

From the Editor

There seems to be a lot happening in the HPV scene in Australia at the moment - maybe it's just start of year business but I do sense a degree of enthusiasm that wasn't so apparent before which is great.

Some may not be aware that there is a OzHPV members only page (it's not presented anywhere on the Web pages) that lists information you may be interested. EG minutes. <http://sunsite.anu.edu.au/community/ozhpv/members.htm> The Events page is also updated regularly, sometimes daily so worth also checking out at <http://sunsite.anu.edu.au/community/ozhpv/Comingevents.htm>

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OzHPV Public Liability Insurance

Public liability insurance premium increases are being reported in the press every day.

Probably the biggest risk to OzHPV's viability is the potential loss of an Insurance company prepared to even offer Public Liability Insurance to OzHPV let alone one that charges a huge premium.

OzHPV's current Public Liability Insurance policy expires 30th September 2002. It is uncertain if the existing Insurer will be renewing covers for sporting clubs like us under the scheme.

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The development of the World Championship race trike!

This article includes a very brief comparison of the Swiftlet, the Greenspeed GLR and the ICE Micro, a discussion of rear and full fairings in carbon-fibre, corflute, and polycarbonate, my opinions on triking in general and possibly my future triking plans...

In all the trike riding I have done I have decided that I like trikes for:

1. Racing other trikes.
2. For the longer sillier Audax events where night riding is almost a necessity and a trike's three footprints make fast riding more reassuring and
3. Hooning or bumming about on cyclepaths, including slaloming around trees, pedestrians, (anything stationary or mobile really) and chasing dogs....



This is balanced by my dislike of car dominated societies which mean that I don't really like riding trikes in any sort of urban environment without separate cycle paths and lanes and must confess here that I still like to tour and commute and even do the shorter faster Audax rides on a higher SWB two wheeler recumbent. I like the relatively better speed, more "social" height and

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better ability to avoid potholes, the simplicity of a well designed and good handling two wheeled recumbent and again the extra height which allows a better view of the surrounding world.... I just feel I am missing a good part of the view even on my highest touring trike - I can't see half the stuff others do on SWB bikes when we ride together :-(. Of course my preference for a SWB is countered by the fact that there aren't a lot of good SWB recumbent bikes around. Lots I've seen and ridden have been pretty poorly designed (rant over ;-). But getting back to trikes though ...

...I started thinking about trikes as a serious option for long distance Audax rides prior to the Paris-Brest-Paris Audax ride of 1999. For that ride Ian Sims of Greenspeed discussed with me the development of a new lightweight Greenspeed trike model which came to be known as the Greenspeed GLR. Greenspeed did a fabulous job of building a prototype which worked excellently at the first attempt. Great guys who know what they are doing with respect to trikes and do it extremely well. It was an excellent choice for my first PBP with many hours of night riding on unfamiliar roads and is a fantastic HPV for fast lightly loaded audax-type touring! The GLR remains firmly on my all time list of favourite ie fun HPVs.

In the week prior to PBP 1999 though I also raced the GLR at the World HPV Championships aka "The Festival of Human Power" in Interlaken, Switzerland. Those championships were very eye-opening for me as around that time the low racer SWB had come to be seen as the speed machine of choice and several permutations appeared there along with their very sleek tail fairings. I was surprised that there were just tons of them there from all over Europe being raced by people who really wanted and expected to go fast! (I had already built a SWB low racer myself but it was, of course, back in Oz). On the night before the first race I built my first ever tail-fairing using a foam camping mat in an attempt to bridge the "development gap" which was clearly evident.

Needless to say that although the GLR was at that stage probably the fastest of production trikes, and was well set up and fairly ideal for the fast road riding of PBP, it did not appear really competitive with the sleeker rear faired two wheelers whose racers had honed and tuned their vehicles over numerous championships across Europe. I believe the GLR lacked the appropriate aerodynamic aids of a proper tail fairing and wheel/spoke covers to be truly competitive in those circumstances...but I was there just to experience the event and have fun prior to my main goal of having fun during and um...finishing PBP. The GLR also of course probably could have used a better engine too as this one isn't nearly as fit as it used to be.... and a bit of fast proper race training might have helped too. I instead prepared myself for long distance riding as I was sure I would need that preparation for the final 600km of PBP if not the first 600k!

So when in early 2001 I decided to again ride at the World HPV Championships I intended to originally compete in the races which were certainly again to be dominated by two wheelers on either my dear old SWB low racer (aka Golden Rough or Flying Furniture #2) or a new "packable" two wheeler SWB low racer I had planned and started building....that is until I heard that there would be a multi-track class for trikers at the races in Brighton as per BHPVC rules! I could foresee some fun trike racing in the spiritual home of trike racing. (I'd noticed that there are always several UK riders in PBP on both recumbent and upright trikes - PBP 1999 was no exception). In the end though I was a bit disappointed that there weren't more trikers racing in Brighton and must say that I think the new home of the race trike is now in Australia! We have lots more trikes racing here and some huge trike only race events.

So with Brighton looming, the ideas, concepts and mental notes in the "if I were to build a very very fast trike" file in my head were drawn out and discussed with Michael Rogan. Michael Rogan of MR Components seemed a good choice to

begin bouncing a few ideas off as his experience with lightweight Aluminium frames together with his experience of lovely minimalist and effective kingpin steering seemed to lend itself to this project and a few of my ideas very nicely...I also wanted to test an Aluminium frame to see how stiff and light they could be made. Michael was at the



time, he says, looking to get involved in something conceptually stimulating too and of course had a few ideas of his own about going fast, having built a few winning Pedal Prix vehicles...

Our discussions initially indicated we might be able to achieve a trike of around 10-11kgs in Aluminium, a figure which is a bit closer than most trikes to that of the sub 9kg two wheelers which would be racing in Brighton, but we opted for the more conservative and robust of tubing choices in the end and the finished and complete Swiftlet with mirror and speedo weighed in at a still very good 11.8kg. Definitely not too lardy and lighter I believe than any of the other commercially available trikes by a significant amount.....It seemed that this trike would be a great climber, being both light and very stiff...

The ideas we began to assemble included (with a brief comparison with the Greenspeed GLR and ICE Micro):

* Light, stiff and robust race proven Aluminium frame. (MR's other Aluminium speedster, the Ultra Swift trike has been raced for many years now)

* 16 inch front wheels. (like the GLR and Micro)

* 20 inch rear wheel so a long cage derailleur can be used. (and thus like the GLR it has a wider all derailleur range than the Micro which means ultimately better efficiency and therefore performance in my humble opinion)

* Low seat height, narrow track. (lower seat height and narrower track than the GLR, dimensions very similar to Micro)

* Excellent ground clearance of 90-100mm. (lots more than the Micro and double that of the GLR and enough that bottoming out will never be a problem. It is also best to have the minimum ground clearance between or near the front wheels like on the Swiftlet and GLR so that point moves up over obstacles when the wheels do.)

* Padded Aluminium hard shell seat bolted directly to the frame. (like the Micro's hard carbon shell it will be less forgiving over the very long rides than the GLR's always comfy mesh but seemed quite ok none-the-less)

* Kingpin steering with minimal fore and aft arm movement. (necessary which allows a snug fitting tailfairing & promises ultimately better aerodynamics than the GLR or Micro USS handlebar layout where the arms need to move fore and aft and thus limit how snugly you can make a tailbox fit the rider)

* Spoke covers on all wheels. (in this case ones from Flevobike in Holland)

* A good tailfairing shape with large helmet and neck coverage. (a good tailfairing is easier to fit to the kingpin style steered Swiftlet than the GLR or Micro because less arm movement needs to be allowed for)

* Track width of 600mm for stable high-speed descents during EL and enough track width to allow a fairly tight turning circle. The turning circle is not as good as the GLR which is brilliant in this respect but was much smaller than the Micro I tested in Leicester, UK - perhaps the Australian trike races which often demand sharp U-turns has forced the evolution of better-over-all-conditions or "optimum" steering geometry over here?

* A flat aero rider body position for the best aerodynamics - although the Swiftlet is available with various seat angles from 30 or so degrees down to the 10 degrees which mine was in Brighton, my seat has now been repositioned to 20 degrees which I find very comfy even on very long rides! (note I used additional rigid foam padding to make the 10 degrees up to 20 degrees for EL)



Some Swiftlet ideas were obviously extricated from Michael's experience with the Swift and Ultra Swift development, the use of 16inch front wheels from the GLR development, the seat design from my own two wheeler SWB low racer and the flat body position from seeing Sean Costin's Monkey Hand 2 wheeler racer in 1999. The concept of a flat body position and lowered seat height meant that we would need to experiment with shortened cranks to keep the feet low, minimising the total frontal area. This was important as otherwise, with normal length cranks we would need to raise the seat to obtain a similar aero profile and widen the track to add stability. As it turned out the shortened cranks at 145mm worked excellently for me.

Maybe we should have even tried shorter ones for my 181cm height. Short cranks must stir up less air? As with many HPV projects though I think a few more weeks of testing wouldn't

have gone astray! I would have liked to build and test a few tailfairings before I left for the UK and test some 110mm cranks. Even the final "Brighton race version" fairing I used could have I think been improved with a few more edge facets. The Brighton fairing worked though and not too badly! ;-)(and I must thank Tim Costen in London for allowing me to cut the corflute of my rear fairing mostly in his backyard!)

Trikes are also of course excellent to attach full fairings to and certainly have a lot of potential in areas where a full fairing can be of benefit against rain and especially cold, and where there are good cycle paths etc. For my uses though I have come to the conclusion that a trike really does need to be dismantlable or separable so I can get it to the Audax rides I would like to do without trouble. Unboxed trikes mostly might slip fairly easily onto planes at this point, though sometimes not necessarily on the same flight as you, or onto a car roof but they are a real disaster on most bus and train services. I had a few problems getting myself and the Swiftlet to Doncaster, UK for the EL 800km start by train. So after the Brighton races I decided that the tubing Michael had discovered that sleeved over the tubing on my Swiftlet frame should be used to make the frame separable at 3 points allowing the trike to be packed into a bag for travel. Michael was a bit unbelieving when I told him I wanted to cut the frame up after Brighton but has seen the advantages of this now and will offer this "feature" (one frame joint) on future Swiftlets I think.....it will save on shipping costs too for his customers. I have devised a method of folding my corflute rear fairing for travel which allows fairly easy re-assembly at my destination too!

Note that I have now heard that Greenspeed have already manufactured a GLR with one S&S coupler and a removable seat so it can also be more readily transported. That is very very good news... making three very nice choices available for the triker who wants performance and needs to travel (or at least wants to travel more easily with a separable machine): the Swiftlet, the GLR and the Micro.

During the Swiftlet development I also was thinking of the addition later of a full body fairing and the use of the smaller cranks makes the design of such a fairing much easier too. Maybe even a full corflute fairing that I can fold up or a polycarbonate fairing I can roll up? Fairings with big noses you can't really see over must be quite scary on the open road and even on race circuits with quite small hills as the road often disappears from view and side winds will buffet it more too - I experienced all of that when test riding a new fast fairing in December (Ben's). A real shame - problems that the simple use of shorter cranks could have remedied.

With respect to full fairings, it is my current opinion that the "hard" shell trike fairing manufacturers are really barking up the wrong tree. To make a full body glass- or carbon-fibre fairing to carry luggage etc and withstand general knocks etc it seems that they have to be made reasonably heavy or use lots of quite expensive material, or at least they will be expensive and slow to make. I've seen quite efficient corflute and more recently polycarbonate full fairings used by bike and trike

racers. It seems to me these materials and especially the latter have the most potential for general daily use. Polycarbonate is quite light and complex compound curved shapes can be made quickly and cheaply under vacuum in a large oven. Polycarbonate is also relatively cheap, flexible enough to withstand daily abuse and crashes and also even to be "rolled" up into a smallish size cylinder for easy transport to anywhere.

It is hard to beat really and I am surprised that more people haven't tried it for full fairings! It may need a frame for support on the trike but this can be made lightweight and easily removable and dismantlable too. I saw a full polycarbonate shell race fairing recently in Australia and it looked very very promising...

Of course any full fairing should have the head out for practical purposes. It might sound strange to drivers of cars but the need for visibility from a fast moving HPV with often low powered lights at night or in the rain means the rider will always need to avoid looking through a windscreen. It also makes the journey much more pleasant when you aren't being deafened by the rumble and vibrations within a lightweight non-soundproofed vehicle and so can actually hear yourself think and hear approaching trouble. An additional clear polycarbonate bubble over the head ala the Dutch Quest trike can also be used when possible and when you really need to go fast of course.

I really enjoyed helping develop the ideas above into a new trike model with Michael, he was very helpful and great to work with. The final product and the Brighton World Championship results are the final proof of concept and I think the Swiftlet is an excellent machine, at a great price, with great performance potential!

So, ...you might see me at the next 1200km Audax ride of Paris-Brest-Paris on a fully faired trike which fits in a bag or two.....? (Or a nice light SWB with aero tailbox?)

Ian Humphries - ianrjhumphries@hotmail.com

Peter Heals's Lizzard low-racer



Bents can't climb hills. Yea right!!

Of the 1200 officially entered riders in last weekends Audax Alpine Classic, which is billed as Australia's toughest non competitive day rides, there were only 7 recumbents.

Three of us Ian Humphries, Mike Carden (ACT), Bernard from NSW and Pete Heal (ACT) set out on the 200km.

Bec Gib, Karl Nissen & Alex McNee attempted the shorter (but still tough) 130km and 100km rides.

As it turns out Ian and Peter completed the full 200km. Michael and Bernard called it quits after 130km for different reasons. I know Bec finished her ride up Buffalo. I haven't caught up with Alex and Karl yet but I'm sure they completed.

Anyway, the hills were fairly tough but not impossible. I rode the lowracer which now has it's new green tailbox and the 29" low gear.

The only riders that tended to pass me up the hills were the lycra roadie clones all at least 10 years younger than me. They had to be pretty fearless descenders to keep ahead of me down those long hills and generally I sailed past them as the hill flattened out or along the flats.

Ian completed his ride in around 8h50m and I came in about 9h20m, both times include stops for food and water refills.

I had a great time. I'm glad I rode the lowracer and I'm glad I had the tailbox on.

Not surprisingly many of the roadie punks wouldn't even acknowledge the weirdo on the funny bike, although I did have a good "battle with one group of team roadies who would ride away from me up the hills only to be passed again on the descents and flats. The fitting end to this battle was passing the group on the Buffalo descent fixing a flat to have one of the group shake his fist at me.

Peter Heal - heal@cyberone.com.au



Peter Heal's Lizzard with confluence tailbox

Industry News

* Michael Rogan from **Mr Components** has his expanded new website up now with most of his great models featured. Looks good Michael! See <http://www.mrrrecumbenttrikes.com> For anyone interested the 155mm crankarms Michael spoke about at the last OZHPV Challenge have arrived, 110/74pcd and cost \$80 pair.

* The new **Greenspeed** trike models are now on Greenspeed's pages, including the super new GTX. <http://www.greenspeed.com.au>. Also check out the faired tandem which raced from Darwin to Adelaide and the commentary on the cost of solar is worth a read!

* Ben Goodall's **Tri-sled** site has been updated. See <http://www.trisled.com.au>. He also has a few new designs soon available including a shape edit of the Sourcerer full faired trike and the coupling also included on page 12 of this HUFF.

* I (Steve Nurse) was at Ceres today and met a bloke who said that Peter Wilson was selling off his stock of **Wilson Recumbents** for \$300 each. I reckon the Wilson bike is the "De Lorean of Australian recumbents" and destined to be a very collectable bike. Peter rode with the current VicHpV group on its early rides before going on to work full time for a while building these machines.

They didn't sell at the price he wanted, and it looks like he's getting out now. I don't know how many are left, but there's a link & (I believe) current phone number on the vichpv manufacturers page. <http://home.vicnet.net.au/~vichpv/Manufacturers/Manufacturers.html>

* **Ian Humphries** will be importing new M5 recumbent bikes for sale. M5 recumbents, from Holland, are acknowledged as the fastest in their respective classes with 7 world records to prove it, M5 make very very beautiful bikes. Dual suspension and touring models too with 81+litre pannier capacity. M5 make the lightest production recumbent in the world too, the featherweight 8.5kg Carbon Low Racer - a work of art. Contact Ian Humphries email: ianrjhumphries@hotmail.com (02)9550 2805 if you'd like to see and test ride them.

Recumbents available direct to the public in Sydney at last! Ian's web pages up soon! But see <http://www.m5-ligfietsen.com> for info on M5 bikes.

Ian goes on to say

This is just a short note to advise you all of my intentions to begin a very part-time business to import a few overseas recumbent bikes into Australia to sell. Not everything is in

place yet but it is getting there. It will be a very small business and I expect to make very little profit but as you all know I do believe in the recumbent bike, ride them everywhere and promoting them is reasonably simple if you believe in your product. I have chosen some excellent designs from overseas and feel these will enhance the reputation of recumbents in Australia. I won't be promoting any bikes I think do not work well. I will let you all know very soon which bikes I will have available as I finalise the arrangements with the manufacturers, but I can mention that one manufacturer is M5 (see www.m5-ligfietsen.com). I will have several of their products. M5 bikes, "the fastest bikes in the world" have an enviable record in races and many have been designed for touring and commuting too. They make, at 8.5kg, the lightest production recumbent in the world too!

I will also be importing a few Airnimal Designs folding "Chameleons" into Australia through my friendship with the co-designer of the Chameleon, Richard Loke in Cambridge. See www.airnimal.com. These will cater for travellers and long-distance Audax riders who have not yet decided that recumbents are a good idea. It is a very good upright design, only 10kg in weight, with rear suspension and carbon fibre forks to enhance comfort. It can carry a heavy 4 pannier touring load well too.

The first bikes I will import will be available at excellent "promotional" prices, certainly below what you would expect to pay. Email me for a guide to the prices.

I hope that by making some bikes available in Sydney and therefore Australia I am promoting recumbents in general. It shouldn't hurt anyone else's business in Australia and hopefully will help everyone by promoting recumbents more fully in Sydney. Many people who want a recumbent but don't want a trike don't have that much choice at the moment. I'm certainly not looking to take away business from anyone else as these bikes will fill their own niche. There are just too few well designed SWB bikes available here I think. I am also inspired by not having an income at the moment but this just means I will be using my savings and selling bikes from home. I expect my profits will be as small as everyone else in the industry but hopefully I will have some pocket money to continue tinkering with my own designs!

I will have a website up and running shortly.

Ian Humphries - Fast and Comfortable bikes

Ph (02) 9550 2805 - email: ianrjhumphries@hotmail.com

* Fine Trikes

Over recent years, the Tadpole Recumbent Tricycle has proven itself a wonderful alternative to the standard bicycle. It requires no balance to use, so you can climb hills at very low speeds. The ride position is simultaneously relaxed and aerodynamic. And when you get to where you're going you have a comfortable lounge chair at your disposal!

The Fine Trike has a construction unique to Australian made recumbent trikes. Mechanical parts including steering/brake assemblies, rear wheel mount and rear swingarm pivot are all custom cast and machined from magnesium / aluminium alloy.

The wheels roll smoothly on fully sealed, maintenance free industrial roller bearings. Coil over shocker, monotube suspension is standard, ensures a comfortable ride over most terrain and allows quick removal of the back tyre for service.

The finished trike looks stunning - bright powder coated steel next to cast alloy and is sound and robust.

Specifications:

Frame Material: Chromolly Steel Tubing
 Seat: Weave Mesh, ~ 45 degree angle
 Track Width: 800mm
 Wheelbase: 1050mm
 Weight: 25kg
 Ground Clearance: 150mm
 Brakes: 100mm dia. front drums
 Wheel Sizes: Front 20", Rear 20" or 700C
 Typical Gearing: 21 Speed Derailleur, 11-34 Screw on Cluster, 54-40-30 Chainring
 Rear Suspension: 75mm travel at wheel.

Fine Trike with 700C Rear wheel and rack



Features:

- Safety Flag Mount Point
- Mirror
- Optional Integral Rack
- Powdercoated Finish (Choice of Standard Colors)
- Velocity Alloy Rims

Contact

Sammy Vella, S.J.V. Engineering
 23 Sturrock St., Brunswick East, 3057.
 Phone:(03) 9383 7888, Fax: (03) 9383 6578
 Price Range is from \$4200 inc.

Continued from page 1 -
OzHPV Public liability Insurance

It might be the risk manager in me, but I feel we need to do something about this issue now or when 30th September 2002 comes along OzHPV will not be able to run any further events.

Can I suggest that the following needs to be done in an effort to avoid this scenario?

1/ The OzHPV Secretary or Treasurer contacts Sportscover now and enquires if the existing Insurer of the Sportscover Scheme is still renewing Public Liability covers for associations similar to ours (ie: cycling clubs) and if so at what sort of increase in premium.

2/ Those organising “events” during 2002 factor in at least a 100% “profit” on event operating costs to allow for the potential premium increase that is bound to come in September.

3/ It may be sensible in light of the above, to run the 2002 Challenge prior to 30th September 2002, so that we can: a) Run the event and b) put away some money from sponsors and entry fees to pay for the insurance renewal so future events can take place.

Just some thoughts for discussion.

Peter Heal - heal@cyberone.com.au or Ph 02 62884103

This is the banked hotmix asphalt track in Queanbeyan. The track is marked every 5m and is 440m around. There’s a slight change in elevation from one end of the track to the other.



Free Speed!

Below are some photos of the new tailbox on my SWB bike. It works very nicely with the additional shoulder sections seemingly adding a few more kph. More testing needed to fully quantify results though. It sorely needs a head section to reduce the drag behind the head and helmet (easily added for racing I suppose) and I could also enclose the underneath too but the air below the seat ie around the wheels etc is pretty turbulent anyway. I seem to have most of the drag reduced though. Finally I seem to have worked out how to add the facets at angles to each other!

Thanks to Pete Heal for showing me how to bend corflute with a heat gun, with that it now hugs my torso and shoulders nicely too for no gaps between rider and fairing! (This is possible on a bike but unfortunately not on a trike as you have to be able to lean outwards on a trike).

If anyone wants a fairing built for them please just let me know! To earn a bit of pocket money for myself, I’d be happy to build one for anyone, bike or trike, if you can give me your dimensions. The fairings can be folded up for travel or postage. Otherwise experiment for yourself - it can sometimes only take a few days to work these things out sometimes - sometimes months though... ;-)!

Ian Humphries - ianrjhumphries@hotmail.com



Ian Humphries new corflute tailbox



OzHPV Track Racing Queanbeyan Park NSW Sunday 17th March 2002

Canberra OzHPV presents a day of track racing for recumbents and other human powered vehicles.

Location:

Queanbeyan Park, Campbell Street, Queanbeyan, NSW (behind the Court House/Police Station on main road through town)

Track:

The Queanbeyan cycling track is a slightly banked and very smooth asphalt track surrounding a cricket oval. The surface is in very good condition.

Programme:

8.30am - Registration

9.00am - 1 lap time trial (440metres, 1 lap flying start)

10.00am - Lap race - Juniors & Women 30 mins, Rest 45 mins

11.30am - Team Pursuit – 10 laps / 4,400m (3 riders per team)

12.30pm - Trike Madison ☺☺

1.30pm - Handicap race – 3 laps / 1,320m

* Other events to be included as necessary on the day.

Entry:

Available on the day prior to first event.

Entry

\$5 Junior under 15 years. \$10 for everyone else.

Classes:

Junior – Under 15 years

Ladies

Stock – No fairings or tail boxes

Part Fairings – Partial fairing/ tail box / wheel covers etc.

Full fairing

Hand Cranked

**Classes could change dependant upon entries on the day.

More Details

Contact: Peter Heal, OzHPV Inc. Phone 02 62884103 H



Albury/Wodonga Recumbent Ride

On a warm Saturday morning on the 19th Jan. 2 trikes and 1 clwb bent bike started the ride along Bungabrawatha Creek in Lavington via cycle paths mainly to meet up with Steve Seller in Wodonga for a relatively easy ride around the cycle paths in west Wodonga. On a Kotzur trike Albert Settle, who commutes 10k daily rain or shine, Ron Hammond on his Radius (German) and not a regular rider and my White Trike with sun/rain cover.

We cruise the path which is almost deserted and just enough width for 2 trikes ,before long we get on Wodonga Place and head for the Murray River path, and take the shorter route to make Steve Seller's place by 10-10am he'll be up by then. Over Wodonga Ck bridge under freeway, starting to get loosened up by now, keeping an eye on Ron and Albert, yep still there. Heading west under railway, getting warmer. On to road, wait at STOP. Over Melbourne Rd in a few minutes we're at Steve's back door and he's putting his shoes on.

After intro's we check out his GTR Greenspeed (Bloodrush) and the Death Wobble in his yet to be workshop. A few minutes later the 4 of us head towards Beechworth Road, no excuses accepted, this time. It takes Steve a few Km to find his legs after not being on his trike for a year or so, and it was still set up for his ex girlfriend.

We trickle through the main roundabout and head south a couple of k's, Albert comes alongside and queries our destination and I suggest the path we both took in December and he takes the lead. Doing an easy 20kmh we leave the boulevard to cruise past a large plant nursery as the scenery slowly becomes more rural the four bents wind their way past willows and wetlands in the uncrowded new developing areas, and a few underpasses (something new around here). Steve wants to check out the BMX track in Silva Drv !!.

A red G/S GTR leads the way up the street a few blocks to a park where we enter the BMX track (deserted). Albert and Steve do the short sharp bumps, I tried but got stuck on top a couple of times (too close to ground) and Ron was savouring the shade. After we had our fun, a drink and snack in the shade was needed to cool off, then back to Steve's for a drink. Over 30deg c and rising.

So after a cool drink in a cool house we leave for Albury at 11-35am via High St (CBD) we stop at the lights at freeway to find a wedgie there. Albert and I are not fond of wedgie's. Green light, Albert sprints past the bike with White Trike close behind leaving wedgie and Ron to catch up. Dropping down a 45deg bank to the cycle path we take the scenic path beside the river 3 BMX riders past us while we enjoyed the scenery and yakking it seemed to me they wanted a race. As Albert was in front he lead the charge, those little bikes just couldn't match us,"I can't go any faster" I heard him pant as he pulled over. AW SHUCKS.

Back north along the tracks and roads to Albert's for a few drinks and a review of the mornings ride and the possibility of a local recumbent club, but we need more bent cycles first ,and we are promoting them at every opportunity particularly during holidays. How about a touring show of recumbent manufactures doing the show circuit, Field Days, Alternative Field Days. But to do that one needs money. Another idea is to have a money raising ride for some very worthy event and I mean a RIDE ,some thing that would make people 'sit up and take notice'.

Anyway I leave for a warm ride home about 6km to east Lavington in time for lunch. Round trip 50km.

By Lloyd Charter Lavington. white3@iprimus.com.au

Border Loop

For all of you who did not receive a copy of Lonely Planet's Cycling Australia for Christmas – let me share with you my experiences of their Border Loop ride through South East Queensland and Northern New South Wales.

I've never used a guidebook before, apart from the Michellin guides for camping in Europe, and I have to say Lonely Planet has done an excellent job on this particular cycling guidebook. Apart from all the usual places to eat and things to see along the way, each ride comes with a detailed road map and an elevation chart. The maps and distances are spot on and the elevation maps are excellent. I ride a Hotmover Recumbent Trike and hills are very important to me! The elevation maps tell me how high the next hills are, and provide a useful comparison against those I've just climbed.

The Border Loop ride starts in Robina, however I commence my journey a few kilometres down the road in Mudgeeraba. The book described the climb up to the Springbrook National Park as "its no picnic" and they were not kidding.

It's not that the climb is steep – just long. Once you get to the top the ride down the other side is a 70 kilometres/hr madcap plunge! You don't see too much of the view hanging on to your steering for grim death. Once you arrive at the bottom, it's time to start another climb up to the Border Gate. It's shorter than the first climb – but steeper. Once you descend into New South Wales the road goes through the Numinbah Valley, arguably one of the most beautiful places in Australia. The valley looks like a lush green carpet nestled between steep rocky crags. Winding through the Numinbah Valley, the road is fairly flat and the kilometres pass by quickly. Natural Bridge is a natural rock arch approximately 600 metres off the road and is well worth a look on the way to Murwillumbah. There are plenty of cafes and restaurants along the way, so you won't starve.

Murwillumba is a pretty country town as you approach it. You meet the big semi trailers and V-liners in town. They thunder along the road every few seconds, however they all give me a

wide berth and I arrive at the Greenhills Caravan Park in one piece some 6hrs after leaving Mudgeeraba. I average 11.9k's an hour over the ranges, which I think is not bad for a day where my top speed is 70 kilometres/hr and I spend a long time doing less than 6 kilometres an hour

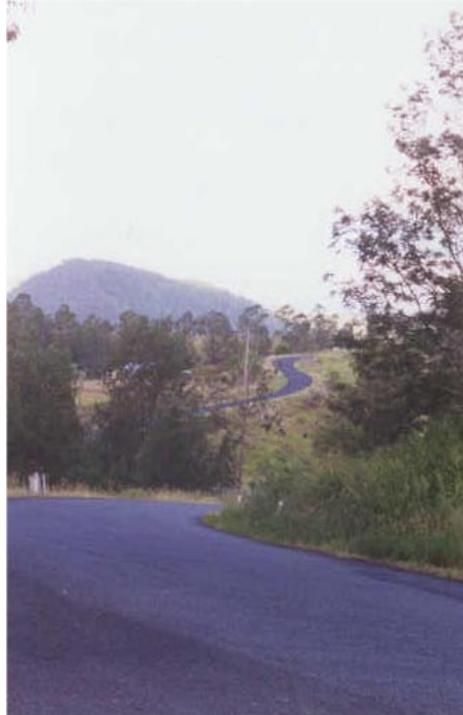
Day 2 starts bright and early at 0615 as I head off towards Nimbin. The elevation guide tells me the day's ride is fairly flat. After the previous day I am glad of the break from slogging up hills. The journey takes you down the Tweed River valley into some lovely countryside. The first town you come to is Uki, with a very pretty old colonial built main street, passed through too quickly. As Uki is only about 10-15 kilometres out of Murwillumbah it is too early for morning tea. I press onwards. On reflection this is a big mistake as there are no food stops between Uki and Snake Creek some 2hrs further down the road. When I arrive at the Mt Burrell Café I am desperate for coffee and something to eat. (I highly recommend their delicious orange and date muffins!) As it starts to rain I laze in the café for about an hour before setting off again. There is a bit of a climb just before Nimbin, which hits me just as the rain pelts down. Now there are some quaint structures I can only describe as bus shelters on the road into Nimbin, and each one I stop in is about 200 metres too far away when the rain comes! Naturally I arrive in Nimbin soaked to the skin, but I become the focal point of interest for the locals riding through the main street. I stay in the Grey Gums, a very comfortable guesthouse on the very outskirts of Nimbin.

Day 3: The Lonely Planet guide describes this day as "a tough day with three ranges of hills and some gravel road.. before Kyogle". I can't tell you how much I am looking forward to this – especially the gravel road! Heading out of town you pass the Nimbin Rocks looking very eerie in the early morning mist.

The one thing I notice driving out of town is how clean the air smelt. There are almost no vehicles on the road, and once I hit the gravel I understand why. In Nimbin a gravel road is a loose collection of gravel the size of tennis balls, an assorted number of ruts, a few washouts and a lot of large bumps! After a very uncomfortable 8 or 9 kilometres I bounce and slide out onto the Kyogle Road at Cawongla just in time for morning tea at the Cawongla Stores, a stunningly rustic building which serves great coffee. The road up to Kyogle is a long, and in parts, a steep climb. When I arrive in Kyogle, I stop at Jenny's Place, the first café on Kyogle's main road, for a well deserved 'all day breakfast', which I heartily recommend. As there is

only afternoon tea type food available at Grady's Creek, according to the guidebook, I stock up with lovely Trident Noodles and fruit at the local supermarket.

I head out of Kyogle along the Summerland Highway toward the Risk Road and joy of joys the road is flat and the Hotmover cruises along at 30-40 kilometres/hr. The traffic is light and again gives me plenty of leeway and this part of the trip passes by easily. Turning onto the Risk Road, the road begins to climb up to Grady's Creek, although nothing compared to the earlier climbs.



Grady's Creek – now that's a steep climb!

Arriving at the Rainforest Gateway Van Park I find that afternoon tea is off, the owners having just arrived back from a trip! The nearest store is 8 kilometres further down the road, which looks like a vertical climb! Still it has to be done or starve, so I set out climbing up very steep pinches and crossing pick-a-plank bridges every few metres, longing for something nice to eat. All I find are two sausage rolls, and after the effort I expend to get them, they taste great! I am not looking forward to the climb back to the van park, but as sleeping on the trike is out, there is no other option. I make it back to the van park

and after a quick cruise along the creek looking for platypus I am ready for a long sleep.

Day 4 starts out re-climbing the road back to the store and then a longer climb up to the Border Gate in the Border Ranges National Park, just for fun. This is a monster climb and seems to go on forever. Arriving at the Border Gate, I check my computer. I have been climbing solidly for over 18 kilometres! I know I am getting close to the top when I pass a McDonald's drink container thrown carelessly at the edge of the road. Cresting the top, and after a change of clothes, I am feeling



Nimbin

ready for the downhill run. This is not as fast as the Day 1 descents, and as the road is in better condition I actually enjoyed this part of the trip.

Once in Queensland the scenery changes dramatically as you head out towards Rathdowney and the Beaudesert plains. This is cattle country with unfenced roads and few trees; beware of cows mistaking your trike for the farmer's quad and food. I am chased by over 100 beasts that completely block the road in both directions, much to the annoyance of the passing motorists!



Murwillumbah, taken from the main road!

I arrive in Rathdowney for breakfast, on the day the Rodeo is in town, and by the look of the locals the celebrations have started early! There are a lot of bleary-eyed people wandering around town. After a great breakfast I head out towards Beaudesert along the hot plains road. One thing I notice is the edge of the road is littered with hundreds of discarded beer bottles, but once I arrive at the unaptly named Ugly Creek, the road verges return to their natural state. Must be a stubbie's length from town, eh? From here the road is uneventful, flat and very hot in January. I run out of water about 10 kilometres from town and hit the first servo's drinks fridge with a vengeance.

(Beaudesert puts its town sign a good 5 kilometres from the town centre, and that's a long way when you are dying of thirst.) The Logan and Albert Pub is a pleasant place to stay on the outskirts of town; they do huge pub lunches too. Accommodation is cheap, only \$15 per person, towels, tea, coffee and soap included!

Day 5 is where I chicken out of following the guidebook! I just can't face their "another day, another 500 metre climb" up Mt Tamborine toward Nerang. As I live at Loganholme, I elect to avoid the mountain and head off towards Beenleigh and home. This is an easy, if uneventful ride, along the gently undulating Beaudesert-Beenleigh road. Once I hit the suburb of Windaroo and a set of traffic lights I know I am almost home. The last and most dangerous part of the whole trip now faces me a 6 kilometre run down the Pacific Motorway. I've done this before without incident and this final leg is much the same. I stay right over in the emergency lane. The

only thing I have to do is avoid the speeding cars and trucks, cast-off tyres, bottles, bits of iron and the like and keep my eyes glued to the rear view mirrors looking for motorists who would like to share the emergency lane with me.

55 kilometres after leaving Beaudesert I arrive home safe and sound. I've learnt a few things on this trip. I've learnt that I'd

packed far too many clothes and I could have been a few kilograms lighter if I'd have packed more sensibly.

Also I realised I could get up just about any hill, albeit slowly. And I learnt that my Hotmover is a terrific piece of machinery. The whole trip, up and down hills, over gravel roads designed to shake the life out of you, in pouring rain and brilliant sunshine, the Hotmover performed like a true champion. Nothing fell off, broke, jiggled loose or failed to work the whole trip. Everywhere I went people would stop me and want to know more about this marvellous machine.

I'm thinking the ride from Melbourne to the Gold Coast is looking good...

Maybe later!

David Feachnie - navid@powerup.com.au



OzHPV Finances

Damian Harkin recently took over as OzHPV secretary and after some investigation found that OzHPV have a bank balance of around \$5000. While it's nice to have a bit of money in the bank, and insurance costs are something we need to keep an eye on, it seems that we are in a position to spend money to further our central cause: To organise and co-ordinate Human Powered Vehicle events in Australia.

So what could we spend some of our money on? Jeremy, Lawrence, Tim Smith and myself had a discussion over the internet about it and here are some of the suggestions that came up.

1. **Better web address** like www.ozhpbv.org.au or www.ozhpbv.asn.au. This would allow newcomers to find the Ozhpbv website very quickly. (Greenspeed go as far as using their web address on all their trikes) I believe that were we to get a "better address", the new address could simply "bounce" users on to the existing site. I rang one domain name registry who said typical costs would be \$165 at the start plus \$110 per year. By using some expertise that exists within OzHPV, I'm sure these costs could be reduced. (At the moment, the OzHPV site can be reached by typing "OzHPV" into most search engines.)

2. **Publicity material**, ie Ozhpbv banners, Stickers, Business Cards: At the moment there is only one OzHPV banner, it measures about 2m x 1m and has ropes on all corners so it can be tied up & displayed. It goes on regular holidays all around the states when its presence is required! Could we use a banner like this for each of the states? Is this the sort of publicity material we need or would (say) stickers for our cantilevered bottom brackets or beloved tailboxes spread the word better? The tandem club recently distributed cards to all its members which include the club's web address and a logo. These business cards can be bought by the 1000 at reasonable cost and can be handed round to all and sundry.

3. **Equipment for races**: ie Walkie talkies, Megaphones, Better timing gear.

4. **Subsidising racetrack hire** and otherwise supporting HPV racing in branches, ie in WA or Queensland.

5. **Sending membership info** on OZHPV to known HPV'ers who aren't members. There seems to be many round that are well identified by OzHPV members and if we sent them info and some incentive EG a free HUFF they may well join up. Even past members are worth asking as I pick up some frustration from some who pulled out because of issues that I believe no longer exist. Another avenue might be distributing some Huffs free through Australian HPV suppliers.

6. One idea that came up is a bit wilder than the rest. How about we express interest in a partnership with a HPV manufacturer to go 1/2's/1/4's etc with OzHPV in **sponsoring a machine** for a disabled person/group. We could say put up say \$1000 and

Greenspeed/MR/Trisled etc supply a machine. I reckon it would do us good, the manufacturer as well and of course the recipient/s. I'm always keen on helping out others as I reckon it does almost more for the giver than the recipient and can 'bring together' the group like nothing else.

The difficulties I can see are:

- some members may think the money is wasted.
- How to decide who to give it to.

So what do you think? I'm prepared to gather any input you may have by email to cesnur@eisa.net.au or ozhpbv@yahoo.com (OzHPV bulletin board) or mail to 10 Abbott Grove Clifton Hill. As the next step I will summarise suggestions on yahoogroups in about a month's time.

Steve Nurse with Tim Smith & Jeremy Lawrence

New Tri-sled Coupling

Here's a few pictures of the new Trisled coupling in development. Greenspeed have for years been using the S&S couplings to break down their trikes and now Ben has his own design. <http://www.trisled.com.au/>



Canberra Events

The OzHPV Canberra Mob continues to be fairly active. Group rides have taken place most months with good turnouts. Recently there has been some enthusiasm to organise competitive events and we have actually done something about this.

A day of HPV track racing will be held on Sunday 17th March at Queanbeyan (near Canberra). The track is slightly banked hot mix asphalt, it is 440metres around and the smooth surface should allow some fast times. Racing will commence at 9.00am and run through to 3.00pm. The actual program hasn't been finalised as yet, but events will include:

- * 1 lap time trial
- * Lap race (20 mins for juniors and Women, 45mins for everybody else)
- * Team pursuit of three riders per team
- * Last man out race.

Depending on the turn out, races will be run in classes for:

Stock - No aerodynamic aids

Superstreet - Front and/or Tail fairings. Rider able enter and launch unassisted.

Full fairing - Rider requires assistance to enter and launch HPV

Hand Cranked

There will be a entry fee of \$10 per rider (\$5 per junior)

Several other events are at the planning stage, including:

- * More Track racing at Queanbeyan in April, May and June.
- * Canberra 6-hour race for individuals and teams. June 2002. Venue to be confirmed.
- * Speed weekend for record setting. August 2002
Flying 200metres, 1,000m, etc.
Possibly at Bredalbane (near Goulburn) on the Old Hume Highway. Get your fairings and lowracers ready for this one.

ACT HPV Challenge October or November 2002

Due to the costs associated with track hire the format of the weekend events may be changed to conduct the "speed" events at the Queanbeyan oval track and the mass events such as criteriums, s l a l o m , shopping etc. in the centre of Canberra the next day.

Peter Heal in action on the Lizzard.



Challenge

After a short poll on the Internet I counted 7 people in favour of a Challenge at Werribee in March 2003 (Tony Jack, Jeremy Lawrence, David McCook, Tim Smith, Simon Stainsby, Peter Mathews, me). Giles Pucket and Peter Heal questioned it and pushed for a Canberra or Sydney meeting this year. I think that's a good idea too, but I'm proceeding on the basis that a Werribee Challenge in March 8-9 is acceptable.

I met Max Hunter from Victoria University recently to discuss hiring the track and CAMPING. He asked me to apply in writing. He's not against it, but we need to address some issues:

Security: We would expect them to keep a security guard on from about 8am Saturday to 6pm Sunday.

The gate: He would give us a padlock so we can lock ourselves in overnight. He can't leave the gates open.

Fire: We need to limit or ban campfires. I suggest we could have a single communal campfire for nattering, and restrict all cooking to the scout tent. We could bring fire extinguishers. He offered to burn off the site to reduce risk.

Drowning: There are two retarding basins, not far from the track, nominally 20 feet deep. If we have young kids its a risk. I don't know what to do about this. Temporary fencing? No kids allowed?

No nuisance: He mentioned they don't want people poking around in the sheds or camping along the roadsides.

Sanitation: We would need to provide our own showers and toilets for the camping area. I expect we would not need access to the sheds at night. He suggested we could camp within the northern loop of the track. We have to work out access to water and power.

Any suggestions?

We should mention the numbers attending (I will guess 100 day visitors and 50 campers?) We need at least \$5 million public liability cover. He would tell us the cost after he gets the application. I don't think any of this unreasonable - he's not trying to kill it off but they need to cover themselves. Any camping park has similar rules. He would make sure we don't clash with the Stay Upright guys again.

VUT could promote the event in their university magazine and try to involve faculties like engineering and sports science. Anyway I'm working on the application letter now... I picked 8-9 March out of my hat. I hope it doesn't clash with the 2003 Grand Prix (for equipment hire).

Damian Harken - OzHPV Secretary
damianharkin@optushome.com.au

Coming Events

SRR & OzHPV Canberra

March 9th and 10th.

OzHPV races! HPV racing in the ACT - QUEANBEYAN VELODROME There's a nice "hot mix" banked track around the oval in Queanbeyan. The Canberra mob will organise it and a few of us from Sydney have promised to attend (that includes you TONY! ;-). Can be combined with PEDAL POWERS OUT'N ABOUT LONG RIDE SERIES Ride 2 (70 or 110 km): Sunday, 10 March - from Deeks Reserve, Weston Ck (starts 7am). Sounds good to me! Contact Tony_Jack 02 9845 6857 (w) 02 9518 8252 (h) or Ian Humphries (02) 9550 2805 (home) or Email Peter Heal heal@cyberone.com.au or Duncan Cleland Duncan@CES.com.au for more details.

Wonthaggi 24 hr HPV Grand Prix

March 15th - 17th:

This is a three day event involving primary school and secondary school students racing human powered vehicles over a 1.4km street circuit, including a non-stop 24 hour race for senior students. Primary students are involved in a series of pushcart races on the Friday. The pushcarts, which are built by the students, are based on the old "billycarts". Students must be able to dismantle and assemble their pushcart on the day. The Human Powered 24 hour race involves the racing of 3 or 4 wheeled recumbent vehicles around a 1.4km street circuit in Wonthaggi. The race involves teams of 8 people and is a test of endurance for the vehicles and the competitors. Further details can be obtained from Peter Hanley Assistant Principal of Wonthaggi Secondary College (5672 1344) phanley@wonthaggisc.vic.edu.au Applications are currently being taken.

<http://www.wonthaggisc.vic.edu.au/>

OzHPV Canberra

Sunday 17th March:

A day of HPV track racing at Queanbeyan (near Canberra). The track is slightly banked hot mix asphalt, it is 440metres around and the smooth surface should allow some fast times. Racing will commence at 9.00am and run through to 3.00pm. The actual program hasn't been finalised as yet, but events will include:

- 1 lap time trial
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Full fairing - Rider requires assistance to enter and launch HPV

Hand Cranked

There will be a entry fee of \$10 per rider (\$5 per junior) Several other events are at the planning stage, including: Nb! More Track racing at Queanbeyan in April, May and June. Contact Peter Heal Ph 02 62884103 heal@cyberone.com.au

Sydney Recumbent Riders

Sunday 21st April:

Recumbent social ride - Either starting in Parramatta Park and riding to Liverpool via the new cycleway - mostly off-road cycleways and return. Ride can be started and finished in Newtown too for a fast 31.28567554km extra each way with Ian and Bec via Ian's commuting route. Contact Tony_Jack 02 9845 6857 (w) 02 9518 8252 (h) or Ian Humphries (02) 9550 2805 (home) ianrjhumphries@hotmail.com <http://sunsite.anu.edu.au/community/ozhvp/srriders.htm>

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