

HUFF



Head Up Feet First is the Newsletter of OzHPV Incorporated.

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

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... *But first an explanation.*

by Michael Priest

The observant among you will notice that this issue is both thin, and very late. An explanation is due.

There's been a confluence of factors that sucked away so much of my time and energy over the last quarter. It's the usual stuff - kids, work, friends and relations, plus a few additional wanted and unwanted complications. In this case the wanted complication is a much needed house extension, being owner-built and absorbing tremendous amounts of money and time.

The unwanted complication was the discovery in June that my wife had breast cancer.

I know this not a unique situation - in fact if you don't already know someone touched by breast cancer then it's very likely you soon will. One in eight Australian women will be diagnosed with it at some stage.

And those of you that do know what its like will know the effect it has on the lives of everyone concerned - in practical terms it's not that anything one thing suddenly becomes impossible to do, but that *everything* becomes just a bit more difficult to do. And when you add up all the little bits of extra difficulty... well, something's just gotta give.

We're now three-quarters of the way through treatment - it's still a couple of months off but an end is finally in sight with, we hope, as successful an outcome as can be hoped for. Realistically though, the impact is going to reverberate through a further six months of recovery at least.

So it's with a great deal of regret that I think I must bow out of HUFF for the moment. I'm not serving the group with the dedication it deserves, or with the energy I'd promised. I know HUFF is a key resource that members value.

The AGM is approaching fast, and November 24th appears to auspicious for elections of all sorts. If you're a Man (or Woman of course) of Words, I reckon it'd be a good time to step up to the wicket.



Family On Tow

Words and pictures by Kent Jefferies

This article, first published in VeloVision in March 2007, describes Kent Jefferies' homebuilt Trike Passenger Trailer – in which his family travel in style.

I live in the beautiful small regional town of Wodonga, in Victoria, where virtually everything can be reached by pedal power. The reason for making this trailer was to transport my family without using my car.

There are two major things I like about this trailer. First, I enjoy the extra exercise benefit of towing my family, and we can get around as one, which my wife enjoys. Furthermore, my wife prefers the comfort and luxury of sitting in the back in the trailer versus putting leg to pedal herself. The trailer tows well, but I keep the top speed to around 23 km/h (14 mph) to keep my precious cargo safe.

I have a Greenspeed GTO trike, equipped with front and rear disc brakes and a SRAM three speed hub gear. It has an 11 inch low gear to assist with local inclines when towing the trailer. I also have a Chariot kiddie trailer to tow my son around town, and a cargo trailer to carry paint and other hardware.

As far as I know there are no commercially available trailers made locally which are similar to the one I have constructed. One major feature is that I can totally enclose the trailer to create a small cabin, protecting my family from the winter elements when necessary. It was also important that my family could be seen clearly from all angles by passing traffic. My local upholsterer suggested a clear plastic window finish, as seen on golf buggies. The four window sides are all independently detachable via zippers, which is especially advantageous during our summer. The two entry sides can also just be rolled up for ventilation when the weather is milder.

Reflective tape is sewn into the bottom for both sides and the rear. For when the windows are detached there are also self-adhesive reflective strips mounted to the frame. There is a very effective blinking head light, and two blinking lights to the rear. I used motorbike blinkers, operated from a



*Top: Night time illumination gives excellent visibility
Below: A BOB in tow for extra carrying capacity.*

switch mounted on my trike. They run off a 7.5 amp hour battery installed under the seat and accessible via a flap which also allows access to storage space. My latest addition to the lighting was four 'Bike Kits' of illuminated 'El Wire', glowing electroluminescent cables 1.5m long. I have also added two blue 300mm LED light sticks to the front of the trailer either side under the frame.

The chain stay trailer hitch on the trike works on the same principle as the hitch seen on the commercial Bikes at Work trailers. The BOB trailer is attached behind the passenger trailer when the family is in grocery shopping mode.

I have received many positive comments from onlookers such as: "What a great idea!" "Geez that would be good exercise!" It's also great to see drivers giving me a friendly wave as they pass. On one occasion at the local shopping plaza I watched a string of people take photos of the parked trike trailer combination.

I am very happy with the final product. Perhaps down the track I may add a radio/stereo. My only disclaimer is that if anyone else follows up by constructing a trailer as seen here they are responsible for their own actions, so they do so at their own risk.





Every kind of bike imaginable and then some - the OzHPV Challenge 2007

Words by George Durbridge

It isn't your average bike race, but then the annual OzHPV Challenge isn't just about bikes and hyper-athletes. Allowing pretty much any kind of Human Powered Vehicle, unfettered by UCI formulas, the races tend to be just as individual as the riders and the machines themselves.

Perfect weather greeted OzHPV members at the new 2.2km Casey Fields criterium track on the 1st April 2007. As the time to race approached, the pits began to blossom with a bewildering variety of bikes and trikes, almost no two the same. There were normal diamond frame bikes, recumbent bicycles in profusion, low slung trikes, tandems, unicycles and of course, the elite enclosed speed bikes. Entire families from seniors to kids participated, with Senior, Junior and womens scoring categories.

To win the Challenge, a rider has to demonstrate versatility and consistency. The events include a timed 200m from a flying start, a timed lap and a 1 hr road race, but the Shopping Race, slalom, "bush bash" and "Go-to-whoa" events mean that the fastest bike may not be the overall winner.

Of course, while events were run there were plenty of manufacturers and their agents showing off the latest machines and giving prospective riders a chance to try them out.

Speed bikes, the gazelles of the HPV world, shone in the road events. Jeff Neilson in his faired Trisled trike took out every speed trial. In the 200m flying start, he achieved 63km/hr, while his 50km/hr in the timed lap and average of 42km/hr in the 1hr road race were just too much for those of us who got quite used to seeing him flash by as he lapped us. Ben Goodall in his black streamliner was never far behind him. Amazingly, a unicycle was clocked at 27km/hr in the flying 200m!

It's worth reminding readers that unlike upright cycling, it's uncommon for recumbent bikes to ride in peletons, so all these times were achieved without any use of drafting. (Not that we'll refuse a free draft from an upright on the road, but sadly, an upright gets little assistance drafting a recumbent) Nor are OzHPV riders generally competition riders or athletes, since most of them are attracted initially to recumbent cycling by the comfort factor.

Racing stopped for lunch and the whole crew watched an amazing demonstration of versatility by unicyclists. Then the fun events began.

The "Shopping race" tested the ability to carry a load. Competitors had to load up with two shopping bags worth of real groceries, ride 500m and unload them again. Points were deducted for items uncarried. Preparation was the key. If you had panniers you were well placed, but there were hilarious results when folks simply had no easy way to carry the bags. Some riders chose to race around the course without any shopping hoping that their fast time would compensate. It didn't. Jamie Friday's tail box proved to be the ideal grocery carrier and he blitzed the course 19 seconds ahead of the nearest rival to win two shopping bags worth of very battered groceries.

The Slalom became a grueling test of manoeuvrability. The witches-hats were set so closely that some of the bikes simply didn't have the turning circle to make it down the course. In a surprise upset, the event was won by a lowracer rider (your author) who ran the entire course with his bike tucked under his arm.

The "Go-to-whoa" saw riders timed from a standing start over 250m to a full stop in a "box" about 3m long. This event saw some spectacular stops including a front wheel-stand and a spectacular finish a fully enclosed speedbike which just fell over onto a strategically placed mattress beside the track as the rider had no way to put his feet down.

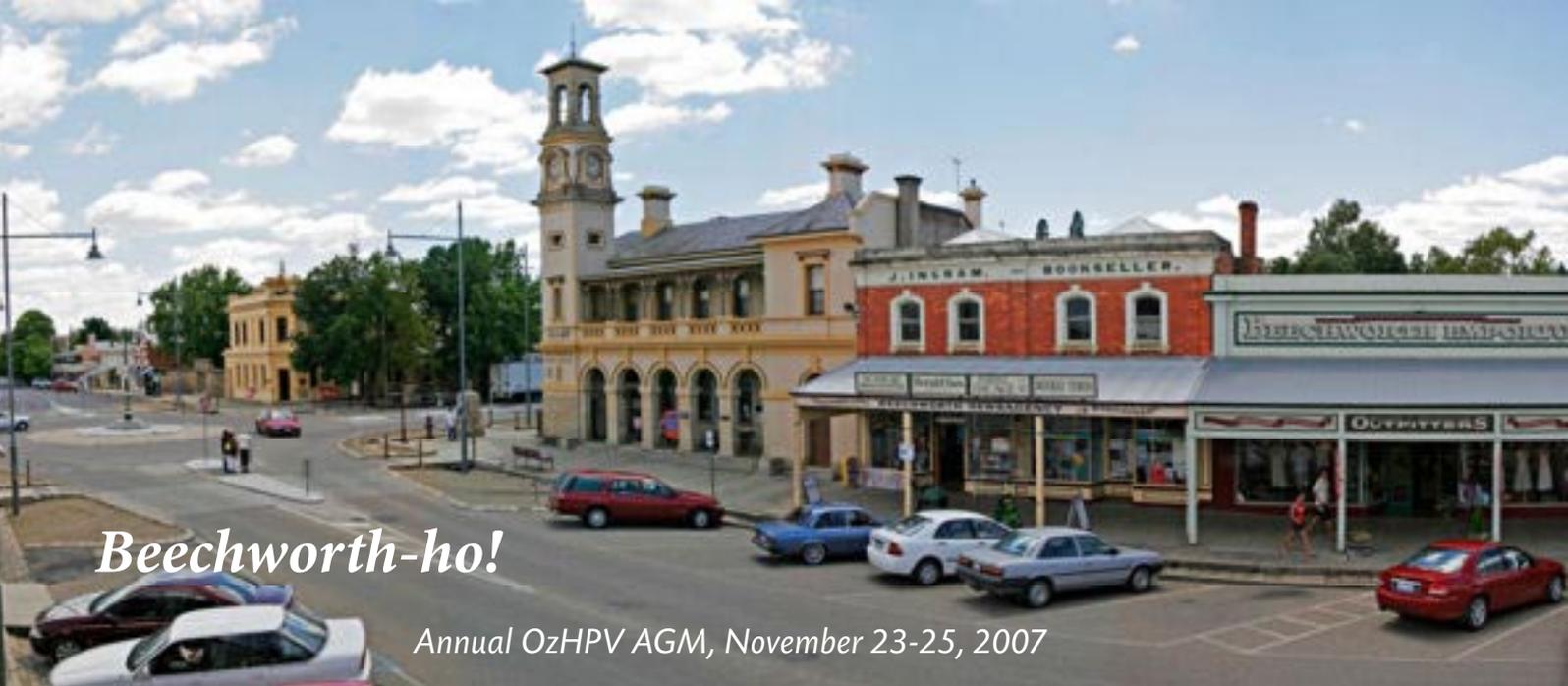
The "bush-bash" as the name implies involved a race over the rough ground and embankments surrounding the track. Unsurprisingly Thorin Quinn on a MTB won this. The streamliners and most speedbikes simply couldn't participate in this one.

Scoring the Challenge was a simple matter of adding up your placings in all the events and discarding the worst score. The lowest total gave the highest overall place.

To no-ones' surprise, the top position on the podium (if there's been one for him to stand on) was taken by Jamie Friday who rode his homebuilt Short Wheelbase recumbent bike consistently well and took on every event. Jamie truly demonstrated the practicality of his machine. He was closely followed by Jeff Nielson whose super-fast faired trike took out second place despite not competing in the Bush Bash and having to get out and push his trike through the Slalom.

After certificates were distributed and the crowds dissipated, thoughts turned to next years' Challenge which OzHPV hopes will be bigger and better. The Challenge is open to anyone, so whether you ride an upright bike, recumbent, trike, rowing bike or whatever, you're welcome at Casey next year to try your mettle. Keep your eye on the OzHPV website www.OzHPV.org.au for details!





Beechworth-ho!

Annual OzHPV AGM, November 23-25, 2007

A weekend gathering for OzHPV members and others interested in recumbents and human power vehicles. Based at Beechworth, Victoria, an historical gold town with many interesting places to visit by bike or otherwise.

The OzHPV Annual General Meeting will be held on Saturday 24th November 6:00pm to 7:00pm at the Beechworth Youth Centre (Old Beechworth Rail Station) at the rail trail head. Members will then retire to a local eating facility for dinner.

Other activities over the weekend will really depend on what attendees want to do. There are plenty of things for non-riding participants and family as well.

Rides of the surrounding areas and using the rail trail are planned for Saturday at a leisurely pace and involving bakery visits. Those arriving on Friday can organise rides to suit themselves.

There are many accommodation options in Beechworth ranging from Bed and Breakfast cottages, grand guest houses, comfy hotels and motels, old world pubs, cabins and caravan parks. The Lake Sambell Caravan Park which has cabins and camping/ caravan sites and is only a short walk from the town centre. The park has allocated a camping area for our group and is happy for a late check out on Sunday afternoon. Camping fees for non-powered sites are \$11 per person per night. Other accommodation can be found at <http://www.beechworth.com/accommodation/index.html>

Audax Australia will be conducting a set of three achievement rides on Sunday 25th November starting and finishing at Beechworth and participation by OzHPV members would be welcome. **You will need to pre enter if taking part in the Audax rides.**



Tentative program:

Friday 23rd November

Early arrivers can organise their own rides on Friday.

Dinner at Tanswell's Commercial Hotel, 50 Ford St, Beechworth around 6:30pm

Saturday 24th November

Ride to Myrtleford and return 70km

- Hard riders (70km) meet Beechworth Rail Trail head at 8:30am
- Moderate riders (52km) drive to Everton Siding for 9:00am start
- Drivers meet at Myrtleford Bakery approx 10:30am

Ride to Stanley and return 16km

- Meet 2pm at Beechworth Rail Trail head
- Easy ride to Stanley and back

OzHPV Annual General Meeting

Beechworth Youth Centre Hall

- 5:30pm for Soft drinks and nibbles supplied by OzHPV.
- 6:00pm to 7:00pm OzHPV Annual General Meeting
- Dinner afterwards in Beechworth at venue to be arranged.

Sunday 25th November

Participate in various Audax rides (50, 100, 150 or 200km) as per accompanying information. (Pre-entry required), or;

Easy rides around Beechworth area.

Late check out from caravan park.

Further information:

Contact: Peter Heal 0422103139 or heal@cyberone.com.au
Please advise if you intend coming for the weekend.



Sunday November 25th 2007

The **Indigo Classic @ Beechworth** is an **Audax** bicycle ride throughout NE Victoria's **Indigo** shire. Starting in historic Beechworth, with a choice of **50, 100, 150 or 200km** routes, it traverses the scenic valleys, granite foothills and small towns of the beautiful **North East** region.

*It is an **Audax Australia** (www.audax.org.au) **sanctioned event, run along standard Audax rules and guidelines.***

It is not a race.

The challenge is to choose a distance and complete the ride within a designated time limit calculated on maintaining an overall speed of 15kmh. Entry includes route map & directions, Audax brevet card and emergency pick up if needed.

Food and drink can be purchased in the many small towns on route. Our usual nutritious post event refreshments will be available for a small donation to the local **Friends of East Timor Group**.

Entries are encouraged by Thursday 22nd November. Although entries will be taken on the day they can create delays.

To Enter go to www.audax.org.au/pdf/docs/rideentryform.doc fill in & print off the MSWord entry form, then post to Indigo Classic, PO Box 304, Beechworth, Vic, 3747 with correct cheque payment (payable to Audax Australia). Or, email your entry & pay by cash or cheque on the day.

Indigo Classic @ Beechworth				Entry Fees	
Route	Start at	Time Limit	Finish by	Audax & Cycling Australia Members	Non members
50km	8:30am	3hrs 20mins	11:50pm	\$10	\$15
100km	8:00am	6hrs 40mins	2:40pm	\$10	\$15
150km	7:00am	10hrs	5:00pm	\$15	\$20
200km	6:30am	13hrs 30mins	8.00pm	\$15	\$20

For further information on Audax Rides contact: Fraser or Meg.
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