

HUFF



January - February 2002 - Volume 5 - Issue 1

From the Editor

I had an excellent time at the Challenge and would like to thank all the Vic team for their effort. As you can see, following the AGM I'm still editing HUFF and will also be OzHPV web page editor again for 2002. It was great being able to meet many of you for the first time and it appears to me things are strongly moving forward for recumbents in Australia. While over on Melbourne I took the chance to visit Cycle Science, Greenspeed and the Trisled factory. It was interesting to see quite a few new machines including a rearward folding cross-member trike by Peter Holliday from Cycle Science.

A real highlight for me was also talking to Ben Goodhall who spent several hours chatting over HPV's and his developments in the workshop. Ben appears close to offering for sale his full fibreglass fairing dubbed the Sorcerer and has a new trike design called Gizmo. Hopefully we'll hear more about these in the following months.

The article in the last HUFF about the Greenspeed tandem trike GTV showed an incorrect web address for viewing the pictures - it should have been:
<http://tricolour.net/gtvs6.html>

Timothy Smith - timotsc@vision.net.au

New OzHPV Secretary

I don't have a full report from the AGM held at the Challenge recently but can inform you that most of the positions held on the OzHPV Executive are still the same apart from Damian Harkin taking over from Steve Nurse as Secretary. The postal address for OzHPV will be now 1 Court Street Yarraville 3013 VIC. Damian is also taking over coordination of the monthly rides and social gatherings for the Melbourne Recumbent Riders plus the VicHpv website.

Greenspeed OzHpv Challenge 2001

This year's Challenge was held at the Victoria University track in the Melbourne suburb of Werribee: it's a good place for the event with sealed & dirt roads and a massive skid pan all available for use and closed to other traffic. We attracted 41 entrants and a small but enthusiastic group of spectators. As a keen recumbent rider, being at the event is like coming home. In everyday life, recumbents are the exception but here they are the rule!

During the challenge I was racing (OK, taking part) in events as well as entering points scores into the computer so forgive me if my impressions are a bit blurry.



Road Race

We line up at the start. It's a bit like the whacky races with virtually every bike and trike different. There are faired recumbents, uprights, long and short wheelbase bikes, tandems, a back to back tandem and trikes of every size & shape. There is even the fully faired Greenspeed tandem trike that went from Darwin to Adelaide in a little over 7 days. Ben Goodall fusses around for a bit, hermitically sealing John Nicol into the "No. 96" Trisled trike. But soon we are off and pedal as I might some

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of the competitors are pulling away from me. I settle down to a reasonable pace and about a lap and a half in, Trisled and Darwin to Adelaide come roaring past lapping me for the first time. From then on I stick to the left hand side of the track and let the faster HPV's go through. Tim Smith and Darryl Shelswell bag an excellent view of the course – they ride in the race, side by side, chatting as they go along. There are some mounds in the middle of the track and a few lucky spectators have climbed



to the top of them and get a 360 degree panorama for their troubles. All too soon its over, Trisled have done their 10 laps and all the other competitors are waved over to the side at the end of our next lap.

Twin Slalom

This race is not for the “Darwin to Adelaide”, they wouldn't make it through the course which is a tight 50m slalom through orange witches hats followed by a fast straight return, all on a perfectly smooth surface. Lots of interesting races with two Greenspeed tandem trikes racing each other at one stage. The HPV's that do well are upright bikes and roller blades, with the final fought out between Andrew Gotts (Roller blades) and Sam Quadflieg (BMX bike) Sam won it.

Meanwhile there is a whole heap of fun being had on the other side of the skidpan. A gentleman arrives with a rowbike and



Glenn Forrest ties a rope to his tandem trike and tows a Dirtsurfer (sort of a scooter without handlebars, www.dirtsurfer.com) and rider around the skidpan. I have a go on Darryl Shelswell's “Hyper Cycle” which is a charming, tiny, short wheelbase, Japanese made recumbent. Michael Rogan shows off his fleet of shiny aluminium trikes which looked very fast and aerodynamic. One of the new trikes on try out was Sammy Vella's “Fine Trike”, made using magnesium-aluminium castings (Sammy is considering commercial production).

For next time

This year the race computer & registration needed 240V power, so were in a shed about 300m away from the track. We need an inverter that converts 12V DC to 240V AC. These are not expensive and it would allow us to have the race laptop computer/printer and all officials located near the track. That would make an “OzHpV Stall” near the track a viable option. Glenn Forrest suggested having camping on-site was important and we all agree! Maybe now the people at the University know us it may be a possibility.

Overall results

There were some data entry mistakes on the Sunday, and to keep consistent with corrected point scores and awards made on the Sunday, overall results have been adjusted to be:

Men's Equal first: **Jamie Friday, Paul Alves, Ian Humphries**
Senior's Equal first: **Ian Hartshorn, Robert Braunsthal**
Women First: **Claire Coleman**
Junior First: **Ewan Nurse**

Congratulations to all the Winners! A full list of results can be viewed at
<http://sunsite.anu.edu.au/community/ozhpv/results2001.xls>

And another equally important result: we promoted bikes & trikes & recumbent bikes as an economical, environmentally friendly and fun means of transport, summed up by Claire Coleman in an email she sent to me “....I don't have a recumbent YET :) “ Steve Nurse - cesnur@eisa.net.au



and from Ian Humphries....

I think I should start by saying many many thanks to the organisers of last weekend's Challenge - twas a good job well done. I enjoyed myself and had loads of fun! My only regret is that I didn't get the chance to race my Swiftlet in the speed oriented events....(to all those who weren't there Michael and I had just been modifying it to make it dismantlable and he was to bring it along to the start but his trailer had some problems and so my trike arrived late ! oh well at least I had my homebuilt "Suitcase Tourer" to ride!)

Congrats to Paul Alves from Petersham in Sydney for winning the overall pointscore...

Anyway I've had some brief discussions about "organising" a small event up here in Sydneytrying to make it as fun as possible so just selecting a few events or one? fun event.... something along the lines of a criterium series for trikes and bikes where we get together for a day and race six times against each other in a kind of points series - perhaps six by 10-15 min criteriums with about 30 minutes or so between each with place getters from the first races starting at the rear of the field i.e. Slowest riders get the best "pole" starting positions? \$10 entry fee and hopefully 10 or so starters? Who is keen?

And umm any chance of another event in Melbourne (i.e. another event soon) and Canberra like this?? If Werribee is only \$50 per day and we aren't so ambitious i.e. cater for ourselves, just advertise it through HUFF etc, forget sponsorship etc, organising just a days racing might be quite easy?? I can get to Melbourne for just \$110 return on the train if I book 15 days in advance...

Hopefully we can find a course near Sydney for \$100/day or so for it. More news as it happens...

And some news from the IHPVA newsgroup:

Nb. Anyone can race at the following event I believe: The European Championship HPV and CycleVision 2002 will be held in The Netherlands, June 28-30 2002.

The races of CycleVision and the European Championship will be combined. To accommodate the European

Championships there will be a major change in the CycleVision program. The traditional 6 hour time trial will be replaced by a 3 hour time trial.

For general information about last year's event, see <http://www.ligfiets.net/cyclevision/english/index.html>
*Information about the location can be obtained at: <http://www.ligfiets.net/cyclevision/english/location.html>

Ian Humphries - ianrjhumphries@hotmail.com

Ed. Pictures of the 2001 Challenge available at <http://sunsite.anu.edu.au/community/ozhpv/2001chalphoto/2001chalphoto.htm>



Review - LoGo Trike

My first close look at a LoGo Trike was on Easter Sunday 2000 when the Transport Department of WA opened the Graham Farmer tunnel in Perth and allowed cyclists to ride the tunnel (normally prohibited) without any vehicular traffic.

It was at this time I decided that I really needed a trike and if I was going to spend some serious money I needed to spend it wisely. Some 18 months later I finally got to place an order for my trike that has now been fondly named Trish.

The LoGo Trike is manufactured in Spearwood, a southern suburb of Perth, by Martin Arnold. In its standard form the trike is fitted with 20" front wheels with drum brakes (recently upgraded to hydraulic disks) and a 26" rear with a 7-cog cluster and 3 chain rings up front. These specs can be varied to suit your preferences and budget.

The frame is very well constructed using aircraft grade chromo 4130 tubing, jig built and tig welded. There is a wide range of powder coat colours to choose from which are applied after being professionally sandblasted.

Seats are open weave Nylex reinforced nylon mesh and is available in a large choice of colours to suit your taste.

Visit Martin's website at <http://logotrikes.netfirms.com> for more detail.

For mine I chose a 7-speed Shimano Nexus hub rather than the more common cluster/derailleur as I felt it would be easier for my wife to use, as I was keen for her to be able to ride it too.

There is the usual 3 chain rings making a good range of gears suitable for most of our riding. I have drum brakes on the front wheels both operated from the right hand brake lever, with the left activating the rear brake unit in the Shimano hub.

The colours I chose were the dulux X15 Orange with a cream seat.

An integrated pannier rack, clipless pedals, two rear vision

mirrors and a flag completed my package. Have a look at my combination at:

http://www.dennis.smith.net/logo_trike.htm

The day I picked up my new baby was as foul as any day could be with howling winds and driving rain and hail. Certainly not the day to enjoy cycling (or is that trike ling?)



Subsequently the trike was wrapped and covered in a trailer for the trip home where it was placed in the garage for a fine spell of weather. Once home

I later added a rear fender and cyclo computer.

In the weeks since, I have covered about 850km and loving it. I have found it to be fun to use and particularly useful for general errands and trips to the shops.

Where I have found it to be really useful is as a commuter to work. I have a mix of cycle paths and road to Perth city where I work in the CBD. A return trip of 38km is an easy task on this lively machine.



It is a stable and solid unit, yet responsive. Positive steering but light enough to be two-finger control when under way. Take the hands completely from the steering posts and the track is true. Yes, like any trike, sharp cornering can lift a wheel. With a little care, this isn't an issue and after a 5-minute learning curve I felt completely at home on it.

Our local 'bent group rides see a mix of various Greenspeed models, Trisled and logo trikes as well as other 'bent bikes. In the rides I have no problems in keeping with them and mixing it with the best so I feel it performs as well as any.

Earlier customers of Martin's have recently bought a second unit and have left on a round Australia trip towing a bob trailer with one. Their original trike has done quite a lot of kilometres commuting to work on a daily basis with nothing more than the usual maintenance needed.



Likes – the competitive price tag, comfort, and convenience, stopping with no balance issues, riding slow through pedestrian crossings, able to look over the shoulder and keep a straight line, the sling seat and comfortable recumbent position.

Dislikes – none really. I suppose if I was to be really picky I could say it is a little rougher than my suspension hybrid, as would be expected, although the meshed sling seat does a wonderful job of support and smoothes out all but the worst bumps.

Wishlist – a full fairing.

At about half the cost of a well-known brand from Melbourne, this is excellent value for money, well manufactured and a very professional unit. Martin is willing to accommodate for variations and personalized changes and/or modification.

They are being exported to customers overseas with glowing reports of satisfaction coming back. If you are in the market for a trike, in my opinion, the LoGo trike is well worth seriously considering.

Dennis Smith - dennis@smith.net

LoGo motion - Motor assisted LoGo trike

ED. This is an article following on from the last edition of HUFF....

We have been running it off and on for about a month, simple friction lever operation against spring loading, good on fuel, no accurate checks yet, top speed about 40 kph, not much in the way of tyre wear, and most importantly, it helps the wife.. This last was the main reason for the exercise, I wasn't really into the idea of producing them for resale, unless someone bought one of our trikes and wanted a motor fitted, then I might think about it.

Greenspeed do or did offer the same motor as an add-on, and I don't hear much about motor assisted Greenspeeds, so I don't think there would be much of a market, and besides the motor used in such a way would bomb out the warranty. A good try and its fun, but maybe not again.

Martin Arnold - 1lesscar@dingoblue.net.au
<http://logotrikes.netfirms.com>



Adelaide Ride Report

On the morning of the 15th Dec, 7 enthusiastic recumbent riders turned up for a leisurely ride from the city to the coast and return. Mind you there were only 6 vehicles. One a RANS Screamer tandem which was piloted by Paul & Kay (a beautifully engineered piece of machinery). Next were 2 Greenspeed trikes owned by Bob (1) & Peter Carter (2) There was Jeff on his WAVEY commuter (a very simple and effective design) along with Tony on his brand new Optima Condor he imported from Holland (26" wheels front & rear) & finally there was myself on my home built 27" front wheel drive beast.

The weather was very kind & provided a 22 deg day. We followed Adelaide's Linear Park shared cycle/ped path to the beach then rode a short distance south to Glenelg where we broke for lunch & chatted. (and answered questions from curious onlookers) We also took this time to try each others modes of transport & take a few photos of the occasion. The ride was deemed such a success the next ride will be in approx. 6 weeks time at our south coast town of Victor Harbor.

Adelaide Recumbent Riders.

Paul Keen - pekay@bigpond.com

Resting - at the Challenge. There is an enormous flat concrete area just asking for some action.



HPV Canterbury

Catering to the needs of the bent community on the other side of the Tasman is HPV Canterbury. Although our group is based in Christchurch (the main city of the Canterbury region), our membership extends the length of the country, from Invercargill in the south through to Auckland in the north.

Those of you who have visited Christchurch will know well why this city has its own HPV club. Christchurch's flat terrain and less hectic roading system, has meant cycles of all types are more likely to be seen here than in any of the other main centres in NZ. This cycle friendly city is also home to a number of powerful cycle advocacy groups.

Summer often sees a crop of touring overseas recumbent riders coming through the region, and we always like making contact with them. Several of the cycles have ended up staying in the country as the riders sell them in order to finance their plane trip home. If any Aussie HPVer intends on touring through NZ, we'd be happy to touch base with our trans-Tasman counterparts.

HPV Canterbury was founded in June 1994, after a series of lead-in events were held for the local recumbent enthusiasts. Our membership runs into the (deliberately vague) several dozen mark and we are currently experiencing a nice steady increase in numbers. A small group of principals run the club, with our admin structure being very flat. All decisions are done by consensus, which we find works very well. The principals have no specific titles as such, although the role of each is fairly clear.



Velocity CLWB design - made by Gavin Keats of Christchurch

Our intent for the club is to foster local interest in HPVs and recumbent cycles but we tailor our activities to reflect the current wants of the HPV membership. Initially this meant running a variety of events such as social rides or informal competitive events, however now we've evolved to a point where our main activity is the production of a number of publications for our membership, supplementing this from time-to-time with HPV events. Recent feedback has been that we should refocus on this part of the club's work, so that will be the aim for 2002.

Our main publication is a bimonthly newsletter, printed in full colour and normally four pages in length. Each issue contains info on new local HPVs, reviews of recent HPV material plus news of overseas records. Every alternate newsletter is accompanied by what we call a Special Issue, which is also printed in full colour, where a single subject is covered in depth. Sometimes it is a written description of an HPV by its owner or designer. Other times it is a technical analysis that's been written up by one of the (many) engineers within the club. One such Special Issue was a both a how-to guide and a technical analysis about conducting roll-down testing. We



University of Canterbury's Tricanter

have been fortunate enough to locate and survey a site on the outskirts of Christchurch that has proven to be an ideal venue for such testing. We've also developed an online spreadsheet that allows our members to process their test data.

A favourite meeting site for us is the Carr's Road Go-Kart Track located on the outskirts of Christchurch. The tracks small size and tight turns make for good racing. The devils-takes-the-hindmost event, which is a multi-lap race where the slowest rider drops off at the end of each lap, is usually run at some point.

In addition to receiving the publications and going to these events, members also have use of our lending library, made up of HPV-specific material and various HPV magazines/newsletters from around the world.

A web site at www.converge.org.nz/hpvcanterbury allows the computer owners amongst us to learn more of the Kiwi HPV scene. There's even a section detailing the membership price for Australian residents.

The bent bicycle has always been the predominate HPV here in the Canterbury region, with numbers fairly evenly divided between the CLWB and SWB breeds. Tricycles are very much in the minority and are probably outnumbered something like ten to one. Streamlined or faired cycles are rarer still. My own cycle, the Red October is a fully-faired, enclosed LWB. It's proven very nice to look at, but riding it is fraught with difficulties and now its used only to gather dust.



Velocity CLWB

When the club first started, almost all of the recumbents in Christchurch were of the homebuilt variety, some being more home-built than others. The makeup of the recumbent population has changed over the years, especially as the imported recumbents started to make their presence felt, although homebuilts are still in the majority. Undoubtedly the classiest of the imported bents to call Christchurch home is the Windcheetah SL. Actually there are FOUR Windcheetah SLs here, these having been imported by a group of local businessmen.

The homebuilt has not been a static breed either, with there being a steady and impressive rise in the quality of this type of cycle over the years. The level of thought and



Trebello, made in 2001

There are a number of NZ-based outfits producing recumbent cycles. Probably best known to Australians are Hotmover. Although now operating out of Brisbane (as well as on the Internet) the two men who originated this business, Hamish

Gale and Phil Metaxas, both hail from Christchurch. The initial work on the Hotmover trike took place here and the actual batch manufacturing of the production frames also takes place on this side of the Tasman. Another local manufacturer, though on a smaller scale than Hotmover, is Velocity, owned by engineer Gavin Keats. In addition to producing the Velocity CLWB, Gavin has created several custom HPV designs. Rebel Cycles is Tony Woodroffe's recumbent cycle business in Auckland. Tony is a prolific designer/builder and has produced a variety of single and multi-track recumbents over the years, including a very successful back-to-back tandem quad.

As regards manufacturers, an honourable mention should also go to the University of Canterbury, which developed the Tricanter recumbent tricycle between the mid 80s and mid 90s. The Tricanter was intended to be built commercially, although the varsity has yet to find a suitable business partner to enable



Janus Quad - a back-to-back tandem with independent drive, made in 1994.

problem solving that has gone into some examples is staggering and quite a few recent homebuilt machines are the equal of anything commercially available. The networking that takes place within the club to find interested artisans to help the homebuilder has aided this immensely.

PRV by Bill Blakie



Most Kiwi bent cycles are of the normal variety, but experimental types have also appeared. Prolific builder Bill LeGros has made a FWD FWS machine, whilst Len Grimwood of Dunedin

The Linear Drive, Fully Suspended SWB built by Len Grimwood



this to happen. In the meantime, interested individuals can purchase detailed building plans for the Tricanter direct from the university.

In addition to these enterprises, a number of our members are quietly working away on designs that they hope to eventually enter the marketplace with. Representative of this group is an Invercargill-based enthusiast, Bill Blakie, who is working on a recumbent tricycle design he calls the PRV or Personal Recumbent Vehicle. Simply put the PRV is a human powered version of a mobility scooter. Bill is now up to the Mk IV version of this concept. Perhaps the PRV's most noticeable feature is the side stick steering the offset location of the steering lever allows for easy access to the seat, great for people with mobility problems. Braking occurs simply by pulling back on the stick.

As mentioned previously quite a bit of networking takes place within HPV Canterbury, and it would be nice if that could be expanded overseas. If anyone wishes to learn more about what is happening on the other side of the Tasman, or has products or services they wish to offer their Kiwi counterparts, then please feel free to contact us. We'd love to hear from you.

Contact Details

HPV Canterbury
P O Box 8890
Christchurch 8004
New Zealand

Paul Dunlop dunlopp@cpit.ac.nz

HPV Canterbury www.converge.org.nz/hpvcantebury
Roll-down Guide - www.converge.org.nz/hpvcantebury/resources/rolldown.html

Hotmover www.hotmover.com

Velocity - www.southern.co.nz/~velocity

Rebel Cycles Tony Woodroffe, phone + 64 9 298 0228

Tricanter - www.converge.org.nz/hpvcantebury/resources.htm#Plans

Bill Blakie - bill_blakie@clear.net.nz

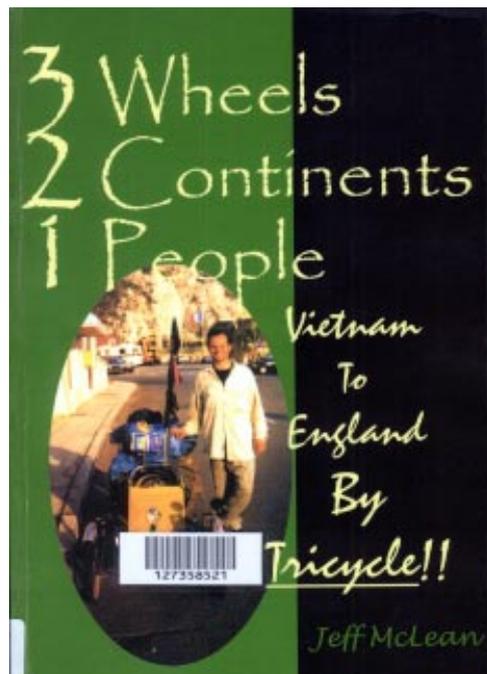
Participants lining up for a race at a recent event at Carr's Road Go-Kart Track.



3 Wheels, 2 Continents, 1 people

Vietnam to England by tricycle By Jeff Mclean

You may have come across this book as it was mentioned in a past HUFF by Ian Sims but I thought I'd read and write a short review for your interest. This is a delightful story of one guys 13 month world wide adventure on a 26/20 Greenspeed trike.



16,000 is a long way to ride, especially through the countries traversed and it becomes obvious Jeff is very taken back by the different cultures. A common thread is the helpfulness and generosity of people no matter the culture debunking many of the myths we have grown accustomed to.

Jeff has an excellent writing style that is shown in his very openly honest reflections, both positive and negative where he usually doesn't take himself too seriously. If you're ever thinking of tripping on a recumbent through similar territory the book is a must. It's not only a good story but would double as a very handy travel guide, especially in some of the trickier countries experienced by Westerners. The equipment used is very

common on many recumbents EG Tioga comp Pools and it's educational, reading real-world/harsh experiences on how these perform.

Right through the book I couldn't help thinking, what difference did it make being on a recumbent, especially a trike as opposed to an upright bicycle. To be honest I'm still not sure but when looking at the distances covered I can't help thinking he covered a lot more ground than what would be possibly with the same ease on a 'normal' bike. The back of the book lists major distances covered with time and average speed and it's not uncommon to see close to or over 200 k/s per day. Surely it must have eased the riding in headwinds and given more comfort in the saddle but it also appeared to cause enormous (and usually unwanted) interest by the locals that occasionally ended in friction.

Would I recommend this book – too right I would. I've read quite a few cycling touring books this year and this would have to be by far the best so far.

\$25 available from Greenspeed.

Timothy Smith - timotsc@vision.net.au

Tri-Sleds' Back to Back Tandem

The picture shows Tri-Sleds' fully faired, back to back tandem being pulled over by the cycle police on the exit ramp of the Burnley subterranean freeway tunnel in Melbourne, Australia.

It would seem that it accidentally clocked up 110km/h on the downhill side which was a 60km/h zone. Cyclists are not permitted in the tunnel, however there was some question about how to classify the Tri-Sled. The cyclist policewoman and bicycle advocate [Name Withheld], was seemingly as surprised as we were. She kindly let us go with a stern warning.



It was the first and only time we managed to spin out it's 180inch top gear (which I fitted more for entertainment than any practical reason) A big thanks goes out the Critical Mass Melbourne who ensured our run was safe from traffic.

Ben Goodall - Trisled. <http://www.trisled.com.au/>

Around Australia - Recumbent Style

Having just received my Nov/Dec 2001 Huff in the mail I thought that members and readers may like to know that my wife and I are touring Australia by recumbent trike. We started on Nov 1, and have worked our way down to Albany via Pinjarra, Harvey, Donnybrook, Kirup, Boyanup, Nannup, Pemberton, Northcliffe, Shannon Nat Park, Walpole, Parry Beach and Denmark.

For those interested, our web site contains all the info and daily diaries etc, and can be found at: <http://www.geocities.com/andrewhooker59/CycleTouring.html>. We are touring on our LoGo Trikes and towing a Bob trailer.

Andrew & Joanne Hooker - andrewandjoanne@bigpond.com

Please remember not to send us pictures, big files or e-mails with graphic backgrounds as downloading them costs us lots on the mobile phone internet connection to get them.

XR2 in the Australian World Solar Cycle Challenge 2001

I just got news that the Solar Cycle team that built one of our XR2 recumbents won the Australian World Solar Cycle Challenge 2001 in their category ("Class-B" for unfaired recumbents). They came in first in their category, and third overall, behind two fully-faired recumbents ridden by professional cyclists (our team was made up of untrained high school students). Info on the XR2 in the race is available at:

http://rqriley.com/xr2_solar.htm
Naturally, I'm pretty pumped over it.

Robert Q. Riley

Info of the team at <http://www.tne.net.au/balestrn/index.html>



For Sale

* Greenspeed Bike, 35 gears. 20" front and rear rims. This bike was a special build with the seat layed further back for less wind resistance. Above seat steering, excellent condition, Green, \$1800 firm. Ken Mead Adelaide Ph 040252 8563 klmead@senet.com.au

* BikeE CT XL (red) for sale, excellent condition. Location Perth. \$980 firm Phone 0894463196, 1800800906 (freecall) or 0407463196

Geoff Law - Geofflaw@bigpond.com

Demise of the RAVEN HPA Project

It is with great regret that I must announce that the RAVEN Project is shutting down. The numbers have caught up to the project and there just aren't any more resources available to for us to continue. At the end of the year our lease expires and there is just enough money to cover that debt.

My financial position does not allow me the option of continuing any further and the RAVEN will require another \$300,000 to complete. There are structural deficiencies which necessitate making a new set of wings before any record attempts can be made. Without a new set of wings the chances of flying the distance is low. Too low to risk.

Interest in the RAVEN Project has been strong world wide. I receive queries and best wishes daily. Alas though, all support received has been moral there have been no offers of financial support. Repeated attempts to secure major sponsorship and funding have been to no avail.

We will attempt to fly the RAVEN one time before year's end. After the end of the year, I will do what I can to distribute what ever resources remain so the lessons learned from the RAVEN will not be lost. The RAVEN is a sound, well engineered airplane. We just couldn't build it on the budget allowed.

Paul Illian
RAVEN Chief
Engineer

ED. This is a USA project that had great potential and one of the few current HPV projects.



<http://www.ihpva.org/Raven/>

Dungog PedalFest

It's high time I got in contact to congratulate you on the HUFF magazine and to assure you I have at last paid my subscription.... The magazine seems to come out with remarkable frequency and consistently interesting content - you do a great job. I'm sorry I can't get to the Challenge. I was a regular fixture there for several years when it was in Canberra but Melbourne is just too far away.

My main cycling input for the year is organising Dungog PedalFest - a celebration of cycling for people of all ages and abilities, over the second weekend in September each year. Next year will be our seventh PedalFest and will run from 13th-15th September 2002. It's an event that has always attracted a few HPVs but we'd love to see lots more! So perhaps through HUFF we can spread the word.... There are superb road rides on both the Saturday and Sunday, on quiet country lanes with fresh cowpats and the odd rickety wooden bridge. It's fabulous cycling country with some great roller coasters where a bit of minimal wind resistance sends you flying down and most of the way up again.... HPV heaven!

We do have a web page - <http://www.barringtons.com.au/pedalfest/> - so you can get more details there.

Ken Rubeli - luddite@wangat.com.au

Trikes CD

This is the latest HPV related computer CD-ROM out at the moment. It is an attempt to include as many commercially available recumbent trikes (and a quad or two!) as possible including pictures, video and reviews.

Be sure to get your copy from Greenspeed for \$20.

<http://www.trikescdrom.com/>

If this Newsletter cannot be delivered please return to:
OzHPV Inc
1 Court Street
Yarraville 3013 VIC

