

HUFF



Head Up Feet First is the Newsletter of OzHPV Incorporated.

OzHPV can be found at www.ozhpv.org.au, or by mail at OzHPV Inc, P.O. Box 189, HRMC NSW 2310.

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Touring, Traffic and Three-wheeled Sofas.

by Michael Priest

IT'S BEEN SOME TIME COMING, but HUFF is here. Seems that cycling just shuts down over winter.

But here in Canberra at least Spring Is In The Air - wooly gloves can be dispensed with for another season, you can go for an early-morning ride without needing a Christmas-tree-like display of lights to see and be seen, and the first media reports of predicted water restrictions in summer to come are starting to surface. I hold high hopes of a deluge of HPV-related articles in the next few weeks :-)

In this issue we have a cracker of a ride report from George Durbridge about the Otago Central Rail Trail, lots of photos from Cyclovia from Jon Finch and a story about a well-travelled piece of furniture and more from the depths of the ACT.

So, read, enjoy... and write?

Cheers,



from the OzHPV Picture CD 2005

Got a tale to tell or photo worth sharing?

Don't hide it - send it in! Triumphs, tragedies, weird and wonderful homebrews or a how-to of some aspect of building a HPV. A travelogue or an event review. Submit them all and share the joy around - after all, whatever doesn't kill us can only make us stronger... right?

Send your submissions to huff@ozhpv.org.au and get your name in lights today!



The Otago Central Rail Trail

words by George Durbridge

photo: George Durbridge

These are notes of a solo ride up and back along the Central Otago Rail Trail in May 2006, in the south end of the South Island of New Zealand.

The Country

The railway was built to connect Dunedin with the Maniototo Plain and the Strath Taieri, inland plains which are separated from one another and from Dunedin by mountain ranges.

The trail passes between mountains most of the way, through valleys which vary from narrow gorges to wide plains. You always have a view of mountains, which are rough and rocky, and the higher ones are now (May) covered with snow. The country rock is mainly schist, with some basalt. It has been extensively eroded by glaciers and glacial streams. While the valleys are generally flat, they contain massive glacial lake terraces and moraines made up of a soft mix of earth and gravel. These have been further eroded, in places leaving an extraordinary landscape of truncated hills, terraces and banks. Nearby country was used as Rohan in *The Lord of the Rings*.

The country is sparsely occupied, except by sheep, and you often see no houses. The climate is severe: often windy, with 35 degree heat in summer, and cold winters with snowfalls and curling on the dams. They say that April was wonderful, and also recommend spring. Midwinter would probably be hard to take, though there would be good days. It isn't particularly rainy. Alexandra is said to be the driest town in NZ, with 300mm per year ("it'd be a dustbowl, if it wasn't for the dam").

The Trail Itself

The railway ran about 240km from Dunedin to Cromwell. It closed in 1990, after deregulation of freight and the construction of a dam at Clyde. The entire 150km of the line from Middlemarch to Clyde was bought by the Department of Conservation (DoC) in 1993. (Of the rest of the line, 62km from Dunedin to Middlemarch was bought by Dunedin Council, and is still in use as the Taieri Gorge tourist railway, and the last 25 km from Clyde to Cromwell was drowned by the Clyde dam.) Construction of the trail started soon after 1993, though it was not completed until 2000. None of the reservation was sold off. As a result, the reservation is complete, and the bridges and tunnels are in good repair.

The trail follows the railway line with almost no deviations. The gradients are typical of railway engineering, and the steepest is said to be 1 in 50, which is less than the Everton-Beechworth line. Most gradients are less than that, and many are imperceptible to the eye. The highest point is 618m near the middle of the line at Wedderburn and each end is at about 200m, but it is by no means a continuous climb from end to middle. Navigation is trivial, because DoC has signposted the trail well, and its direction is generally obvious.

DoC has removed the railway sleepers, rails and most of the ballast (coarse basalt), but not sealed the trail. The surface is hard and free of ruts, but generally stony, with more or less loose gravel in the middle and on the shoulders. The material



photo: Hans van Ditmarsch

looks like local river sediment, with a high content of gravel, mostly rounded, but some sharp. In some places, there is a good deal of basalt gravel, but a finer grade than the ballast. Over some stretches, the surface has been enriched by the sheep which graze around the track. Even after rain, the surface retains only very small puddles. The surface is not unlike the Lilydale to Warburton trail, but generally rougher, particularly between Wedderburn and Middlemarch. There is virtually no glass on the trail.

There are quite a few road crossings, but most of them are on quiet back roads. I met only one car on the trail, and that was a DoC maintenance team. I saw a couple of trail bikes, but there can't be many, or they would have damaged the surface.

There are several dozen gates, most of which have grids beside them, but not all. The grids look narrow, but the few I measured were a metre wide. You must open and shut the other gates. I found several flocks of sheep on the trail, as well as a few strays. No goats.

Riding

Riding is fairly slow, but not difficult. Downhill is quicker than up, but not much, as the surface is more of an impediment than the gradient. You bounce along from one pebble to the next, losing momentum all the way. Suspension and stout tyres recommended. I hired a mountain bike in Alexandra, with front suspension and non-knobby tyres, which was quite

suitable. It would be difficult to ride trikes on the trail, as there is often only a narrow track between the loose gravel. The grids should be OK, though. Recumbent bikes with gross tyres like Hookworms, or perhaps Comp Pools, should cope.

I rode from Alexandra (near Clyde) to Wedderburn (the mid-point) in one day, Wedderburn to Middlemarch (the end) the next day and Middlemarch back to Naseby (near Wedderburn) the third day: about 75 km per day. I generally managed about 15 kph point to point, into the wind (both ways) with only a few stops. After those three days, I took a rest day, at Naseby, where I was snowed in for a day. At Hyde on the way back, I met the proprietor of the bike shop who hired me my bike, who was riding from one end of the trail to the other in one day, and was going on "a ride around the hills" the following day. Since the weather was about to get worse, he asked if I meant to complete the return leg in one day.

Goods and Services

The natives are friendly and helpful, though inclined to speak a bit Scottish. The bike hire shop declined to provide a lock, since it is unnecessary. There are meals and drinks at all sorts of places, and more extensive assistance when you need it. An older couple got blue with cold in rain near Wedderburn. They knocked on the door of a farmhouse, where they got shelter, a pot of tea and a ride to their destination, near the Wedderburn pub. Later that afternoon, I arrived at the Wedderburn pub,



photo: Hans van Ditmarsch

pretty wet, cold and tired, having been given directions by a farmer who was moving his sheep along the trail. The publican was out, but one of the patrons was looking after the place and gave me a room. Later on the rain intensified, and it looked as if the pub would be flooded. Half a dozen locals arrived with sandbags to keep the water out of the pub. Meantime, the kitchen served dinners (I had dinner with the older couple). Once the flood started to subside, the rescuers, the guests, the dog and the cat sat by the stove, and the looker-after poured the beer. They don't just all know one another. When I arrived at the pub in Naseby, they asked where I had been, and said I must be that Australian they had been hearing about (the couple from Wedderburn had gone on to Naseby).

There are several towns along the way where you can get shelter, coffee, lunch, and accommodation. The longest breaks are about 30km (Middlemarch to Hyde and Hyde to Ranfurly), though there will be a 60 km gap if the Hyde pub and cafe are shut (which in winter they may be). Carry food and water, and drink tap water, not the burns there can be dead sheep upstream. Food is what you would expect in a similar district in Victoria - anything from OK pub food and good local baking to high class yuppie food, with local wines. Local produce includes salmon, blue cod and Bluff oysters. Watch the pub at Middlemarch, where every day is Fryday. Coffee is generally espresso, much better than you would expect to find in country Victoria. The local wine I had was OK, but good British-style ale is made in Dunedin: Speights is good, Emerson's is better.

Planning

Book ahead for accommodation. In season, it is likely to be oversubscribed. In winter, it may be shut (even some of the cafes may be shut). Some of the accommodation is basic, but much of it is good to very good. People are investing in providing the facilities that trail users want, and the situation will only improve. Accommodation varies from backpackers to quite posh B&Bs (at corresponding prices, comparable to prices in country Victoria), and often one establishment has a range of accommodation options. There are several motels and hotels in Clyde, Alexandra, Ranfurly and Naseby, but fewer places to choose from elsewhere. The AA and Jason publish accommodation guides, which are useful, but no more than 60% coverage: free at information centres, and \$10 in bookshops. The information centres (in every town) can make bookings and have better local information. They often know who has shut for winter, and who has merely gone to Dunedin for a concert. They also have maps, though you really only need the pamphlet put out by the Otago Central Railtrail Trust.

The trail is never more than a few km from a highway, though usually you can't see the road. Someone driving a sag wagon could access the track every few km, though often from side roads (so buy a decent map). The roads are OK, though only the highway and town roads are sealed, and signposting is good. A car would allow you to stay in more places (such as Naseby) and to visit places off the track (such as reservoirs in the hills).



photo: George Durbridge

Since I was alone, I left mine in Alexandra. The highway is a bit busy and narrow for cycling, but the back roads are quiet enough, though often much hillier than the trail.

GSM cell phone reception was patchy, using a Telstra handset on the Vodafone network. Telstra CDMA phones work in NZ (on what they call Telecom 027), and the coverage seems to be better than for GSM, though not 100%.

DoC has provided pit toilets along the way, often at the station sites which are not in towns, and there are WCs in towns. The DoC toilets have no toilet paper, so BYO. The little red sheds along the way are just for sheltering from blizzards.

There are people ready to provide all sorts of helpful services, from hiring a bike (generally \$NZ35/day) to making your bookings and providing lifts to and from each stage of the ride. At different times, I hired bikes from Cycle Surgery (branches and agencies everywhere), Henderson Cycles in Alexandra and Wheels 'n' Deals in Christchurch. The bikes were all OK, provided you wanted a mountain bike, and each firm was good to deal with. There are other firms in the area.

Dunedin makes a good base for Otago. It's an attractive city, with some good walks and rides, some very steep streets, an amazing collection of second-hand bookshops, a good museum, tours of Speight's brewery, and the Taieri Gorge railway, up the part of the Central Otago Railway which is still in use. There are a rail service and a good coast road from

Christchurch, and some extremely scenic routes inland, also on good roads.

Recommended.. The ride is hard enough, the scenery is unbelievable, and the country is home from home. If you can't fit it all in, try to cover at least Lauder to Wedderburn, with the Poolburn Gorge and the Ida Valley.

Resources

Otago Central Railtrail Trust, leaflet containing a map, trail descriptions, and advertisements for local businesses. Most of what you need, really.

Nigel Rushton, *Pedallers Paradise: South Island*, 6th ed, Dab Hand Publishing, Christchurch, 2005 (terse, but current)

Lonely Planet, *Cycling New Zealand*, 1st ed, Melbourne, 2000 (still in print, but seems not to be being maintained)

<http://www.otagocentralrailtrail.co.nz>
(same information as in the Trust leaflet).

<http://www.centralotagonz.com>

<http://www.middlemarch.co.nz>

Hans van Ditmarsch's photos from
<http://www.cs.otago.ac.nz/staffpriv/hans/stories/nz2003>





Cyclovia Sydney Road - Moreland

by Jon Finch

I asked a few people what they thought. Often I got back the comment that it was strange, even eerie to be on the road without any noise. That was one of the many experiences of Cyclovia Sydney Road - Moreland, the first of its kind in Australia. It was held on Sunday 28 May 2006 from 8:00am to 2:00pm.

Sydney Road, between Bell Street and Brunswick Road, was opened to people and closed to cars and trucks for 6 hours. Cars could still cross Sydney Road at main intersections - trams were operating as normal. This is one of the busiest roads for traffic in Melbourne. On any given day, including Sundays, it is usually lined with cars parked each side and jammed with cars and trucks down the road with trams stuck in between. So you could imagine the noise.

Other experiences included strolling the footpaths, shopping, stopping for a cake and coffee, going for a walk, going for a run, roller blading, scooter riding or cycling to Coburg and back. Many people met with friends and family. Young children were out learning about road skills while being protected from car traffic.

Victorian members of OzHPV were out and about enjoying themselves and A number including Steve Nurse, George Durbridge and Damian Harkin deserve thanks for staffing an OzHPV stand and handing out our new promotional post card, while also inviting the public to come and try.

Around 5000 people enjoyed a great day in Sydney Road.

Cyclovia has been happening in over 30 countries around the world such as Colombia, France and Italy. In Bogotá every Sunday and holiday the main streets are blocked off from 7 am to 2 pm, walkers and bicyclists take over the streets. Ciclovias (as they are known in Latin America) were started in Bogota in the early 1980s. It is now possible to travel from one side of Bogota via the cyclovia network set up on Sundays and holidays. We can only hope.







“Rat Ride”

Brett Edwards (L) and Michael Priest (R) on “Rat Ride”

text and photos by Michael Priest

BRETT EDWARDS LIKES TO LOUNGE AROUND. A lot. He likes bikes, too. A lot. And what better way to spend an afternoon (or two, or three or four) than to combine these pleasures, along with a supply of parts, a welder and bit of imagination?

Meet *Rat Ride*, Edwards’ sofa trike. It’s a piece that might never make it into a Harvey Norman catalogue, but for a construction fabricated from a couple of old 20” bmx bike, sundry pieces of tube steel and an old bunkbed it’s surprisingly comfortable.

It’s had a few rebuilds already, and more are planned. The rear track has been widened and the drivetrain simplified. The steering is... uncomplicated, which is a nice way of saying that it really needs some work. Fortunately, a cable or chain-based system with a proper steering wheel is in the works.

Currently, *Rat Ride* is a single speed arrangement, which is good - it doesn’t get too fast for its backpedal brake. But there are plans for upgrades, notably to a pair of 36-spoke hardened rear rims and a 27 speed front and rear derailleur setup, to be stopped with front and rear disk brakes. There are issues to be resolved, notably just how the powertrain will work. Each rear wheel is driven independently. With a 27 gear system this could lead to some grief at higher speeds, and difficulty at low speeds up hills if the gears aren’t matched properly, so Edwards is investigating the possibility of single controllers for the front and rear derailleur pairs.

So far *Rat Ride* has cost about \$150 and a year or so of tinkering, and Edwards expects to spend another \$150 on additional components. OK, it won’t win design awards, but it certainly attracts the eye of passers-by, who generally sound envious of the couch comfort gently gliding past. Anything else on the drawing board? “Yep - it needs a roof. Corrugated iron would suit the style, I think... but it might have to be canvas if we want to still be able to move it” Edwards concedes. And of course it’s missing the obvious componentry - cup holders.

It’s not just two seaters that make up the Edwards cycles collection - there’s a long bike, a tall bike, a front wheel drive mountain bike and a powered bike. A couple of trikes, some long and short wheelbase recumbent bikes and a shed full of regular bikes make up the stable. Why so many? Why so many variations? Simple - “I love bikes” he says.



Enter Here - Melways Ref. 134 E7



- Oval 1 VFL Football
- Oval 2 Football / Cricket
- Oval 3 Football / Cricket
- Oval 4 Premier Cricket / Junior Football
- Oval 5 Premier Cricket / Junior Football
- Field 6 Rugby
- Field 7 Rugby
- Field 8 Soccer
- Field 9 Soccer
- Field 10 Soccer
- Field 11 Soccer
- Field 12 Athletics

Casey-Cardinia Open HPV 6Hr Challenge

Sun September 24,'06 Casey Fields, Cranbourne, Vic.



Casey-Cardinia Open HPV 6 hour CHALLENGE

Competitors Entry Form (Separate & return this half) Copy if more than 4 riders.

Team Name.....
 Vehicle type Vehicle name.....
 Team Captain:.....
 Address
 State P/C..... D.O.B. /..... /.....
 Phone (mob)..... Phone -(ah).....
 Email Sex M/F

Rider 2..... Sex M/F

D.O.B. /..... /..... Email.....

Phone (mob)..... Phone -(ah).....

Rider 3..... Sex M/F

D.O.B. /..... /..... Email.....

Phone (mob)..... Phone -(ah).....

Rider 4..... Sex M/F

D.O.B. /..... /..... Email.....

Phone (mob)..... Phone -(ah).....

Entry Fees

Entry per Vehicle	\$15
Entry per rider	\$15 (to a maximum of \$45)
Late Entry/Pay on the Day	\$10 extra

Payment by Cheque - Amount enc. \$ _____ payable to - Casey-Cardinia HPV & Cycling Club Inc. Or CCHPVCC)

Payment by direct deposit to BSB: 033-341 Account No: 258502

Please insert reference: 6hrChal

Your Name: _____ Amount: \$ _____
 Deposit Date: _____ Transaction receipt #: _____

I acknowledge that racing may be dangerous. I accept that I am responsible for my own safety and the safety of others. I agree to abide by the rules, which I have read, and all reasonable instructions issued during the event by any Casey-Cardinia HPV official and release Casey-Cardinia HPV Inc, the management of the Casey Fields complex and their respective agents from responsibility for any injury or damage.

Signature..... Signature.....

Signature..... Signature.....
 .Date...../...../.....(Parent / Guardian if rider is under 18 years old)

Once completed, please send to: CCHPVCC, PO Box 575, Beaconsfield VIC 3807
 Please copy this form if you have more than 4 riders, and send in stapled together.

Registration, Venue & Timing

To ensure a punctual start we request that all entrants pre-register. There will be a \$10 late fee for entries after 20 Sept. '06.
 Venue: Casey Fields, Berwick - Cranbourne Road, just east of Cranbourne . Melways Ref. 134 E7 The HPV track is in the far SE corner. The track map is included overleaf. There will be BBQ catering on hand for the duration of the event..
 Timing: Will be manually input to laptop. Team helpers will assist with timing.

Organized by the Casey-Cardinia HPV & Cycling Club Inc.

Race Program - Sunday 24 September

8:30am	Register, setup team location, prepare HPV
9:30am	Peer HPV scrutineering
10:00am	Start
4:00pm	Finish

Competition Rules

1. All entrants (or their guardians) must sign the declaration on the entry form.
2. Approved helmets must be worn at all times during the event.
3. Vehicles must be safe and in good working order. Marshalls may request a demonstration of adequate control and braking at any time.
4. No dangerous projections or open tube ends likely to cause injury. Exposed chainrings at the front of recumbents must be guarded to prevent puncture wounds.
5. Vehicles are NOT to be changed between riders: 1 Vehicle only per team
6. Vehicles are allowed to use energy storage devices only if they are charged during the event from human power. Such devices must be fully discharged before the event commences.
7. Vehicle / rider numbers must be adequately attached on the right hand side of the vehicle, and clearly visible to timekeepers. Riders will not be able to race if their numbers are not clearly visible.
8. Entry is at the rider's own risk. The safety of all vehicles is the responsibility of the entrant. (First-Aid will be in attendance)
9. All types of human powered land craft are allowed. There are no restrictions on layout, fairings, drive systems, materials or number of riders.
10. Vehicles must have 2 independent braking systems.
11. There are no restrictions on the number of riders: 1 or more!
12. Decisions of the judges will be final and marshals' requests must be obeyed promptly in the interests of safety.

RELEVANT IHPVA Rules

3.1 Vehicle Requirements

- 3.1.1 Power: Vehicles must be driven solely by human power. Non-human power sources (batteries, solar cells, etc.) are permitted only for powering sensors, displays, communication equipment and lights. Control devices, cooling fans, powered aerodynamic devices, etc., may not be powered from non-human sources.
- 3.1.2 Energy Storage: No device which stores energy over more than one input power cycle (e.g., one leg stroke), or which releases energy under control of the operator, may be used in any event except the road race, or speed events longer than one mile. Energy storage devices are permitted in these events provided no energy is stored before the start of the event (this means absolutely no chemical, electrical, kinetic, potential, or other form of energy storage at the start.)
- 3.1.3 Brakes: All vehicles must have a safe means of stopping.
- 3.1.4 Control: All vehicles must be controlled by the rider(s).
- 3.1.5 Integrity: No vehicle may discard any part after beginning motion.
- 3.1.6 Geometry: The vehicle geometry may not be alterable during use except for steering purposes; i.e. sails or moving control surfaces specifically intended to enhance the sailing characteristics of the vehicle are not permitted.
- 3.2.4 Drafting: Allowed
- 3.2.6 Passing: In multiple-vehicle races, lapped vehicles must yield right-of-way to lapping vehicles. Blocking or obstructing the race path by weaving is prohibited. Vehicles should follow a steady predictable line during a race and avoid sudden maneuvers which might cause accidents.
- 3.2.7 Safety Requirements: All riders shall wear helmets during all competition. Helmets must meet the standards of a nationally accredited testing facility of any IHPVA member country. The burden of proof of meeting these requirements resides with the competitor.

Vehicles may be disqualified from competition due to inadequate braking capability, lack of stability, poor visibility, presence of dangerous protrusions, or other unsafe design features. Vehicles which are deemed to be unsafe may be flagged off the course by event officials.

- 3.2.8 Conduct: Any competitor judged by the Event Committee to have practiced unsportsmanlike conduct during an event may be disqualified from that particular event. The Event Committee shall review available evidence before making a decision to disqualify. The decision of the Event Committee is final.
- 3.2.9 Illegal Substances: The competitor may be subject to tests for drugs or other substances designed to enhance athletic performance that may be defined as illegal by the International Olympic Committee at the time of the attempt. Detection of illegal substances will invalidate the attempt.