

From the editor

After reading the RAAM article (page 5 in this HUFF) about the death of a racing cyclist it's sobering to note that one not only has to be concerned about traffic hazards (and other road hazards) but also health issues when riding.

Racing must tax ones body quite a lot so I guess it's especially important for those who compete to keep in touch with what their body is saying. We've been fortunate in OzHPV to not have had as yet (as far as I know) any major accidents but I guess this is a possibility someday.

Timothy Smith - tas@ozhvp.org.au

News clippings

* 20-21 August 2005 World HPV Championships. Taking place in the northern part of Denmark in or near the town of Aalborg. The event is co-organized by Aalborg Recumbent Bike Club (local club in Aalborg) and HPV-Club Denmark (Danish national club).
<http://hpvklub.dk/2005/>

* 3-8th Oct - Battle Mountain, Nevada, USA.

In October of 2005 racers will gather on SR305 outside of Battle Mountain, Nevada to race on one of the straightest, flattest, and smoothest surfaces in the world. The 4,619ft (1,408m) altitude road allows riders an acceleration zone of over 4 miles, enabling them to reach their maximum velocity.

The WHPSC is not only an opportunity to set an IHPVA sanctioned world record for speed, it also represents the World's Fastest Human propelled by his own power.

Spectators and especially volunteers are welcome to attend.

<http://www.wisil.recumbents.com/wisil/whpsc2005/speedchallenge-2005.htm>

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Cycleops 12 Hour Cycling Classic

Eastern Creek International Raceway May 15, 2005

A Recumbent Perspective.

It's not often that "recumbent" riders get the opportunity to mix it up with "upright" bikes in races since the UCI decided in 1934 that the later was the steed of choice for all sanctioned bicycle competition. There has been a slow but steady resurgence for recumbents in recent years and some recumbent only racing takes place, although not a big scale. Some mainstream event organisers will allow recumbents in special events such as individual time trials.

The lure of a 12-hour race against uprights on a closed track was very attractive and several of Australia's faster recumbent jockeys and a recumbent team signed up for the Cycleops 12 Hour Cycling Classic on Sunday 15 May. The organisers were keen to allow any type of bicycle and went out of their way to accommodate recumbents.



David Cox on the Trisled

There were 67 teams and 31 solos participating so lots of riders on the track. As I said there was one recumbent team in the mixed fours and five recumbent solos. Other interesting bikes were the Birdy Folder team of four and the solo rider on his GTEX folding small wheel bike. The team of "Fixies" was disqualified on the starting line for a lack of adequate brakes.

Everybody else was on a mixture of upright bikes from high road racing bikes to mountain bikes.

12 hours is a long time to spend riding laps of a 3.9km course. Given there is a 35metre height gain on each lap of the course, it wasn't going to be an easy day's ride. As you would expect, lap times varied between riders and during the day as energy levels fluctuated. The key to these long races is nutrition and hydration and this is difficult to manage when your getting a bit tired towards the end.

The first upright solo rider, Richard Vollebregt completed an awesome 112 laps or 436kms, consistently lapping at around 6m30s or 36km/h.



Glenn Drurey - Velokraft NoCom

Recumbents filled the 3rd, 4th and 6th places in the solos completing 103 (401km), 95 (370km) and 83 (350km) laps respectively. Ian Humphries of Flying Furniture Cycles finished a very creditable 3rd place one minute behind the second place getter. For Ian's efforts he received a **seat post**. How ironic. At least it was carbon fibre and he says he can use it on one of his "Airnimal" folding bikes.



Glenn Drurey around a hairpin

The recumbent team from the Canberra OzHPV Mob achieved an excellent 3rd place result in the mixed fours team besides experiencing several high speed crashes by one of the enlisted recumbent trike riders. The "Flight of the Birdys" team of six also showed you don't need to have big wheels and stereotyped bikes to enjoy a long ride and completed (304km).

Generally speaking, the recumbents participating were well received by other riders and some interest was shown in their obvious speed and comfort advantages. The recumbent riders are looking forward to next year hope to enter some more teams and maybe even a fully faired streamliner recumbent to push the envelope and show where cycling could have been after 70 years of development if recumbents hadn't been banned for being too fast all those years ago.

Peter Heal - heal@cyberone.com.au

Photos graciously provided by Rob Parbery.

OzHPV LOGO

I am writing to let you know that your executive has received a number of requests from the members to review/change the current OzHPV logo. Whilst some of you may instantly respond that there is nothing wrong with the existing logo not everyone may agree. I ask you to be tolerant of differing viewpoints and the process that we need to go through to make sure that everyone has a chance to be heard.

We have been sourcing sew on patches and iron on/stick on transfers that would incorporate the association's logo and as such we feel it an appropriate time to canvass all the members as to whether there should/should not be a change and; if there is to be a change, what would the new logo look like.

We have already received a well thought out suggestion from one of our members. However, in fairness to everyone else we would like to proceed with the following steps.

You are invited to submit any number of suggestions for a new OzHPV logo or for modifications to the existing logo. The existing logo looks like this.



Entry Requirements.

- * Multiple colours are acceptable but in most instances the logo will be printed in a single colour. As such the suggestion must be suitable for single colour reproduction.
- * The logo must be scaleable.
- * Electronic entries are preferred but hard copy posted entries will also be accepted
- * Your suggestions must be submitted to the Secretary OzHPV at secretary@ozhvp.org.au or 5 Higinbotham Street, Watson, ACT 2602.
- * Entries must be submitted by 31 July 2005

After the closing date, the existing logo and all entries received will be given a code number and posted to the OzHPV website in black and white format only. At the same time a copy of the existing logo and the entries received, along with their code numbers will also be included in the September/October copy of HUFF.

After the closing date each financial member will receive a numbered ballot paper with instruction on how to vote. There will be one vote per financial membership irrespective of whether the membership is a single or family membership. There will be an opportunity to vote by phone, email or snail mail.

All votes must be received by Close of Business on 21 September 2005. The results of the voting will be posted to the OzHPV website on 26 September 2005 and published in the next issue of HUFF.

In the event of a tied vote, the executive comprising the president, secretary and treasurer will cast the deciding votes. Now is the time to demonstrate your creativity in developing a new logo, revamping the existing logo or preparing your NO CHANGE demonstration placards.

Rudolf Werner - President - rudolf@fourthwave.com.au

Aka: Recumbents vs The World !

It was a simple goal - race/ride for 12 hours - I rode the M5 carbon low racer with M5 tailfairing and rode ~400km. Yes it was a very tough event but I think we put up a very good show! Well done to all involved!

I guessed before the start that we would always be behind the eight ball regarding winning this event as the solo upright riders were always going to have the many fresher legs of the individuals in the team events to draft in the latter laps AND they were very likely going to be fitter and stronger TOO. Perhaps next year we could consider forming a super fast team - It would have been very interesting in a 2 or 3 person recumbent team - we could really take control of the race, average ~40kph and get up around the 480km mark I think. I think the winning team this year did about 440km. I personally felt I was racing for about 6 hours and "surviving" the rest so the opportunity to race for the whole time I was on the track, which would be the more enjoyable usually, might be even better fun :-)

Even so I was leading the whole race for more than 2.5 hours and about to lap Glenn, but I had to pit stop to change my rear wheel - I thought I had a loose spoke - it was "pinging" horribly and getting worse each lap. Many thanks to David Cox for his help while I changed the wheel - much appreciated. I think I might have lost the lead with this pit stop :- (Upon later inspection the wheel looks ok - it may have instead been a bit of the M5 fairing's inner compartment or a loose tie on my tool bag/pump flapping against the spokes... In any case about 3 or 5 laps later the inner compartment jumped into the spokes just after crossing the thumping large lip of the timing mats (which was every thumping lap) - necessitating another little trackside stop and adjustment. Bummer - especially as this was a simple preparation error - I was being "smart" using 4 bolts to hold the compartment in place instead of the usual 5 - just to save 3 grams - pretty stupid eh? So I ran for most of the race with a different rear wheel than normal - luckily it fitted and worked ok but it was a 9 speed 11-34 cassette whereas I have just a 8 sp 11-28 cassette on the M5 carbon low racer usually - meant I had some compatibility problems - a lot of manual "indexing" with bar-end shifters in friction mode and I could only use the

cogs smaller than 28 with the short cage derailleur - I stuffed quite a few shifts when I wasn't 100% concentrating losing at least a few seconds on many laps.

The race was timed by transponder strapped to the left ankle or in Alex's case his front wheel! I am not 100% sure it beeped every time I crossed the timing mat - especially one time at the 2 hours 34 minute mark, I'm really sure it didn't beep then, but the officials were checking and correcting errors apparently. It will be interesting to see the official results...but I averaged over 40kph for the first hour+ while having some fun battling the roadies, watching as slowly the chasing peloton was being whittled down one by one. This was a sure sign that they were struggling to keep up - down to about 3 before they slowed and I left them behind - really great fun! I enjoyed that :-)

I was pleased that including stops, the first 200km yesterday took me only ~5 hours 30 min. My average to 6 hours was ~36kph also including stops. I slowed down a lot after 6 hours - My last 6 hours average must have been just ~31kph) and I felt like the proverbial dog's breakfast for a few hours there. Geeze it was a long event but I think I could potentially "manage" myself a bit better with food/water during these low stages in future events - so there is still room for some improvement there and especially with more training too. Anyway I got to 400.2km on my odometer in the 12:00:00 hours.

And I am very pleased with that. We just need some really bloody good and super fit, well trained athlete on a carbon M5 or Velokraft recumbent to show 'em up. On this note, half way through I got to about 215km - and was thinking about the European racers - I think Ymte Sijbrandij of the Netherlands has done ~249km in 6 hours on an Optima Baron with tailfairing.

Glenn Druery on his Velokraft NoCom was just ~2 laps down on me at the end and says he did ~390km. His altimeter said there was around 3055m of climbing on this/his ride. (He compared this to the 400km Sri Chinmoy at EPIC where there was 1400m climbing) And also said post race "Eastern Creek is not such a recumbent friendly track, however I still had fun (I think) yesterday". I'll put up the Yay!!! for Glenn - great ride - the NoCom looked and seemed to perform excellently! And Pete would have done about 350km. Good stuff.

FWIW I thought this course was ok for recumbents - quite testing but ok - I felt that there was really only one hill that momentum wasn't at least some help with and so was a bit of a struggle when tired. Trying to be as realistic as possible I think I was just beaten by far better trained athletes and partly the drafting advantage they had. Eg there was a guy wearing an official Australian rep cycling jersey on one team - his leg muscles were very VERY impressive and he was fast! I am pleased that at 39.5 years old, I could be competitive in such an event, without shaving my legs :-) and with such little training by just using a VERY fast bike. Glenn and I didn't get any drafting happening at all really - I think we need a few more fast guys.

As far as other recumbent riders go there was Daryl - he seemed to be the unluckiest person out there with the puncture police

pulling him over at least a couple of times - and his crash - oops. Special mention to Duncan or Daryl from Sydney also who rode his brand new GT3 for 12 hours. Well done

Helen and Alex and David Cox too! We had a really good spectrum of vehicles there to represent recumbents. So again a super well done to all. Good effort of the Canberra crowd to get up to Sydney for the race, especially Duncan Cleland who drove up early on Sunday and seemed to be riding well.

And to the team riders who gave us solo guys a cheer on many many laps, thanks. And also especially many many thanks to Helen Curtis and Bec Gibb for driving and David McCook for the loan of the trailer.

(BTW My prize for 3rd solo rider overall was a seat post - I instantly looked for the size of the carbon seat post and at 27.2mm diameter noted it will actually fit one of the Airnimals quite nicely :-)

Ian Humphries - ian@flyingfurniture.com.au

Flying Furniture Cycles - www.flyingfurniture.com.au

Canberra Rally

The last three years have seen a convivial bunch of recumbent folk travel to Canberra in early November for an OzHPV gathering.

This year the ACT Government is promoting a large cycling event to be known as The Brindabella Challenge on the weekend of the 2nd, 3rd & 4th December - see <http://www.adventurepro.com.au/news/index.pl?action=details&id=1117687924>TheACT (or <http://tinyurl.com/bhdml>) for a recent media release. The aim is for this to become a big annual event.

The Canberra Mob have decided to run this year's Canberra Rally on the same weekend as The Brindabella Challenge and discussions have taken place with the main organiser with a view to having an OzHPV presence.

The initial plan is to run alongside the main Challenge, with a minimum of a demonstration event and a come and try at some point during the weekend.

There will also be the usual things such as coffee drinking, riding around Canberra, maybe a visit to the bicycle museum, possibly a trip to a velodrome and of course the event that is a must on the social calendar of all OzHPV members ... the OzHPV AGM.

As before, accommodation will be self-organised: local knowledge is available for those who wish to avail themselves of it. So book the date in your diary and start planning for a great weekend. We will let you have more information when it becomes available.

Pete heal, Alex & Atholl

October OzHPV Event

An OzHPV event is being proposed for the weekend of 2/3/4 October this year to be held in Albury NSW with a relaxed "rally" type of programme.

Organisation will be fairly informal although it is hoped to provide something for everyone including the following:

- 1 local rides both social and long.
- 2 an event at a velodrome.
- 3 coffee and cake.
- 4 an event at a go-kart track.
- 5 an evening meal.

Accommodation will be self-organised and there are camping/ caravan/cabin parks as well as motels and other styles of accommodation quite central. Hopefully we will be able to satisfy everybody's accommodation preferences with one of the central parks and nearby motels.

The weekend nominated is a Public Holiday in SA, NSW and ACT so it could be a good weekend for the those travelling further.

So what do people think? Would you be interested in attending? Contact Peter - heal@cyberone.com.au, Lloyd Charter - albury@ozhpv.org.au or Atholl Reid - Atholl.Reid@anu.edu.au

Electric Assist from Greenspeed

We have been using both the Heinzmann and Bionx hub motors, plus I've also got onto some cheap Chinese units and are also in the process of constructing our 1st power assist trailer. Details as soon we have it operational. It will be a two wheeled unit with plenty of space for luggage/shopping. It may use one or two motors depending on performance required.

The Bionx system work SO well!

It measures the tension in the chain, and then multiplies your effort at the rear wheel to a preselected value. Thus you can set the assist to come in at 25%, 50%, 100% or 200% of your effort.

This is easily controlled by push buttons on the "computer" on the handle bars, so you can toggle the level of assist up or down as you ride.

I found that in practice you could set the level, and then every thing worked so seamlessly, PLUS the system encourages you to pedal more rather than less, as the more effort you put into it, the more you were rewarded with more speed. However the power fell off above about 25 clicks and faded out completely at 32 kph, so that it was used mainly for hill climbing, where IMO the extra energy was of MOST use in increasing my average speed.

I also liked the re-generation feature. Thus when I went down hill, I could just keep pressing the down button, and it would change from assist into the re-generation mode.

Here there are four levels of re-generation - 25 watts, 50 watts, 100 watts, and 150 watts. I found that on gentle down hills, I could use 25 watts re-generation, and keep pedalling to keep my legs "ticking over" without losing any noticeable speed. And on steep hills where I would normally have the brakes on to keep me speed down to safe level, the 150 watts would keep the speed nicely in check without having to touch the brakes.

It also has a switch which can be connected to the brake, to pull on the regeneration at 150 watts, so that all your braking can be fed back into the battery.

One might think that the re-generation would not make much difference to the range. It will obviously depend how much it is used, and in flat country without much need I can't see it being of any advantage. However I found that putting current back into the battery actually changes the average discharge rate of the battery, and moves in into a more efficient discharge cycle, so the benefits are greater than one would expect. Thus I was surprised to find that the small, light, NiMH battery pack of only 8 Ahr, was enough to give me a range of 40 kms, even using the highest power level, and having a number of people test it.

However what I like most about it compared to the Hienzmann is the fact that being a direct drive, instead of a geared drive, it is virtually silent. Thus people often don't know you are "cheating" ;-)

More info at www.bionx.ca

Ian Sims - <http://www.greenspeed.com.au>

Race Across America tragedy

RAAM Suffers The Tragic Loss of One of its Greats

With profound regret, Race Across America announces that Bob Breedlove, competitor #188, collided head-on with a pickup truck at approximately 12.15 p.m. EDT, on June 23, 28 miles west of Trinidad, Colorado. When paramedics arrived on the scene they pronounced him dead.

The accident took place on a section of road that sloped very gently downhill for cyclists in the race. According to the driver of the pickup truck, Bob Breedlove appeared to slump on his bicycle and swerved into the path of the oncoming vehicle.

The driver attempted to avoid Bob Breedlove, but the significant impact was made at the lower left part of the windshield.

At the time of the accident, Bob Breedlove was leading the 50+ category, and was 12th overall in the race.

Jim Pitre, the race director, decided after consultation with Bob Breedlove's brother, Bill, to continue the race. Bill Breedlove considered that his brother would have wished this.

Talking about Bob Breedlove, Jim Pitre said: "This is a terrible tragedy, just terrible. We all stand in awe of the memory of Bob Breedlove, who was a supreme cycle racer, an outstanding surgeon, and just a great human being.

Speaking both personally, and on behalf of the entire management and all those associated with the race, I extend my most sincere sympathy to the family of Bob Breedlove." The support vehicle was providing leapfrog support to Bob Breedlove at the time of the accident. Bob Breedlove was last seen by his crew members about a mile before the accident took place.

They reported that he seemed fit to continue the race. "He seemed fine, we passed him a PowerBar and a Spizz (energy drink), and he went on his way," said one of the crew members.

Skidmarks leading off the road to the right suggest that the driver of the vehicle did what he could to avoid a collision. "It seemed like he must have passed out, he slumped on his bars. He just swerved right into our lane." Said the distraught driver of the vehicle, who hurried to the next town immediately after the accident and made the 911 call himself.

From the evidence and accounts, the accident is thought to have happened very quickly. While it is unknown whether or not it would have made a difference if a support vehicle had been present for Bob Breedlove, as an additional precautionary measure, a directive was issued from race headquarters that safety continues to be a primary concern and that all crew members are required to pay special attention, and to continue to conduct the race in a safe manner.

Crew members and riders have been instructed that if they feel the need to do so, to pull off the course to process their thoughts and gather themselves to continue. A 15-minute time allowance is provided for this. Riders and crew members who require more time will be granted this on request.

Paul Skilbeck - Media Communications Director, Insight Race Across America

<http://www.raceacrossamerica.org>

Travelling with a trike on Aircraft

I've done about 40 flights in Australia as well as overseas with my trikes, sometimes taking as many as 4 with me.

I find that it is best to give the airport staff the trike fully assembled with no packing, and just the vulnerable things like the mirror, computer, and lights removed. I also remove the pedals, so they don't get caught in other luggage, and so the airport staff cannot ride them. I also make sure that the chain is running big to big, so that the chain prevents the chain ring teeth from being exposed, where they might damage other luggage (also best if the chain is clean) and that the rear derailleur is at full stretch so that the chain is more likely to remain in place.

I find that when the airport staff can see what they have and how beautiful it is then they are more likely to take good care of it. Thus when I travel with the GTO or the GT3, I don't dismantle or fold the machine. I find that travelling to the USA the trike goes as a single (oversize) item, but going to Europe where the baggage limit is tighter, I've been charged extra, about one out of ten times.

If you want to put your trike in a case, then I would recommend :- The BikePro USA "Folding Bike Case"

<https://www.bikeprousa.com/folding.php?UID=20040229225636144.132.35.248>

However this will increase the weight of your package, and it will be more difficult to move around the airports etc., plus you will need to leave it somewhere while you are triking.

Ian Sims - <http://www.greenspeed.com.au>

PS. After the problems we experienced with Telstra, we have now cancelled both the factory and office accounts with Telstra, and changed to Internode.

So please delete any direct email addresses you have for Greenspeed containing "**bigpond.net.au**" It is best to use our domain name addresses, as these will not change with the service provider. For more info., please see :-

<http://www.greenspeed.com.au/NewGSweb/web-content/australia/contact.html>

Cycling Health and Fitness

People follow three paths to good health: doctor, diet, and exercise. Our path to the doctor involves the greatest expense, \$1,035 billion in 1996, or almost 1/7th of the Gross National Product. Over 60% of these visits involved medication, and there were over 70 million surgeries (source CDC). However, there would be less expense, trauma, and tragedy if we **prevented** many of these medical problems. According to the American Medical Association, 60% of Americans are physically inactive. According to U.S. Surgeon General David Satcher, the number of people at risk of diabetes, heart disease, cancer, and stroke is increasing, and 50% of Americans are overweight. He said that improved nutrition along with 30 minutes of exercise five times a week could reduce cardiovascular illnesses and deaths by 50% and colorectal cancer by 40% (source CNN, June 11, 1999).

Unfortunately, those who decide to respond to health alerts tend to go overboard on nutrition and to adopt the wrong exercises. Rather than exotic nutrients, we need a diet consisting mainly of grains, fruits, and vegetables, with reduced amounts of meat and cheese. Rather than weightlifting, TV "aerobics," and ab crunching, we need true aerobic exercises that help strengthen the heart, such as fast walking, cycling, jogging, swimming, rollerblading, skating, and crosscountry skiing. The best exercise to change our sedentary habits is the one we can and will do nearly every day.

Bicycling has several advantages over other exercises:

1. Cycling exercises the heart better than walking without the pounding of jogging.
2. One can ride a bicycle almost anywhere, at any time of the year, and at low cost.
3. Little or no time has to be lost, as bike travel can be used to get to work, perform errands, or enjoy the outdoors.
4. Commuting by bike reduces pollution that causes asthma and bronchitis. A commuting cyclist is also less exposed to air pollution than a commuting motorist.

On the down side, cycling does involve some risk of injury which has been greatly exaggerated by fearmongers. Cycling actually has similar risks to traveling by automobile. The British Medical Association has estimated that the health benefits of cycling outweigh the risks by twenty to one.

One very interesting question is how much aerobic exercise should one get every day? Some medical authorities recommend as little as 20 minutes a day, three times a week, while others recommend 2,000 kCal, which would be at least four times that amount. Why the great difference? Well, most authorities recognize the more exercise the better up to some undetermined point, but many are afraid that if they expect too much, people

won't exercise at all. Another reason for lowering the recommendation was due to the damage caused by jogging, a problem cycling does not share. I am afraid that those setting very low requirements are giving people the mistaken impression that they don't need any more exercise than their usual, basically sedentary activity.

How much exercise do I recommend? I find that 45 minutes of cycling six days a week (about 2,000 kCal) keeps me feeling good, but not great, two hours per day keeps me very strong and controls my weight, and six hours a day on my bicycle trips makes me feel like superman after several weeks. We might say that lower amounts of exercise improve one's health and higher amounts improve one's fitness. I would recommend a minimum of 45 minutes a day and as much addition cycling as time permits. The time spent cycling will not be wasted; in addition to having a good ride, the cyclist will be more productive during the remaining time and will live longer as well.

Ron Bottrell - bottrell2001@msn.com

Bicycle Traffic Safety

Bicycle traffic accidents, also called cycling accidents, pedalcycle accidents, bicycle crashes, pedalcycle crashes, and bike-car collisions, can be avoided through understanding why they occur.

There are many people who think that bicycling is especially dangerous, not recognizing that cyclists travel more kilometres per fatality than pedestrians and more hours per fatality than passenger vehicle users.

However, saying that cycling is fairly safe on the average does not mean that individuals shouldn't make efforts to make their own cycling more safe. We see a vast difference in the safety of selected groups of cyclists; for instance, children have 720 accidents per million hours while a group of British cyclists averaged just 66 accidents in the same amount of cycling time. We also see strong differences between individuals. Some have frequent, serious falls and/or collisions, and others have few accidents or none. In my 161,000 kilometres of cycling, I have fallen off of my bike six times, resulting in skin abrasion twice and no visits to the doctor. All of my own accidents, by the way, were due to my own stupidity and could have been easily avoided.

One choice a bicyclist can make is to be fatalistic about the matter and to decide that some cyclists are lucky and others are not, and another choice is to work to prevent future falls and collisions. However, the decision to try to be careful in itself is not safe enough. Many fatalities and injuries occur among those who were trying to be careful, but who weren't following the correct procedures. For example, cyclists who ride on the footpath, on wrong side of the road, and at the extreme edge of the pavement are all fearfully trying to prevent injuries, but the methods they employ greatly increase their chances of getting struck by cars.

Analysis of bicycling accidents and of cyclist fatalities demonstrate that cyclists are most safe when they operate their bicycles as vehicles. Motorists scan the highway in front of them and on either side watching for other vehicles. They do not watch as carefully for pedestrians, and they do not anticipate fast-moving bicycles travelling on footpaths, crosswalks, and shoulders, especially when travelling in the opposite direction from the rest of the traffic.

For this reason, bicycle traffic laws are almost the same as those for motor vehicles. All state laws either define bicycles as vehicles or give cyclists the rights and responsibilities of vehicle operators. Unfortunately, police do not enforce these laws, probably on the principle that only the cyclist is likely to be injured. In fact, in some areas, cyclists are encouraged to ride on footpaths where they are less safe or to use bike lanes which violate the rules of normal traffic behaviour.

The advice is based on my own experience in travelling by bicycle and on accident analyses that I have read. For those needing more basic advice, John Allen and Wayne Pein both have safety handbooks online.

Ron Bottrell - bottrell2001@msn.com

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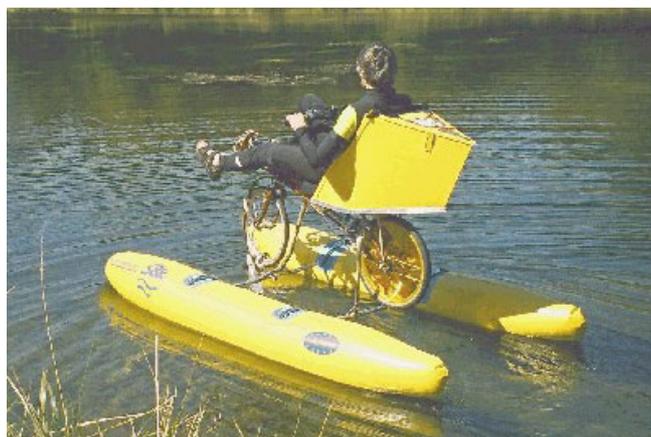
* If you want to know what's been happening in the mother country about 80 of the British Human Power Club (BHPC) newsletters from many years back are available online at <http://www.bhpc.org.uk/oldnews.html>

* Help develop an Open Source Velomobile - http://www.ihpva.org/wiki/index.php/Open_Source_Velomobile_Development_Project

* Vic HPV news - 'Come and Try Recumbent Day', First Sunday of each month between 10am-11am, Rear of Luna Park car park, Corner Marine Parade & Shakespeare Grove. Melway 58-A1, ST. Kilda (nearest railway station is Balaclava) Everybody Welcome.

* A for sale web page you may not think to look at - <http://www.pedalprix.com.au/index.php?option=forsale>

* Turn your recumbent into a HPB. <http://www.shuttlebike.com/>



New Websites

Unearthed this on the web today, mob in Queensland selling Challenge recumbents <http://www.cyclecafe.com.au/> Good luck to them!

Also recently finished work on a new website about my own bikes, <http://www.typing2000.com.au/bikes/>

for the most part, I've been concentrating on building and riding my modular bikes, <http://www.typing2000.com.au/bikes/modular/> I'm using the short wheelbase version to commute on a couple of times a week , going well so far.

Steve Nurse - cesnur@iimetro.com.au

Phillip Island 12hr

After the success of the Eastern Creek 12hr event it seems that Phillip Island now want to come on board.

So the Phillip Is 12hr will be held on 05 Nov this year. Same format as before with solos, pairs and teams up to 10. I believe there will be pit garages again and there is talk of having a coach option for those from NSW. I'll post more when info comes to hand.

Glenn Druery - weec@bigpond.net.au

Tube Mitre

Recently I needed to miter two tubes with an offset so have created a new version of my tube mitring program to accommodate that. Now the centrelines do not have to cross but you can make one tube meet a larger tube "high" or "low" of the centreline.

Download from - <http://mozbike.com/giles.html>

Giles Puckett - gilesp@iinet.net.au

OzHPV CD

A few weeks ago, following a discussion in Broadford in April with Peter Moller, I put out a request for contributions towards an OzHPV CD of photographs.

Well it's now ready for distribution.

Thanks must go to all the contributors for sending in photographs and also to Andrew the OzHPV web-man who put things together into HTML web pages for ease of viewing.

As mentioned in the earlier emails, this CD will be available for the very reasonable donation of \$5 to be paid directly to OzHPV as per memberships and detailed on the OzHPV web page <http://www.ozhpv.org.au/membership.htm>. Please make it clear that your donation is for a CD so that we can track the incoming funds.

So far the distribution points are myself in Canberra and Damien Harkin in Victoria. You may physically pick up a copy from Damien or myself or if you need one posted to you then contact me at secretary@ozhpv.org.au or via the OzHPV postal address (OzHPV Inc., P.O. Box 189, HRMC, NSW 2310) and I'll post one out to you.

As previously mentioned, this is a trust thing, so if you are the recipient of a copy of the CD then you are being trusted to make your donation to OzHPV.

I will be sending a copy to all OzHPV local representatives and to contributors. If this CD is well received then it could become a yearly thing if we get enough photographs.

If you have any questions about this CD then please direct them to me and I will try to answer them.

Atholl Reid - secretary@ozhpv.org.au

If this Newsletter cannot be delivered please return to:
OzHPV Inc
PO Box 189 HRMC NSW 2310

