

Nov 2006 - Jan 2007 Volume 9 Issue 4 Contents

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Long distance, short distance and a dollop of theory

by Michael Priest

IT'S THE NEW PRESIDENT Peter Heal that leads off this issue, with a report on his Perth Albany Perth Audax ride last October. Not an event to attempt lightly or without preparation, but apparently achievable if you've got the dedication (and the legs!)

Steve Nurse follows with a well-researched taxonomy of recumbent bike styles and features - builders will appreciate the presentation of a wide range of solutions to an equally wide range of challenges. Who knows - it may even trigger the next Big Idea in our Aussie constructors.

Then some happy snaps from a group ride after the AGM, and the minutes from the AGM itself.

I'd like to thank Rudolf, Atholl and David Henshaw - the outgoing Executive - for all their efforts both obvious and behind the scenes over the last two years, and welcome our new president Peter Heal, secretary Duncan Cleland and treasurer Tim Marquardt. I'd also like to thank outgoing administrator Andrew Stewart who relinquishes the keyboard to Jon Finch.

I'll be staying behind the HUFF desk. As you read the minutes you'll see some discussion of HUFF at the AGM, and I'll be taking the directions on board - HUFF will be a more regular publication, content or no. And, although I'll always prefer local content, there'll be some overseas material appearing too. As before, HUFF is what YOU make it. Let the rest of the OzHPV community know what you're building, thinking or seeing, and you'll see more yourself.

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@ozhpn.org.au and get your name in lights today!



Perth Albany Perth – An AUDAX Randonee

words and photos by Peter Heal

An hour out of Perth

Whilst not in the same league number of participant-wise as the better know Paris Brest Paris (PBP) Audax 1,200km ride, the Perth Albany Perth (PAP) ride is an Australian version held in Western Australia every 4 or 5 years.

I DECIDED SOME TIME AGO that I needed a focus for my long distance rides for 2006 and going over to Perth for this ride in October seemed like a good idea.

Training through the year for me involved lots of long distance Audax rides up to 300km a day around the ACT and NSW countryside as well as my daily commute and long morning rides. I had about 15,000km in my legs before the PAP.

Having more than one fast recumbent can be a problem when deciding which bike to use for such a ride. I ended up taking my little Orange dual 406 two-wheeler for the sake of lightweight and ease of transport of flights etc. This bike is a cro-moly semi lowracer with Ian Humphries designed bent main tube, a carbon seat and above seat steering. I sewed up a seat back bag and a couple of under seat baggies to carry water bladder, clothing, equipment and food. Being about 11.5kg without the bags and gear makes it a fairly nippy little unit. My concern about the hard shell seat being uncomfortable over such long days was allayed when I used the bike for a 300km and 600km Audax in the weeks beforehand. The open weave Ventisit seat pad proved to be very comfortable and well ventilated. Dual 20" wheels may not have been entirely appropriate for some of the bumpy highway verges encountered, but overall the bike travelled very well.

I jetted into Perth a couple of days before the ride started and met up with Bob another Audax rider from Canberra. We explored some of the extensive bike-ways, routes and cafes of Perth. Overall Perth really impressed me with its bike facilities and the general attitude of cyclists, waving to each other as they passed and basically being good citizens. It's a great place for cyclists with dedicated lanes everywhere you would expect one to be and good on-road lanes that actually are well signed and go where you want to go.

One of the local WA Bentridders, Glenn met up with me one morning on his full combat ready Greenspeed commuter and we chatted about various Aussie recumbent topics as we rode alongside the Swan River.

The Friday before the PAP I took a train to Fremantle and ferry out to Rottnest Island. Hired a big fat mountain bike and did a 35km circuit of the island which has no private cars, lots of tourist accommodation and lots of kids on holidays. Didn't see any Quokkas (small bouncy furry marsupials) unfortunately. There are some lovely beaches and views about the island although it does get very windy out there.

Saturday 7/10 the PAP started 5.30am from South Perth. For those unfamiliar with Audax rides, the 1,200km distance is intended to be ridden within an overall time limit of 90 hours including rest stops and sleeping. That relates to an overall average of 15kmh from start to finish. An Audax ride is not a race. My intention was to maintain a good pace during the day and get a good sleep at each of the three overnight controls. Of course a die-hard could ride straight through and not stop



if they really wanted to try and prove something, although there is no “winner” for an Audax ride and riders times are generally not published (not in Australia anyway). Everyone who completed PAP was a winner.

On the 2006 PAP there were 16 riders (8 from WA, 3 from VIC, 2 from ACT, 3 Germans and alone American). I was the only one riding a “comfortable” bike.

Anyway the first 45km was along a nice straight bike path following the freeway South. Bob and I had ridden the initial section a couple of days before and sorted out the dead ends and turns because of road works. The local riders leading the bunch out seemed to be talking too much and missed a turn. That was about the last I saw of the main bunch of riders as I cruised away into a strengthening headwind at my pace. One upright tried to catch a draft on his aero bars for about 200 metres before he realised the futility of it and the distance left to travel. I had already entered the route on my GPS so Mr Garmin and I pedalled southwards away from the suburbs on beautifully quiet flat and smooth roads through very green and wet farmland. First control / checkpoint was a bakery at Pinjarra 84km and I partook of the baker’s product. There were a couple of the Audax helpers here and I got the impression they may have been ex-racers by their comments. All had a “sniff” of the little Orange bike. I don’t think anyone has seen an egg-beater pedal in WA.

From about Pinjarra there was one lightly equipped rider keeping pace with me catching up at my extended control stops which was a good effort considering the strong headwind. Now

this guy was carrying the absolute minimum amount of gear and clothing on his lightweight alloy road bike with minimally spoked wheels. Apparently the rest of his day gear was being carried in the support trailer which he cursed when it failed to be located late in the day at Busselton (250km). This guy had set the “record” on the first running of PAP and seemed to be very focused on his own issues with the ride. We sort of rode together the remainder of the afternoon and night through to the first overnight at Manjimup (370km) hostel. The road climbed between Busselton and Manjimup and there were some very significant bits of scenery. Got into the hostel at around 9:45pm and got some pasta down before taking a shower and hitting the sack.

Some of the other riders had a hard time and got in after midnight and clomped around the sleeping areas till all hours. Ian from Melbourne was just in when I was getting ready to roll around 3.30am. He later retired with an Achilles injury. Another Victorian rider pulled also pulled out later that morning.

Beyond Manjimup the South West Highway goes through some more “scenery” before finally reaching the Southern Ocean coast at Walpole (490km) and the bakery and shop were just opening. Halfway long the coast towards Albany the wind intensified from the East, and combined with the numerous ups and downs was quite demoralising. A quick stop at Denmark (555km) for some pumpkin soup and bread and it was out again into the gale towards the turn around point of Albany (620km).

The support at Albany was pretty good and it was great to have the wind directly behind on the return to Denmark. My upright



The Orange Lizard



Completed brevet

shadow suddenly increased his speed with his larger sail area and rode away from me.

Overnight at Denmark with about 8.5 hours off the bike and out riding again at 4.00am. I caught others that had left noisily at 3am around Walpole and then the climbing started again.

Coming up from the coast through the tall timber forests was quiet beautiful. Although the hills kept coming and the legs were getting tired the scenery and bird calls were very distracting and enjoyable. No granny gear climbs which was nice. Through Manjimup (862km) again and a visit to the bakery replenished energy stores.

A lumpy road led through Nannup (921km) and Kirup (962km) and then a dark road led to the hostel at Donnybrook (988km).

Mr Garmin knew the way thank goodness and it only required an occasional check of the route sheet to keep on track. Arrived at Donnybrook around 7.45pm for another feed an 8 or so hours off the bike. This hostel was overrun by foreign backpackers who work in the local fruit and winery industries.

Out again at 4.00am for the last day's run (210km) back to Perth. The wind was favourable after the sun rose at Australind (1033km) and it turned out to be quite hot by the time I approached Perth. The last day basically retraces the outwards route and apart from a rough, busy 30km highway verge out of Australind it was mainly quiet back roads wandering North towards Perth. Traffic started getting busy with big trucks closer to Perth and finally reaching the freeway bike path entrance was very good.

Started to get a very floppy neck about now so tried a few variations of my neck rest contingency plans which proved less than satisfactory.

About 40km from the end, my fuzzy brain realised that if I pushed it I could probably get in under 80 hours which would be an achievement so I ramped up the pace my floppy neck issue seemed to fix itself.

Barrelling along an excellent bike way with a tail wind and the sun on my back, I felt really great. Rolled into the end at South Perth at 1:11pm giving a total time of 79 hours 41 minutes.

Couldn't find the designated Audax official (gone for a cup of tea) so got my card stamped at a local hob nob restaurant. Got quick service when they thought I wanted to sit down and eat in my dishevelled state. Had to hang around a few hours for the drop bags to be returned and greeted all the finishing riders and took photos. Bob from Canberra came in not long after me and was pleased to complete a 1,200km ride on his 55th birthday. The Germans were happy to complete and headed off to the closest pub for some more beer. Beer had been an important carbohydrate source for these guys during the ride apparently. "Beer is food, Yah?"

Bob and I got our bags and rode the short way back to the hotel for a shower followed by a bucket of potato wedges at a city eating establishment.

see all Peter's photos at

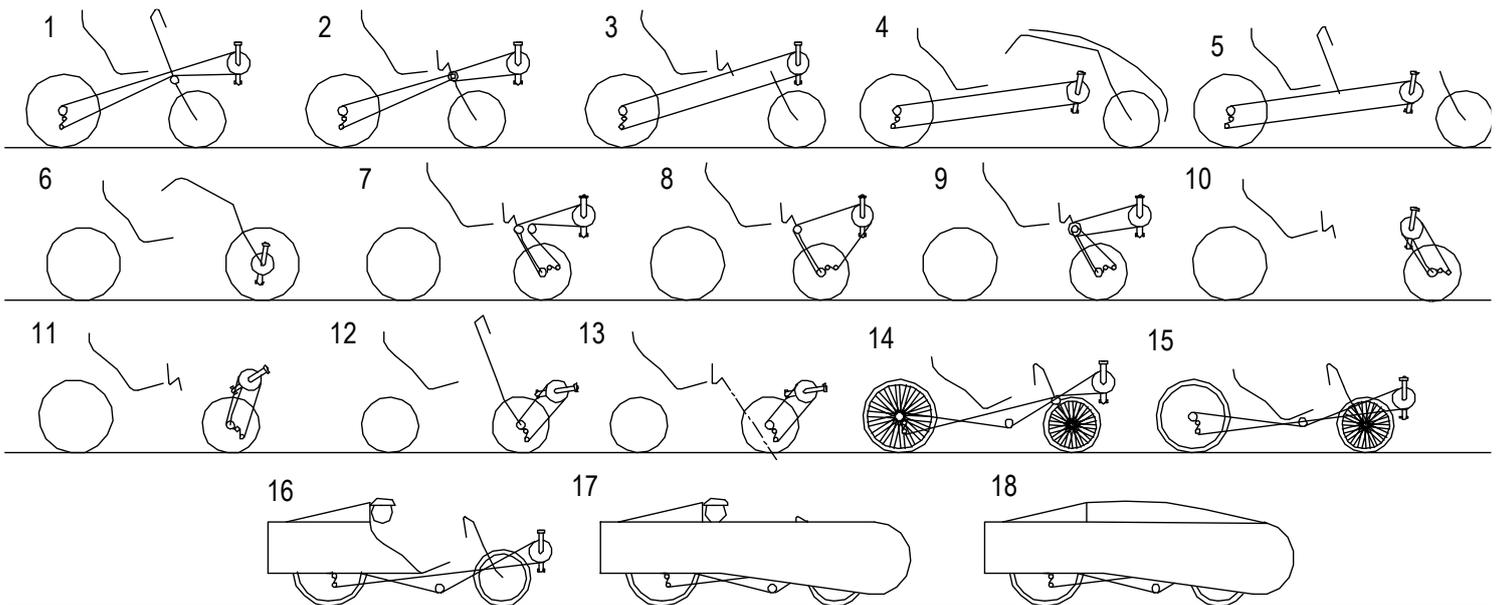
<http://s81.photobucket.com/albums/j211/PoiterH/PAP/>



A Taxonomy of Recumbent Bikes

by Steve Nurse

THIS ARTICLE AIMS TO EXPLAIN the different types of recumbent bikes. Unlike Safety bikes where only one drivetrain/wheel/ steering geometry exists, recumbents have many variations. However most recumbents share some design features with the safety bike that make it stable to ride, like a head tube angle close to 70 degrees and a front wheel centre offset several centimetres forward of the steering axis.



18 feature classes of recumbent bikes - this chart should be read in conjunction with the detail table overleaf on page 6

Steering

Pictures 1 & 2 show bikes with over – and under – seat steering. Overseat steering bikes are generally simpler for the novice to ride because the rider’s feet can easily reach the ground without the handlebars getting in the way. Overseat steering bikes can be more aerodynamic because the rider’s arms are not at the side of the body adding wind resistance. Underseat steering bikes offer a relaxed and very comfortable riding position.

Further steering variations are shown in 3, 4 & 5. 3 shows steering where the handlebar axis of revolution is connected to the steering axis via a linkage. 4 shows above seat “tiller” steering where steering is done by sweeping the hands sideways rather than around the steering axis. Steering of this type can carry a front fairing as shown. 5 shows above seat, remote steering of the type which can be “geared up” to allow the angular movement of the front wheel to be greater than that of the handlebars.

Drives and Transmission.

The Safety bike has a simple, straightforward transmission with the pedal axis just far enough forward of the rear wheel axis to allow the derailleur mechanisms to work properly without excessive twisting and jumping of the chain. Unfortunately, the chain is in the direct path of dirt flicked up from the front wheel. If the same simple rear wheel

Hyperlink to comparable real bike : while I've made every effort to match the sketch configuration with a bike shown on the web, sometimes the match is not exact. The real examples are as close as I can get and usually show a key feature of the drawing.

FEATURE OF PHOTO / WEB LINK

| FEATURE CLASS | EXAMPLE URL | FEATURE |
|---------------|---|---|
| 1 | http://www.liegeradinfo.de/hurrica.jpg | Above Seat Steer |
| 2 | http://www.bicycleman.com/recumbents/bike_e/bike_e_fx.htm | Intermediate Gear |
| 3 | http://www.liegeradinfo.de/rad_marc.jpg | Linkage Under Seat Steer |
| 4 | http://www.easyracers.com/images/side.jpg | Just about everything matches |
| 5 | http://www.liegeradinfo.de/rad_redp.jpg | Linkage Over Seat Steer |
| 6 | http://home.arcor.de/da-ckel/ddb/ddb.htm | In-Hub Front Wheel Drive |
| 7 | http://www.modularbikes.com.au/zeica/ | Under seat steer & chain routing |
| 8 | http://www.wisil.recumbents.com/wisil/racing2006/maplepark/johnfrasiertt.htm | Chain Routing |
| 9 | http://members.optusnet.com.au/ednaball/lowracer.htm | Front Wheel drive intermediate Gear |
| 10 | http://www.voss-spezialrad.de/voss-spezialrad/be_lf.htm | Direct Front Wheel Drive |
| 11 | http://www.minq.nl/engels/engindex.htm | Reverse Trail Front Wheel Drive |
| 12 | http://www.cruzbike.com/ | Front Wheel Drive Moving Bottom Bracket |
| 13 | http://www.liegeradinfo.de/fle_bike.jpg | Front Wheel Drive Moving Bottom Bracket |
| 14 | http://www.liegeradinfo.de/opti_bar.jpg | Low Racer |
| 15 | http://www.liegeradinfo.de/raz_faz2.jpg | Just about everything matches |
| 16 | http://www.jjscozzi.com/Tailbox.htm | Tailbox |
| 17 | http://www.whoops160.blogspot.com/ | Full Fairing, Head out |
| 18 | http://www.whoops160.blogspot.com/ | Full Fairing, Head in |

FEATURE ON DRAWING

| STEERING | | DRIVE | | | | WHEELBASE | | | AERODYNAMICS | | | | | | |
|-----------|-----------------------------|--------|------------|-------------|-------------------|-----------------------|-------|--------|--------------|-----------|-------------------|--------------------|--------------|---------------|---------------------|
| Over Seat | Under-seat Remote (Linkage) | Tiller | Rear-Wheel | Front-Wheel | Intermediate Gear | Moving Bottom Bracket | Short | Medium | Long | Low Racer | Rear Spoke Covers | Front-Spoke Covers | Tail Fairing | Front Fairing | Streamliner Fairing |
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illustrations Top to Bottom:

Class 4;
Class 10;
Class 12;
Class 8;

(over page)

Class 17

drive mechanism is applied to the recumbent bike (with its bottom bracket at the front), the chain becomes long and it must pass under the seat, even if the seat is very low. The chain will often pass over pulleys and through hose to guide the chain on its way to the back of the bike (See 1). Designers try to minimise the number of these guides, especially in the drive (top, higher tension) part of the chain where they cause greater losses of efficiency. 14 and 15 show bikes with a similar layout but the chain routing is different, on 15 the chain drive is flatter and would be more efficient but this is achieved at the cost of restricting the steering.

Recumbents can have an intermediate gear which steps up the drive ratio of the transmission and this is shown in 2 and 9.

Front wheel drive is an alternative possibility on recumbents and this class can be broken down into two main variations, those where the bottom bracket moves with the steering ("Moving bottom Bracket", but I like the German word for this which is Knicklenker) and those where the bottom bracket is fixed to the main frame (Fixed Bottom Bracket). On fixed bottom bracket bikes, (7, 8, 9, 10, 11) the chain must twist through whatever angle the steering is turned to reach the driven front wheel. This restricts the steering angle slightly but has minimal effect on efficiency as almost all riding is done with the steering within one or 2 degrees of straight ahead. 7 is the most common form of this drive with 2 chain guide pulleys and is made commercially by Zox and Toxy. There is a single chain whose "drive side" pulley sits close to the bike's steering axis.

8 has a shorter chain and only one pulley and would be lighter than 7, but steering is even more restricted. 9 is an intermediate gear version of 7. In 10, pulleys and intermediate gears are dispensed with entirely! 11 is a newer type, with negative trail.

A knicklenker bike (6, 12, 13) has the bottom bracket (and therefore the rider's feet) swivelling with the steering of the bike. The motion of the pedals influences the steering. This can occur to such an extent that hand steering and handlebars become unnecessary. All this makes building and learning to ride a knicklenker bike an interesting proposition. Far from being able to get on and ride away, the rider must learn to ride over days, weeks or months, and even then, the years of learning to ride a "normal bike" may not have been sufficiently unlearned to stop errors in judgement which lead to accidents.

6 is a special case where the entire transmission is enclosed in the front wheel, and special hub gears are used to step up the drive to produce useful distances travelled per pedal revolution. (developments) Bikes of this have been built but the fully fledged, complex multiple gears need to make this bike type work well have yet to be fully engineered.

12 is a knicklenker bike which retains the 70 degree head tube angle of the safety bike and is relatively easy to control. The "Cruzbike" bike conversion kit has this geometry.





Aerodynamics

Pictures 14 to 18 show some fast lowracer bikes in order of increasing speed. On these bikes, the seat is lower & more laid back, and the rider & bike present less frontal area to the wind compared to others shown on the page. These drawings show features such as wheel spoking and tail fairings deliberately omitted from other illustrations.

Spokes on bike wheels are not good aerodynamically, they cause gusts of wind which decrease the forward speed of the bike. So on fast bikes, spoke counts are routinely minimised or spokes are covered with cloth or foam to minimise drag. Covered wheels like this can cause the bike to be unstable in side winds. In particular, a covered front wheel can be "steered" by a strong wind and for this reason they are often avoided as in 15.

Fairings are used to optimise the airflow over the bike and rider's body to achieve minimum aerodynamic drag. 16 has a tailfairing / tailbox behind the rider while 17 adds a front fairing to be fully faired. Getting in and out of the bike and keeping the bike upright when stopped become more difficult in bikes like 17. 18 is a fully enclosed streamliner where the joys of cycling in the open air are sacrificed for the god of speed.

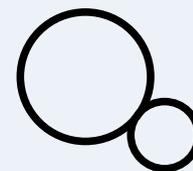
References: This article and the sketches draw on a similar article by Thomas Senkel on the German HPV Club site, see <http://www.hpv.org/technik/erde/type.php>



In the second half of 2004 a couple of articles "Powering HPVs – Getting up the nose of the man" and "Get up your fellow HPV'ers nose - put a motor on your HPV" were published in HUFF.

Rickman Smith, an engineer with the SA Dept of Transport, Energy and Infrastructure) will be giving a presentation on topics raised in both articles "Power assisted Bicycles and the Law" as part of the 3rd *Thinking on Two Wheels* Conference on January 15 at the Hilton Adelaide Hotel.

For more details about the presentation contact Rickman Smith directly. his email address is rickman.smith@saugov.sa.gov.au



Thinking on Two Wheels

3rd International Cycling Conference

Adelaide AUSTRALIA January 15-16 2007

<http://www.unisa.edu.au/thinkingontwowheels>



The OzHPV Cycling Challenge

March 31, April 1 2007

Casey Fields, Cranbourne, Victoria

Organised by the Australian Human-Powered Vehicle Association - **OzHPV Inc.**
See www.ozhvp.org.au for news and more details

Wacky racers or design pioneers?

Fully streamlined recumbents, conventional bikes, trikes, lowracers and home-built machines will battle it out to find the best overall design for a human-powered vehicle.

ANYTHING is allowed as long as it doesn't have a motor.

7 completely different races!

It's at **CASEY FIELDS, Cranbourne, Victoria** on this **FANTASTIC CRITERIUM CYCLING CIRCUIT** →

A **Concours d'Elegance** on Saturday afternoon at Clyde Public Hall, **Racing** on Sunday at Casey Fields, and a relaxed cycling **Tour of Westernport** on the following days.

There's something for everyone. Be There!



Stromlo Forest Park Criterium Circuit Ride

photos by Atholl Reid and Michael Priest

ON DECEMBER 10, 2006, the day after the OzHPV AGM, Ian Humphries organised a racing session for the group on the newly opened Stromlo Forest Park Criterium Circuit in Canberra.

Already a popular venue with the local cycling clubs, the dozen or so 'bent riders had a 15 minute window of opportunity to test out this state of the art circuit.

This is a very smooth, very fast track, with a few challenging curves and a very gratifying downhill straight to really get the pace up. The 15 minutes went by like 5 - it was a blast, and it's an event the group will organise again.

Thanks, Ian!



Minutes of OzHPV Inc. Annual General Meeting

Saturday 9th December 2006

1 MEETING OPENED 20:00 hrs and chaired by the secretary (Atholl Reid).

Members present:

Rudolf Werner *President*
Atholl Reid *Secretary*
David Cox
David McCook
Helen Curtis
Matt Elliston
Michael Priest
William Reid
Duncan Cleland
Ian Humphries
Duncan McDonald

2 Apologies: Peter Heal; David Henshaw (treasurer); Damian Harkin; Tim Marquardt; Jon Finch; Bec Gibb; Chris Curtis; Andrew Stewart

3 Minutes of previous AGM (3 December 2005): proposal that they be adopted

Proposer Atholl Reid
Seconder Michael Priest
Agreed by show of hands

4 Treasurer's report (compiled by David Henshaw and presented in his absence by Rudolf Werner)

- a. Administration Accounting period now aligned with reporting year – 1 October to 30 September
- b. Accounts three years of financial statements given so as to allow comparisons to be made – equity has reduced from \$7,612.67 at the end of year 2003/2004, to \$7,104.28 at the end of year 2004/2005 to \$6941.17 at the end of year end 2005/2006. Three main points noted in the report:
 - i. Due to the change in the reporting period in the year 2004/2005 this caused there to be a 15 month reporting period), the insurance paid in the year 2004/2005 was for two years. Insurance costs have reduced for the year 2005/2006.
 - ii. Membership reduced, possibly due to increase in fees
 - iii. Challenge expenses increased due to the prize money offered and paid to attract additional participants

In addition, it was noted that Stationery, Printing, Postage & Courier costs have increased due to them actually being paid rather than as previously where a lot of the costs were absorbed by club members.

Adoption of accounts:

Proposed by David McCook
Seconded by Matt Elliston
Agreed by show of hands

5 Letter tabled from Maryborough HPV Enthusiasts (MHPVE) proposing an amalgamation of OzHPV and MHPVE.

Copies of the letter were circulated and a short time allowed for members to read the proposal.

Benefits noted in the letter:

- Administrative group already elected for the next 5 years
- The use of clubrooms

- The use of Maryborough velodrome
- An additional annual event, now in its fourth year
- Possibility of cheaper insurance
- Lower administration costs
- Continuation of HUFF, preferably by the current editor
- Additional newsletter every two months (Pedal & Crank)
- Continuation of the OzHPV Challenge
- HUFF to be mailed to those without e-mail addresses free of charge, hence lowering their membership fees to correspond with other members
- Minimal change in the constitution of either body
- Possibility of lower membership fees
- Discounts available from participating bicycle/recumbent retailers to all members
- Continued involvement with several schools, and other participating bodies, in the development of Pedal Prix and other speed vehicles

Discussion ensued at length about the proposal.

Many questions raised including:

- What would happen to the OzHPV assets?
- What would happen to the OzHPV constitution?

With few non-Canberra based members present, the following suggestions were made:

- 1 State meetings to be held to discuss the proposal in greater depth so as to formulate a number of questions to be asked about the proposal.
- 2 Copies of the MHPVE constitution and financial statements to be sought and circulated to OzHPV members
- 3 Concern raised over the current rules for racing under MHPVE rules, i.e. opening up to two-wheelers

At this point, it was suggested that as there was to be an imminent change in the executive committee at the AGM being held, any discussion should be held under the new executive, not the outgoing one. This was agreed and the meeting proceeded to election of officers.

6 Election of Officers

The three main office holders, having been in position for the maximum period allowed under the Constitution of two years, would all be standing down.

Rudolf and Atholl called for someone to run the meeting during the election of officers and Duncan McDonald was proposed. Duncan agreed.

Calls for nominations for President, Secretary and Treasurer were made.

President Peter Heal had forwarded his name as President: no other nominations
 Proposed by David McCook
 Seconded by David Cox

Peter Heal declared as President

Secretary Duncan Cleland put himself forward: no other nominations
 Proposed by David Cox
 Seconded by Helen Curtis

Duncan Cleland declared as Secretary

Treasurer & Membership Tim Marquardt had forwarded his name as Treasurer:
 no other nominations

Secretary Proposed by Atholl Reid
 Seconded by Michael Priest

Tim Marquardt declared as Treasurer

Public Officer Chris Curtis had forwarded his name for continuation in the post of as
 Public Officer: no other nominations

Proposed by Helen Curtis
 Seconded by Ian Humphries

Chris Curtis declared as Public Officer

Web Page Andrew Stewart had forwarded his resignation from the post of Web Page Editor. Jon Finch had put himself forward for the post: no other nominations
Proposed by Atholl Reid
Seconded by Rudolf Werner

Jon Finch declared as Web Page Editor

HUFF Michael Priest said that he was willing to continue.

- 1 Discussion took place about possible conflict of interest for Michael, as he is a commercial recumbent person. Issue raised by Ian Humphries who said that he had raised this last year. Discussion took place – no concern shown by those present: no instances of misuse of the position by Michael were noted.
- 2 Concern raised by Tim Smith the previous HUFF editor, in emails to Ian Humphries, that HUFF had not been published on the due dates over the last year. Michael agreed and noted that he required material to be able to publish it.

Those present agreed that HUFF should be published on the due date no matter what material was available. Michael pointed out that this could mean that there would only be an Editorial and this was agreed as acceptable.

A suggestion was made (Duncan Cleland) that an email should be sent to the OzHPV list to inform list members of the forthcoming cut-off date for items for publication in HUFF. Suggestion (from David Cox) that Michael contact Tim: Michael agreed to do so.

Other positions:

These were noted as being appointments by the Committee, so did not require elections and could be handled by the new committee at a later date.

At this point, with Peter Heal the newly elected President not being present, the running of the meeting was handed over to Duncan Cleland, the newly appointed Secretary.

David Cox proposed a vote of thanks to the outgoing committee members.

Atholl Reid offered to continue taking notes and circulate them as soon as possible after the end of the meeting.

- 7 Letter tabled from Maryborough HPV Enthusiasts (MHPVE)** proposing an amalgamation of OzHPV and MHPVE – continued from prior to the election of officers.

The decision taken, by those present, to use the OzHPV mailing-list to promulgate information regarding the Maryborough Proposal.

Questions asked from the floor:

Q How many other groups are there in Australia that are similar to OzHPV and Maryborough?

- A Members listed the following:
- Several Pedal Prix groups
 - Casey Cardinia, who have opened their events up to OzHPV members
 - MHPVE who run events open to “street legal” HPVs
 - Queensland has similar organisations
 - A large Adelaide event of some sort

Q Should OzHPV approach other similar groups to see if there OzHPV can be used to bring several groups together as an umbrella organisation so as to drive economies of scale? All groups have members, insurance and an administration body.

Q Should OzHPV approach Cycling Australia to investigate if OzHPV and other groups who run outside the UCI umbrella can be auspiced by Cycling Australia in a similar manner to AUDAX Australia?

Outcomes of discussion:

- 1 Post MHPVE letter to the OzHPV mailing-list and to the OzHPV website
- 2 Use OzHPV mailing-list to discuss options with the membership
- 3 Use OzHPV mailing-list to disseminate information regarding possible amalgamations
- 4 OzHPV committee to:
 - a. Drive the discussions/investigation
 - b. Approach other organisations, starting with those listed earlier in the discussion (see above), with a view to amalgamation into a single entity so as to
 - c. Approach the Cycling Australia and ask about HPVs coming under their auspices

Question from the floor

Q The OzHPV list includes non-members: should these discussions about amalgamation only take place between members?

A Jon Finch, as the new Web administrator, to be asked to investigate.

William Reid, who is both an OzHPV member and Vice President of MHPVE, was asked for some information about MHPVE and he stated that MHPVE has approximately 55 members who pay \$15 per year for membership. It was noted that OzHPV has 85 members so should OzHPV be as the larger organisation offer an amalgamation with Maryborough?

8 Other business

A vote of thanks to Atholl & Mary was proposed for hosting the barbeque and AGM for the third year running.

9 Meeting closed 21:20 hrs