

February - April 2007 Volume 10 Issue 1 Contents

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Messing about in boats and sheds.

by Michael Priest

It's an interesting issue, this one.

By way of a change from dry land and bikes we have a long feature article by Rob Willoughby and his pedal-powered boat trip on the 2006 Murray Marathon. Rob built his own boat for the event, and has detailed the trip highs and lows nicely for us here. Enjoy!

Both Alan Ball and Rob Wartenhorst have home builder projects up for discussion - Alan's regarding his new "advertrike" and his promotion of the recent Alternative Cycling Festival, and Rob's with a small but highly effective solution to a cable problem.

Peter Heal discusses the recent Maryborough Proposal to OzHPV that you may have noticed in the AGM minutes last issue - a copy of the Maryborough letter and the OzHPV response is reprinted here for members.

Finally, a short article from Glenn Druery, who has been able to snag a major sponsor for his Race Across America attempt with teammate Tim Woudenberg - we send our best wishes with them both.

I've just come back from the Canberra Show again, and it's hugely encouraging to see the steadily growing interest in cycling in general and 'bents in particular among adults here (Of course, kids always like 'bents but can rarely afford them). For both health and fitness in a slowly ageing population, and as a perceived counter to petrol prices that seem to yo-yo around on an almost daily basis, the hegemony of the motor vehicle doesn't seem quite as much a given as it used to be. People *are* looking around for alternatives for at least some journeys and purposes.

HPVers still have a very long way to go before our vehicles are genuinely regarded as credible alternatives to cars, but with both ends pushing - the tech and product from HPV creators, and an audience more receptive to the HPV idea - we might just get there sooner than we think.

Cheers,





My 2006 Murray Marathon

words and photos by Rick Willoughby

The Murray Marathon is a 404km river race down the Murray River from Yarrowonga to Swan Hill. The event is organised by Australian Red Cross and is their major fund raising event of the year. The race is run over five days starting on December 27th and finishing on New Year's Eve. This year was the 38th year the event has been held and was my second attempt.

The event attracts a wide variety of paddled craft ranging from racing kayaks to Canadian canoes. There is a very large number of classes due to the various combinations of craft, age groups, sex and team arrangements. This year there were 231 boats entered and about 800 paddlers. There must be three boats of a given type to form a "class". This year there were two pedalled craft so we did not qualify for our own class.

I call my current boat V11 as it is the eleventh pedal boat I have built (and am not very creative with names). I am in the XMISC/O class and basically race against what I did last year. I was boat 59 this year.

My two sons, Aden and Bryce, volunteered to be my land crew this year. Their job is to keep me provisioned and get the car from the start line to the finish for each day. Bryce provided support in 2005 so knows the area well now.

We were advised at the pre-race briefing that the funds raised from the event so far this year was \$280,000. This is similar to last year. Thanks to my generous sponsors, I collected well in excess of the \$400 minimum sponsorship required for a single full-race entry.

Day One

Day One starts at Yarrowonga and ends at Tocumwal. The course covers 92km for the day and there are five check points:

Start to Alpha	22km
Alpha to Bravo	20km
Bravo to Charlie	24km
Charlie to Delta	6km
Delta to Finish	20km

The race start is staggered at 10 minute interval starting at 7am. There are 11 starting slots. The first group is the single and double older canoeists. I am in the second start group, starting at 7:10am, with older male and female kayakers. Many of the twenty or so boats in this group are touring kayaks. The other pedal boat, a Hobie Mirage twin, was also in my start group.

I arranged that I would meet the boys at Bravo to check in with them and take on more water. I would then continue on to the finish before seeing them again.

The conditions at the start were quite cool and it warmed up to mid twenties through the day. The wind was slight in the morning and built to just over 20kph by the middle of the day. It was predominantly from the southwest.

Start of Day 1

Picture opposite - Rick on the far bank with the pedalled Hobie Mirage just behind

The boat that I built for this year's race, V11, is 7.2m long and not very manoeuvrable so I did not want to get crowded on the line at the start. I was in the middle of the group at the start and quickly settled down to a constant cadence of 75. This translates to 10.5kph through the water in calm conditions. Within half an hour I had passed all but two boats in my group and had started to pass some of the slower canoes from the 7am group.

I enjoyed the cool conditions and the boat performed well. I was able to maintain my target cadence of 75 unless I was pushing the wind. Through my training I have found it is better to drop cadence when the wind builds up to avoid muscle tiredness so I adopted this approach in the race. The River meanders considerably so there are stretches when the wind assists as well as times when it is head-on. With wind assistance I could easily hold 13kph. On the day, the wind was probably a slight negative on balance.

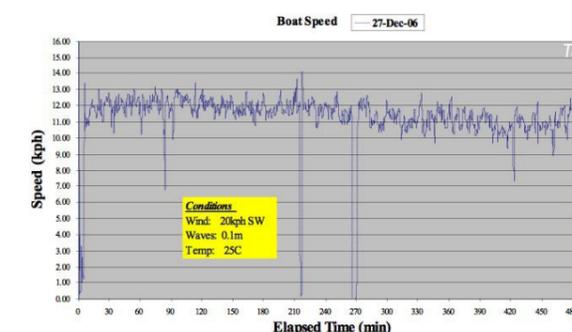
Heads Up Feet First - the Journal of OzHPV Inc.

When I stopped briefly at Bravo to collect water and dispose of empty containers, Bryce told me that I was the third boat into the check-point. (He was a little concerned that if I kept up the current pace they would want me to start in a later group as I would be arriving before the checkpoints were open. If I started later it would make driving on the dirt roads more congested for the boys. It was not something that played on my mind – I was very pleased).

I found a nice beach to stop for lunch about 1 hour after Bravo. I had a liquid lunch, Sanitarium energy drink, and stretched my legs for 5 minutes. This was roughly 55km into the day so I was well over half way.

My quadriceps were getting a little tight in the afternoon and the wind built so I eased back a little to avoid cramping. However I was able to finish strongly and keep my elapsed time under 8 hours.

I have included the log from my GPS for the day. My official time for the 92km was 7 hours 57 minutes. This equates to an average speed of 11.57kph; exactly 0.5kph faster than 2005 when I covered the first day in 8 hours 19 minutes.



Day One GPS Log

Day Two

Day Two starts at Tocumwal and ends at Picnic Point. The course covers 96km for the day and there are five check points:

Start to Alpha	26km
Alpha to Bravo	23km
Bravo to Charlie	18km
Charlie to Delta	17km
Delta to Finish	12km

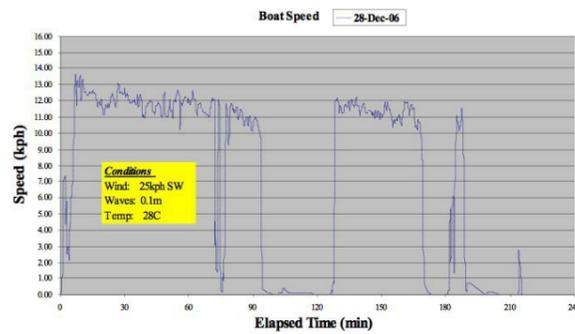
The morning was a little warmer than the first day - Close to ideal conditions with the expectation it would get a little hotter than the previous day while the wind would be of similar strength and direction.

Bryce wanted to avoid the drive into the middle check points so we planned to meet at Alpha. I would have used a couple of bottles of water by then and I could load up enough to finish the day.

I started in the middle of the group again and found I was moving more quickly through the field although I was

maintaining the same cadence as Day One. After one hour I had overtaken all the canoes that started in the 7am group and was only 50m or so behind the two kayaks that finished fastest in our group on Day One.

I have included the log for the day and it tells my story of day two.



Day Two GPS Log

As you can see from the chart, I struck problems approximately one hour in when I collided with a partially submerged tree branch.

Steering became difficult and I knew immediately that I had bent the rudder. I beached the boat, straightened the rudder and got moving again. I found it hard to maintain speed and realised I must be taking in water. After about 15 minutes I decided to beach again and see if I could find the hole. It was easy to find - it was big enough to stick three fingers into. The only reason it did not sink faster was that the internal bulkheads prevented water quickly flooding into the hull's 6 separate chambers.

It took about 30 minutes to drain the water and I made temporary repairs using electrical tape (carried for such emergencies) and limped into the first check point. The patch was not totally effective so I was slowly taking on water and getting heavy again by the time I reached Alpha. I made the decision at that point to retire from the race.

The boys and I spent an hour or so draining the water and loading the boat on the car. We then headed back to Melbourne with me yet to finish the race.

Ready for Roll-call on Day Two
(Hobie Mirage lined up with V11)



The hole...

...and the patch



Reflections on 2006

I was very pleased after Day One. I even commented to my sons that even if I did not finish this year I was now confident I could build a fast boat. I had overcome many of the problems identified in my first effort in 2005.

The boat was faster. I could easily hold over 10kph through the water with a power input of 125W- an improvement that correlates with a 15% improvement in overall efficiency.

I finished the first day in good condition and felt comfortable on the second. You need to do the full race to see if energy levels can be maintained but I believe I had better control over my dietary requirements and well-being this year.

The spring steel propeller shaft coped well with obstacles. It struck logs a few times without sustaining damage. Also the lifting cord made it possible to inspect the prop without losing speed. I did not have any problems with fouling on the prop.

V11 steers like the Queen Mary but it proved to be adequate. I actually needed to execute a three-point turn to do a U-turn at one point, but once under way I could maintain the desired course. On straight stretches I could maintain course without any steering correction for minutes at a time. This makes for very relaxing cruising.

The low wave resistance of V11 meant that I could easily climb above 11kph with some wind assistance without extra effort. The wind was more noticeable in terms of both helping AND hindering. Overcoming wind drag was a large component of power input when going into even moderate wind.

I used full-length skins this year. The sun protection on my legs was most appreciated during my long training stints. I got through the first day with no sign of heat stress or sun burn.

Heads Up Feet First - the Journal of OzHPV Inc.

I have started 2007 in much better physical condition than 2006 as I had only done one day on the River. (A small consolation combined with somewhat hollow feeling for an unfulfilled objective).

What's Next

I am yet to finish a Murray Marathon. I am not sure if I will give it a go in 2007. I am currently looking at what is possible with different boat designs.

V11 is a beautiful boat once on the water. It moves easily and can be balanced so there is very little drag from the outriggers. But on land it is a cumbersome beast. Although the main hull only weighs 13kg, the total weight is more like 27kg. This does not compare well with a 9kg racing kayak. It is hard work walking it through congested scrutineering gates and carrying it up/down steep river banks. I would like to make a boat that is less demanding to move on land.

The wind direction this year would generally be regarded as favourable because it was cool and equally with and against the direction of travel. However it can easily require more than half my total power output to counter the wind. There is a big opportunity to improve performance by having a streamline deck around the seating position.

In 2005 I was very careful to give any logs that I could see a wide berth, partly because the hull on V7 was a very expensive professionally built outrigger canoe. This year I generally followed the course of other boats and if they went near logs to take a short cut then I would follow. The aluminium hull was very light and low cost but not able to take a decent bump. I need a stronger hull for next time.

It would be good to see more pedalled craft in the race. Just one more and we could form our own class and gain a little more respectability in the field. As a matter of interest the Hobie twin finished 55 minutes behind me on the first day. They had replaced their turbo fins, used on the first day, for standard fins on the second day after ending the first day leg weary.

There was more interest in my boat this year from other participants and the press. I am now beyond a curiosity but obviously still a fragile competitor.

Acknowledgements

I appreciate the generous support of all my sponsors, family and friends and will let you know how things unfold in 2007.

My sons were great company and support but were pleased to be home early.

Rick Willoughby
January 2007





A Bit of Pedal Powered Promotion

words and photos by Alan Ball

FINDING CHEAP EFFECTIVE WAYS of getting exposure for an event like the OzHPV challenge isn't easy. After seeing the group of three scooters towing around the Melbourne CBD it occurred to me that we could do something similar without a motor. I usually walk each lunch time for exercise but why not ride and advertise at the same time. Hence the "Advertrike" which I plan to ride at lunchtimes through March.

Diane and I first thought of a perforated banner that wouldn't be a wind sock. Diane sewed it up and did the lettering and I mounted it on the trike. The perforated material needed 3 layers to stop the permanent marker from the reverse side being visible, partly defeating the purpose of perforated material. Above about 15kph it still tended to act as a wind-brake. I rode it at (not "in") the Maryborough Invitational and it attracted quite a bit of attention but it was clear there was too much text to read and the text size and flapping of the banner didn't help.

Version two is Liquid chalk on black core-flute. We decide a bare-essentials message was required. It's briefer, brighter and has a bigger impact. People walk with their heads twisted more than 90 degrees to continue looking at it!

For anyone interested in doing something like this to promote the event, here are the details:

Sign: Black core-flute, about 140cm x 30cm. Lettering written in liquid chalk (ours came from Bunnings) Errors can be corrected with a wet cloth. When done, lightly spray with cheap clear spray paint. Several colours available, we went with green. Hint - don't let the liquid chalk drip on your table-tennis table, it eats into the paint surface!

Posts: fibreglass tent poles - we actually used fibreglass markers from the USA that they use along driveways in snow, but I suspect they are scarce here. I guess metal would work too.

Frame supports: 16mm steel tube welded to old luggage carrier at rear, and old seat-post clamp at the front.

Sign Frame: Aluminium tube from recyclers, 12.5 mm dia x 145cm plus a piece 10cm fixed to each end with a 5mm bolt.

Assembly: Coreflute attached to horizontal tube by cable ties. A thin shock-cord loop from bottom of sign over vertical posts allows some movement in the wind. (can move up if too stiff) Thin nylon cord from the top tube spiral the vertical posts to a loop of shock-cord at the bottom that hooks over the frame mounts.



From Pete the Prez.

Hello Members!

THANKYOU FOR YOUR PATIENCE while the new OzHPV Committee finds its feet. Duncan (secretary@ozhpv.org.au), Tim (treasurer@ozhpv.org.au) and I (president@ozhpv.org.au) are trying to reel in the slack after the committee change over and have already conducted a few conference call hook ups.

We have some grand plans for more events for OzHPV during 2007 such as another HPV Rally, a tour and also a Human Power Boat gathering. The OzHPV Challenge takes place late March 2007 at Casey Fields in Victoria and is set to be one of the best yet. With the availability of purpose built race tracks like Casey Fields and Stromlo in Canberra, it is hoped that more fun competitive type events will be organised on a regular basis for OzHPV Members to take part in.

Jon (Webmaster) has some grand improvements planned for the website which will include special password protected areas and features for OzHPV members.

Michael (HUFF Editor) continues to work on the classy "new-look" OzHPV newsletter but needs your input. Future editions will be distributed at the end of months of May, August, and November. Send your articles, photos, state roundups, etc to Michael huff@ozhpv.org.au by the 15th of the month of issue for inclusion.

Memberships fees were due at 1st January 2007. Details of renewing your membership can be found on the OzHPV website <http://www.ozhpv.org.au/membership.htm> If you have paid your 2007 subscription money already, thankyou and can you also ensure that you complete and return a new membership form so we are sure of having all your correct and up to date details? If anybody really thinks that \$25 is an expensive subscription to be an OzHPV member and support human power promotion in Australia, I think you are expecting a lot from a voluntary organisation where the work gets done because members want to make a difference. You need to consider whether you want to be an "active member" or just "belong" to OzHPV. Don't complain that you are not getting anything out of OzHPV if you don't at least offer to put something back in.

We cater for such a diverse range of interest in human power, from the alternative transporters to the streamlined record

setters, boats, tourers, builders, human power lawn mowers, long distance riders and the socialisers. It's all good, but if you want more things happening in your area of interest you have to step up and show some enthusiasm. The Committee will assist you however it can, but it does need volunteer members to organise and run events no matter how simple.

Hope to see many of you at Casey Fields on the 31st March.

The Maryborough Proposal

OzHPV turns 10 years old in May 2007. We've been through our share of growing pains and ups and downs. All organisations do. Successful organisations have enthusiastic committees and the full support of the membership. Turning 10 is a major milestone and the committee are considering ways to celebrate such as several concurrent rides taking place in all the main centres for OzHPV. If you have other ideas please send them to a committee member.

The Maryborough Human Power Vehicle Enthusiasts offered to step in and run OzHPV because of a perception that OzHPV was going to be wound up. It wasn't a hostile takeover and we appreciate the offer, but after the AGM in December 2006, OzHPV has an active executive committee with no intention of winding OzHPV up.

The letter from MHPVE is included here so all members have a chance to read it. It can also be located on the OzHPV website.

I think this closes off the issue as raised at the AGM for now.

Some discussions have taken place with MHPVE and it has been agreed we would look at ways to work closer in the future.

For a long time the West Australian HPV group has acted as an autonomous unincorporated group who like to go for rides together. Their relationship with OzHPV has been cloudy as there are few OzHPV members in WA.

Recently I suggested on the WAHPV Yahoo list that they could come under the OzHPV banner and so be protected by incorporation and public liability insurance. Some lengthy discussion ensued with the vocal posters saying things like "they couldn't make a decision as they weren't actually a group anyway" or "we don't need to have insurance as we get that through our local bicycle advocacy group personal

membership". So, it would seem that for now WAHPV don't want to be part of an "East Coast Club" like OzHPV and will remain autonomous and unincorporated.

The committee as always is keen to support OzHPV member organised events around Australia but it needs member's input and enthusiasm. If you have an idea for an event such as a ride, tour or get together let the committee know and we will assist however we can.

Pete

The OzHPV Response to the Maryborough Proposal

At the OzHPV AGM in December 2006 a simple letter from the Maryborough Human Power Enthusiasts (MHPVE) to the OzHPV Membership was tabled to those present for discussion.

That letter offered OzHPV to amalgamate with MHPVE and for MHPVE to take over the administration aspects and assets of OzHPV due to a perceived notion that OzHPV were disbanding because of administration problems (ie: the availability of committee members). The outgoing committee members had mooted this possibility in the past due to a number of reasons including lack of support from the membership in general and increasing costs.

A new committee for OzHPV was elected at the 2006 AGM and there is renewed enthusiasm to develop and grow OzHPV. The financial situation of OzHPV remains strong and new events and activities are being planned in the near future. There are certainly no intentions or reasons to disband OzHPV at the Committee level in any case.

At the OzHPV 2006 AGM the members suggested that the matter be taken further with the following steps requested of the committee:

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:
 - Drive the discussions/investigation
 - Approach other organisations, with a view to amalgamation into a single entity
 - Approach the Cycling Australia and ask about HPVs coming under their auspices

The Maryborough letter will be circulated to members with the next HUFF and a link will be posted here when it is also posted on the OzHPV website. Discussion can then take place either on the list or by correspondence to the Committee.

You will appreciate that all these suggested actions take time and the Committee is certainly not in a rush to disband OzHPV and give everything we have built in the past 10 years away to another organisation.

Peter Heal
President



MARYBOROUGH HPV ENTHUSIASTS INC.

ABN 9545014847
Inc # A0044542Y

21 King St. Nth.,
Ballarat,
Vic. 3350

21st Nov. 2006

Dear OZHPV members,

Having discovered the possibility of OZHPV disbanding because of administration problems (ie: the availability of committee members) we, the Maryborough Human Powered Vehicle Enthusiasts Inc. would like to propose that OZHPV amalgamate with MHPVE Inc. This would allow OZHPV to continue to operate as a functional organization with MHPVE Inc. as the governing body, and allow the community at large, the continued encouragement to use and display human powered vehicles.

The benefits of this merger for both organizations would be:

- Administrative group already elected for the next 5 years
- The use of clubrooms
- The use of the Maryborough velodrome
- An additional annual event, now in its fourth year
- Possibility of cheaper insurance
- Lower administration costs
- Continuation of the 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.

So as you can see, the advantages are there for both organizations to continue to grow, and to encourage new members to the organizations in the coming years.

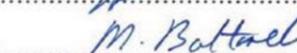
Regards,

Michael McTigue

Sec/ treasurer:  Michael McTigue

Vice president:  William Reid

President:  Ron Bottrell

Public officer:  M. Bottrell



A DIY Rear Derailleur Cable Rerouter

words and photos by Rob Wartenhorst



The new cable run

ON MY M5 28/26, shifting with the rear derailleur always has been heavy and not very precise. The gear cable also broke quite often. Then one day I read on the M5 web site about the U-Turn Away. It looked like it would make shifting gears a lot easier. Shipping it in however, was going to be more than the price of the item itself, making the total cost a too-high AU\$25*. Anyway, I thought I might try to make up something myself.

The trick is to let the gear cable come into the front of the derailleur (see the main picture above). In the shed I had a square piece of metal, which was just a bit bigger than the gear cable. Aluminium would be a lot lighter and would do the job as well. I then ground one part of the metal down to create a lip. I bolted the lip on the derailleur where normally the gear cable would end. I then drilled a crosswise hole to save a bit of weight and a lengthwise hole for guiding the cable through. As you can see in the picture, the cable does run over the bolt. A Philips head screw probably would be better, but it has not caused any problems so far.

The part that normally clamps the cable to the derailleur got moved to the end where the cable normally runs in to the derailleur adjuster and is now used there to hold the cable in place. Just a washer and bolt on the other side was needed to clamp the cable. I can still adjust for a stretched cable with this setup. But, I have been riding around with this setup for over a year now and haven't needed to adjust it at all.

Picture 2 shows how the cable runs now. It seems to be more aerodynamic too. Just one word of warning. I cut the cable to a size which looks real aerodynamic. The cable, however, is now too short to drop the wheel out without deflating the rear tire. So leave enough length in the cable so that the derailleur can be moved backwards.

My experience over the past year is that shifting gears remains light and precise, even with the cable becoming older and dirtier. And I haven't broken a gear cable since I ran the cable through the front.

* I note now that shipping has come down to 3 euro.



Notice of Special General Meeting

Saturday 3rd March 2007, 7:00pm at 78 Burrinjuck Cres, Duffy ACT 2611

Purpose: To consider the audited financial accounts for OzHPV Inc for the period 1 October 2005 to 30 September 2006.

Background: The above financial statements were presented at the OzHPV 2006 AGM in December 2006 and subsequently were accepted by those members present.

The accounts and other administration information concerning OzHPV were lodged with the ACT Registrar General in accordance with the requirements for annual returns by organisations.

The accounts and return were rejected by the Registrar General due to the accounts having been audited by an

independent person after they were presented to the members.

This special meeting is for the audited accounts and auditor's statement to be presented to the membership as required.

No changes to the accounts have been made to those presented at the 2006 AGM.

Members unable to attend may appoint their proxy on the OzHPV mailing list.

Peter Heal, President and Duncan Cleland, Secretary, OzHPV.

14th February 2007

OZHPV FINANCIAL STATEMENT FOR PERIOD 01/10/05 TO 30/09/06

	2005/2006	2004/2005	2003/2004
Balance Sheet 1/10/05 to 30/09/06			
ASSETS			
Cash at Bank Account			
68 638-2698 @ 1/10/05	\$ 6,804.28	\$ 7,612.67	\$ 6,232.73
68 638-2698 @ 30/9/06	\$ 6,941.17	\$ 6,804.28	\$ 7,612.67
Accounts Receivable @ 30/09/06	\$ -	\$ 300.00	\$ -
TOTAL ASSETS	\$ 6,941.17	\$ 7,104.28	\$ 7,612.67
LIABILITIES & EQUITY			
LIABILITIES	\$ -	\$ -	\$ -
EQUITY	\$ 6,941.17	\$ 7,104.28	\$ 7,612.67
Profit & Loss Statement 1/10/05 to 30/9/06			
INCOME			
Interest Bank Account	\$ 0.81	\$ 0.92	\$ 0.61
Refunded Bank Fees	\$ -	\$ -	\$ -
Membership Fees (85 as at 30/09/06) (2)	\$ 2,845.00	\$ 2,819.00	\$ 3,150.00
OZHPV Challenge Entries and Sponsorships	\$ 2,180.00	\$ 3,190.00	\$ 2,395.00
TOTAL INCOME	\$ 5,025.81	\$ 6,009.92	\$ 5,545.61
EXPENDITURE			
ACT Registrar General		\$ 54.00	\$ 26.00
Bank Charges and Fees	\$ 1.00	\$ 1.50	\$ -
Govt Charges and Taxes	\$ -	\$ 25.60	\$ 7.80
Insurance (1)	\$ 1,916.97	\$ 4,753.09	\$ 1,738.92
Stationery, Printing, Postage, Courier	\$ 272.82	\$ 133.55	\$ 115.95
Equipment	\$ -	\$ -	\$ -
Challenge Expenses (3)	\$ 2,676.13	\$ 1,850.57	\$ 1,885.00
Refund Govt Grant to Produce Video	\$ -	\$ -	\$ -
Donations (Canberra Bicycle Museum)	\$ -	\$ -	\$ 150.00
Internet Expenses	\$ 22.00	\$ -	\$ 242.00
TOTAL EXPENDITURE	\$ 4,888.92	\$ 6,818.31	\$ 4,165.67
TOTAL INCOME - EXPENDITURE	\$ 136.89	\$ (808.39)	\$ 1,379.94

NOTES

(1) Reduction in Insurance costs.

(2) Membership reduced due to increase in fees.

(3) Increase due to prize money given.

Notice of Special General Meeting continued

8. CATEGORY OF ASSOCIATION (select only one)

If the association's gross receipts exceed \$500,000 the association is prescribed under S.76 of the Act. Place a 'X' here: The auditor must be a registered company auditor under the <i>Corporations Act 2001 (Commonwealth)</i>	<input type="checkbox"/>
If the association's gross receipts and/or assets exceed \$150,000 or the association has more than 1,000 members or has a licence issued under the <i>ACT Liquor Act 1975</i> , the association is prescribed under S.74(3) of the Act. Place a 'X' here: The auditor must either be a registered company auditor under the <i>Corporations Act 2001 (Commonwealth)</i> or be a current member of the Institute of Chartered Accountants in Australia or the National Institute of Accountants or CPA Australia. The auditor cannot be an officer, partner, employer or employee of the association, or of an officer of the association, or of an employee of an officer.	<input type="checkbox"/>
If either do not apply the association is not prescribed and the auditor need not hold qualifications. Place a 'X' here: Accounts may be audited by a person who is not an officer of the association or a person who has prepared or assisted in the preparation of the accounts.	<input type="checkbox"/>

9. PARTICULARS OF AUDITOR

I have audited the attached financial statements of the association. In my opinion:

- a) the financial statements of the association are properly drawn up;
 - i. so far as to give a true and fair view of the matters required by subsection 72(2) of the Act to be dealt with in the accounts for the financial year reported on;
 - ii. in accordance with the provisions of the Act; and,
 - iii. in accordance with proper accounting standards.
- b) proper accounting and other records have been kept by the association.
- c) the audit was conducted in accordance with the rules of the association.

Full Name	David Henshaw	Qualifications (if applicable)	
Contact Address	19 Buchanan st, Merewether 2291		
Signature of Auditor	D Henshaw	Dated	23/1/07

10. STATEMENT BY PUBLIC OFFICER AND COMMITTEE (must be completed by the public officer and two committee members)

As a current office-bearer of this association, I certify under Section 79(1)(e) of the Act that the particulars shown on this form are true and correct, and reflect the association's compliance with those provisions of the Act that apply in relation to:

- (i) the preparation of the annual statement of the association's accounts; and
- (ii) the auditing of the accounts and the presentation of audited statement of accounts at the annual general meeting of the association.

I have read the 'Privacy Statement' and 'Important Information' below.

Signature	Signature	Signature
David Henshaw	Rudolf Werner	Atholl Reid
Name	Name	Name
Treasurer	President	Secretary
Position	Position	Position

PRIVACY STATEMENT

Section 9 of the *Associations Incorporations Act 1991* provides for the Registrar-General to collect the information for the purpose of establishing and maintaining the register of incorporated associations. The register is available for search pursuant to Section 11 of the Act, to any person upon payment of a fee. The register is also made available to a range of government agencies for law enforcement, administrative and statistical purposes.

Australian Rider Glenn Druery Gains Major Sponsorship for Race Across America

Veteran Race Across America recumbent cyclists, Tim Woudenberg and Glenn Druery, have gained a major sponsorship from Bent Up Cycles (www.bentupcycles.com), a specialized recumbent retailer in Los Angeles to help them fulfil their dreams in 2007.

The pair hope to compete in the Race Across America again this year- a massive cycling feat that will involve over 3000 miles of competition from Oceanside, California to Atlantic City, New Jersey.

This marathon race takes cyclists across 14 states and four time zones, and also involves over 110 000 feet of climbing. It is so overwhelming, that for most, to finish this race is an accomplishment of a lifetime.

Tim and Glenn will be riding Velokraft carbon fiber lowracers. With a dedicated support team, their goal is to win the recumbent class and beat the 2-man recumbent record, as well as set an overall 2-man team record.



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