Andreas Wiegand. The Lightning crew had abandoned him after a mechanical problem had delayed him. He wasn’t too pleased. We chatted for a while. I refuelled. I was trying to decide whether I should go on. The first night had been quite warm and even though it was a bit cloudy out near the coast I left the Carhaix control and headed for the halfway point of Brest sometime after 11pm. I wasn’t sure I was doing the right thing, but I felt a pressure pushing me onto Brest. I couldn’t stop just yet. I was keen to get onto the homeward half of the ride. I rode off slowly alone. At some point I teamed up with David Bundrick on his Rans V-rex and a small group of uprights. Riding with a group at night made things easier. Still, that leg into Brest seemed to take an eternity as the route twisted and turned and climbed and fell an incalculable number of times...

Eventually I arrived at Brest with this little group at 3am ie after 29hrs 15min. I was in good company – David had done two similar 1200km’s (Boston-Montreal-Boston’s) in the US. I think we were the first unfaired ‘bent riders there. It had been a little easier than expected so far. We both had a short sleep of 15minutes or so on the control hall’s floor – never get too comfortable! I was very very happy to have 60 hours left for the return journey, and felt I was well past half way even though I was heading back into unknown territory (my longest ride had only been a 600km). I planned to just cruise back to Paris then and enjoy the ride! David disappeared from Brest. I hung around, ate some more, had a fantastic shower (highly recommended!) to remove the previous day’s sunscreen and grime and wandered around wondering whether I should wait for sunrise, so I could actually see what Brest looked like in the daylight. So I spent 2.5hours at Brest and only had 15minutes sleep! I’d do a few things differently next time! Anyway, I was still a bit hyped and keen to get underway, so I left to ride back just before sunrise.

I didn’t see David at the next control at Carhaix, but eventually saw him again at Tinteniac. I was feeling great and flying along. We rode the next stage or so together again. With less than 300km to go I thought I’d almost be back in time for morning tea, and was still feeling full of energy. I was being accompanied by a few, minor, fun and interesting fatigue induced peripheral hallucinations though! The route felt again like it was circling around on itself. Then around midnight the sleep bug did bite.

I took a caffeine pill to try to get myself to the next control. It seemed to have no effect. I’d found my limit. I had to stop to nap a few times on the trike on the roadside, and was really happy to find a café. I ordered coffee, ate two croissants and fell asleep sitting at one of the tables. I made it from there to Villaines - La Juhel control and considered sleeping there, but again pushed on. I soon needed another nap and so had another longish sleep of 40minutes on the trike, in a quiet forest just after sunrise, and then 2 or 3 more short naps before Nogent Le Roi. I think I could have finished from there but worrying about dozing off in the traffic of Paris I had another sleep in a park in a tiny village on the short last leg. The sleep deprivation stuff was interesting - I’d probably schedule a proper one or two sleeps next time rather than “power napping” as by the time I found quiet enough places to nap my road speed had dropped significantly. Or else I could avoid the “sleepies” somehow by riding fast enough to avoid a third night altogether ;- ) I’d get only two nights if I started with the group at 5am but I liked the 9:45pm start with the other recumbents too much to miss that.

So that was it. I finished in 69 hours 17min, with 55hours 16min rolling time on the computer. Sleep totalled about 4 hours. At the finish the legs were a bit tired, the mind fatigued, and the event just a hazy recollection of moments. The memories take a while to dig out of the haze but are now treasured. The Greenspeed road racer was excellent and PBP was, indeed, a great experience. I flukily timed everything except leaving Brest so that I got to see the whole route in daylight either on the way out or way in. I was very happy to finish well, and again, overall I thought it was quite a bit easier than I’d expected. I owe a lot of that good time to the comfort, aerodynamic efficiency and performance of the new trike.

What did I do wrong? Not much I guess. The only thing I could have hoped for is a bit more sleep before the start. I could have also checked that derailleur cable before the ride. At worst I can complain that I was a little disappointed because my original PBP plans had included building another sleek and beautiful two wheeled recumbent for myself, and completing PBP on one of my own creations. That was the original reason I started building recumbents and I had already completed the 2, 3, 4 and 600km qualifying rides on my self-built recumbent bikes. I was sidetracked from this by Ian Sims’ enthusiasm. He convinced me that a Greenspeed trike would make a fantastic choice for PBP. After a few rides on the new trike I thought the same. Perhaps even the best choice I thought. I’d let Ian Sims design and build me the best, most comfortable long-distance HPV in the world... I guess there wasn’t any real harm in that, but one day I will get around to building that perfect two wheeled machine... ☺

**Technicalities of the PBP gear I wore/carried:**

Greenspeed GLR road race trike. Netti knicks, Netti short sleeved top, spare Netti long sleeved top. Netti leg and arm warmers. Spare socks, thermal long sleeved top. Rainjacket and r a i n p a n t s . Reflective vest. Fleece gloves.

Remote operated Union dynamo + Union HS3 6v2.4w light, Lumotec 6v2.4w light and alkaline 5xC-cell battery + "back-up" 5xAA-cell alkaline battery pack (used on third night). 5(extra) spare AA-alkaline batteries. Luggage: Underseat "drybag", containing clothes. Small "bum-bag" looped behind seat with brevet card, wallet and tools etc. 4 spare front tubes, 2 spare rear tubes, Spare derailleur cable (I bought another at a control). Topeak 16 function multi tool, 2 tyre levers, miniature Swiss army knife/scissors, spare bulbs, one front and one rear spare tyre. Sunscreen, money, credit card, and wallet. ☺

Apologies if this all sounds like an advertisement for Greenspeed. I hope you understand that I do quite like the trike ;-)

Other stories / PBP experiences at:

- <http://www.carnall.demon.co.uk/pbp.htm>
- <http://www.halcyon.com/peterson/pbp.html>
- <http://homepages.tesco.net/~charlie.lloyd/pbp/pbp.htm>
- <http://www.audax.org.au>
- <http://www.bgcycling.org/BRM/English/links.html>

Ian on the Greenspeed GLR studying closely the sleek rear fairings on the SWB low racers during a heat of the criterium



A innovatively designed electric assist scooter bike.



A fully suspended NOLL low racer, single strut fork and cool rear fairing.



**For Sale**

1/ Dutch built Rolandt Superb, in excellent condition, painted silver, 5 speed derailier with a two speed hub. Its got 26 inch rear wheel and 16 inch front but I have the original metric wheels as well, it has a glass fibre bucket seat with a sheepskin cover and I am open to offers. Alan Naber Perth WA Ph 089 332 3956 Solar bike race and Canberra 6/12 hr race email [anaber99@hotmail.com](mailto:anaber99@hotmail.com)

2/ Greenspeed short wheelbase bike, rare mid-drive, Sachs New Success pro road double derailleurs and crankset, 35 speed wide range/ close ratio gear system, Sachs alloy-hub drum brake system front and rear, above-seat steering, all-Reynolds 531 custom frame with powdercoating and mesh 30-degree seat, excellent condition, retail price is \$3700, make reasonable offer. How does half price sound? This is a very responsive, fast and sporty bike; lighter, more aero and more practical than a trike. Private sale. Please email Grant Sellek in Adelaide [grant.sellek@transport.sa.gov.au](mailto:grant.sellek@transport.sa.gov.au)

## Coming Events

### WA HPV

The meeting place for Fremantle recumbent riders is every second Sunday at 9:00 AM at Gino's Cafe on South Terrace, Fremantle (it's on the cafe strip). If you are in the Perth area and have a recumbent or are interested in recumbents, be there! We're there a couple of hours eating breakfast, drinking cappacino and talkin' bents. E-mail Geoff Law [geofflaw@bigpond.com](mailto:geofflaw@bigpond.com) or Gary King [ocean@wantree.com.au](mailto:ocean@wantree.com.au) if you have queries.

### Queensland Recumbent Enthusiast Group

Contact Ray Hembrow 20 Murchison St Carina 4152, Brisbane 07 3843 2729 after 6.00 pm or email David Johnston [davej@ecn.net.au](mailto:davej@ecn.net.au) or Darryl Shells [shelco@adlink.com.au](mailto:shelco@adlink.com.au) Ph 0732033025

### Tasmanian Recumbent Enthusiast Group

We're into 2000 and still haven't really got any activities planned as quite a few of our members have been spread over the State. Contact Timothy Smith 143 Upper George St, Devonport Ph 0364234559 [timotsc@vision.net.au](mailto:timotsc@vision.net.au) or Richard Hoad Ph 0362787247 in Hobart.

### OzHPV Canberra

Rides are held most months. Email Peter Heal [heal@cyberone.com.au](mailto:heal@cyberone.com.au) or Duncan Cleland [duncan.cleland@opensystems.com.au](mailto:duncan.cleland@opensystems.com.au) for more details.

### Adelaide Recumbent group

The Adelaide recumbent group has gone into suspended animation, since its leader (Ian Knox) and acting leader both moved out of town. Direct your requests to Grant Sellek [grant.sellek@roads.sa.gov.au](mailto:grant.sellek@roads.sa.gov.au)

### Sydney Recumbent Riders

The Sydney Recumbent Rider's social gatherings, rides and demo days are usually held on the 3rd Saturday or Sunday of every EVEN month. Contact Ian Humphries. (02) 9550 2805 (home) (02) 9845 3988 (w) [IanH@nch.edu.au](mailto:IanH@nch.edu.au) (SRR meetings have been held since September 1996)

Sunday 20th February, 9-11am at the cafe on Grand Drive in Centennial Park. 5 minutes ride from Central or Bondi Junction railway. Gatherings cancelled if raining at 8am. Phone Ian Humphries if unsure or needing more details. (02) 9550 2805 (home) (02) 9845 3988 (w)

### Melbourne Recumbent Riders

Meetings: Held at the start of every Vic HPV ride, usually 10am sharp with ride starting at 10:30 sharp. 1 person or group to organise ride and route and to be ride contact for that month. Ride contact may decide on the morning of events to cancel because of rain. Phone number of ride contact to be included in emails out to members. Overnight rides seen as viable. Suggested Dates are usually 2nd Sunday of the month.

Discussion of a "downhill day" with a large trailer present to take bikes and riders up to the top of the hill. Suggested venues were Arthurs Seat or Belgrave. (Charge \$15 or \$5.00 for OzHPV members? SN)

Sun 13th February: Capital City Trail, Ph Adrian Gotts, Ph 9583 5092

Sunday 12th March: Belgrave area, Ph Frais & Paul, Ph 9754 3590

### SunRace 2000

Friday 11th - Sun 20th February : Solar Car and Electric Vehicle Challenge, 1790 KM Sydney - Canberra - Melbourne <http://www.sunrace.com.au/>

### Wonthaggi HPV Grand Prix

Sat 18th - Sun 19th March: Further detail can be obtained from Peter Hanley Assistant Principal of Wonthaggi Secondary College (5672 1344) Applications are currently being taken. <http://www.wonthaggisc.vic.edu.au/>

### OzHPV 6 hr Challenge

The 2000 Six Hour Challenge will be held on Sat 25th March (day before daylight savings) will be 12 hours 7am-7pm with (9am-3pm) shorter challenge within it. Venue yet to be established - probably public road circuit.

## Solar bike race and Canberra 6/12 hr race by Chris Curtis.

As I announced at the HPV Challenge, I've been thinking of running a solar bike race in Canberra later this year. What I have in mind is something very low key with minimal organisation required. The race would be conducted on a closed circuit over two days for probably six hours each day. The winner would be the solar bike that completed the greatest distance over the two days.

This is not much different to what we have done in the past for the 6 hour race. Since I only expect half a dozen solar bikes and no-one was leaping up at the AGM offering to organise the 6 hour race, I was wondering about combining these into a single event. This would be held during the August school holidays so the school solar cycle teams from South Australia could come.

The advantages in this are:

- we have someone to organise an endurance HPV event this year.
- increased numbers will reduce the costs of entry to each participant.
- it will provide an interesting comparison of pure HPVs with power assisted vehicles. (this would be a good point to hang publicity off)

*continued on page 10*

# Human Powered Vehicles 99 CD

OzHPV is now selling the new 1999 HPV CD. Get you copy for \$35 by contacting Ian Humphries [IanH@nch.edu.au](mailto:IanH@nch.edu.au) (02) 9550 2805 (home) (02) 9845 3988 (w) . The Web site at <http://www.liegrad.com/html/hpvc99.html> says:-

'As with the former two HPV CDs ('96 & '97) (ED available from Greenspeed) I have tried to compile a comprehensive overview on the HPV-scene of the last one or two years. On this CD you will find websites and pictures of several events and races, HPV-enthusiasts, manufacturers and shops.

I used two sources for this CD. First I got many pictures and texts from HPV enthusiasts. Secondly I copied pages from the Internet. Not everybody has reasonable priced internet access, hence you find HPV-related www-pages on this media.

This CD is HPVware which means it may be reproduced by the official HPV chapters which are associated with the IHPVA or by other HPV-organisations which need to get authorisation from me first.

For their service they are allowed to charge an appropriate fee. If you want to make a copy of your CD to give to a friend and "spread the HPV gospel" you may do so, I would appreciate if you would make a small donation to your local HPV chapter, or me, to cover production cost, though.

There is a good chance that there will be a next edition of the HPV CD by me. I could not fit all the material I have collected on this CD. So I might just as well make a CD with the left-over data, which is PDF-files and small digital movies, plus then new photographs from the HPV World Championships 1999 in Interlaken, Switzerland. Watch out for further announcements. If you want YOUR pictures, webpages, etc. included on the next CD, please contact me. [hpv-cd@liegrad.com](mailto:hpv-cd@liegrad.com).'



## Continued from page 9 - Solar bike race and Canberra 6/12 hr race

- from the solar cycle race point of view, it gives a bit of credence to it having the name of an incorporated body (OzHPV) behind it, and hopefully being able to take advantage of the club's public liability insurance.

I can see some potential problems:

- OzHPV members might be philosophically opposed to our organisation running an event for vehicles that are not solely human powered.
- our constitution might prohibit us from promoting an event featuring power assisted vehicles.
- our insurance might not cover an event featuring power assisted vehicles.

There will be a bit of a speed differential between the fully faired solar cycles and most of the HPVs, but with a small number of competitors and an instruction to keep left unless overtaking I don't think that this will be a problem.

I would try to keep costs to a minimum and limit expenditure to track hire, radios (if we need more than the club has) and a minimal amount of publicity. I would plan on a realistic entry fee to cover the costs - we can probably charge a bit more for the solar cycles than the HPVs.

So, what do you think? Can I organise the great HPV/Solar cycle 12 hour shoot-out (I must come up with a catchy name for the event) as an OzHPV event? If the committee can get their heads together and give me an answer soon I would appreciate it as I need to get some rules and event info out by the end of January.

If anyone has any suggestions or offers of help for the event they would be most welcome.

Chris Curtis - [ccurtis@sba.com.au](mailto:ccurtis@sba.com.au)  
02 6259 2560 or 0417 105 217

If this Newsletter cannot be delivered please return to:  
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