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MERRY CHRISTMAS!



From El Trez – Pete Heal

Yep, that's right. I'm not the President anymore but will be looking after financial and membership duties for OzHPV. The new committee elected at the recent Annual General Meeting is listed further into the newsletter.

I do still have some editorial input to the newsletter so here is last post for 2008.

Thanks to all who have kept the faith and keep supporting OzHPV Inc.

There is lots planned for 2009 and beyond and the new committee are keen to make things happen, so - keep your support going.

Here's hoping you have a great Christmas like Santa above, remember to take a draft from the roadies when the opportunity arises.

Annual General Meeting

The 2008 OzHPV Annual General Meeting took place on December 6th 2008 via an internet hook up between members in Melbourne and Canberra. The ** members attending felt this was a great concept and allowed members to attend without involving the expenses and time related to travelling to a central point for the AGM. 7 members in Melbourne and 5 members in Canberra were able chat over the "Skype" connection enjoying seeing members via video at the alternate location.

Anyway, some lively discussion took place and your new committee is as follows:

President - Eric Ball,
Secretary – Tim Marquardt,
Treasurer – Pete Heal
Public Officer – Atholl Reid
Webmaster – Charlie Bell,
HUFF Meisters – Ben Goodall & Pete Heal

The minutes of the AGM will be circulated to members with this newsletter.

HPVA taking over IHPVA

Members of OzHPV may be aware that there have been some recent significant developments on the status and management of the International Human Power Vehicle Association. There is some lengthy discussion taking place at the moment and it would be difficult to objectively present all the circumstances here. I'm going to try and summarise it in dot points. If you want to read the discussions and get a better understanding please take a look a forum discussion here: Discussion on recumbents.com

- IHPVA originally founded in 1978 in North America
- Became an international organisation in 1997 to representing all HPV organisations from around the world with the aim of promoting the design and development of Human Powered Vehicles and maintaining speed and distance records for various times and distances for land, water and air vehicles
- In 2004, due to conflicts regarding record keeping and copyrights, the HPVA (Americans) left the IHPVA in 2004.
- In 2008 the HPVA decided to rename itself to IHPVA while the IHPVA of this time decided to keep its name, resulting in two organisations with the same name.
- In 2009 the North American IHPVA seized control of the domain name ihpva.org away from the international IHPVA and began promoting itself as the one true IHPVA.
- There is some discussion that the original International IHPVA went into a hiatus and did not record world records, have meetings or do very much and this prompted the Americans to just take over.

So, there are two organisations with the name of IHPVA.

The international one represents all countries (including North America) and is an organisational membership – National HPV organisations like OzHPV Inc. are members.

The North American IHPVA is an individual membership and doesn't recognise the country associations/organisations.

This situation has been discussed at both the 2007 and 2008 OzHPV AGMs and there really isn't a lot more that can be said from OzHPV's point of view.

The general consensus of members at the recent AGM was that OzHPV continues to support the International IHPVA.

Boingy Bent

Duncan McDonald, our New Zealand correspondent, sent me this picture of his new moving bottom bracket front wheel drive recumbent. The front fork was off a Cannondale MTB and had been gathering dust under my bench – Pete H



Duncan's comments were:

Finished, sort of. Chain stays shortened by 80mm. 125mm cranks fitted. I have been thinking about trying 150s but they feel very long on another bike after riding this one. Set up as in these pictures it gave me a sore bum so I reclined the seat more and brought it forward which helped a lot. I did an 80km ride around the Port Hills in Christchurch. Hill starts difficult at first and scared myself on the descents - did not feel safe at 93kph. Since raised the seat 50mm and it feels much better, but maybe I am getting used to it too. Very quiet chain drive and the Rohloff hub is quieter than a newer one I have. Only need one chain ring. Suspension is great. Rear seems a bit harsher than the front even with only 150psi. Duncan

Separable Bikes – Stephen Nurse

The Moulton Bikes are the most famous (and some would think, the only) bikes which separate in the middle to make them easier to transport. Recently I came across and bought 2 other separating bikes: one was from Ceres (\$30.00 for the frame and some bits) and the other from Ebay for \$5.00. Exorbitant!

Hoath Sports 20"

There is nothing at all about Hoath Sports Bikes on the Internet so the country of origin is a mystery. It looks like it was made in the 60's or 70's in Europe and there are Swiss, German and an unknown flag on the forks. As well, there are Olympic rings on the seat tube, these make it go much faster!



The handlebar stem was broken and in replacing it, I welded on a quick release handle to allow the handlebars to be removed when separating for transport.

Vairas 24"

There is a bit more on the Internet about these bikes, which come from Russia. Vairas built dragsters and other kids bikes in the 60's and still build mountain bikes today. One of the photos on the net shows some Russian girls on their now very cool Vairas dragsters!

The bike has a rack, which supports the back mudguard, and I became inspired to build a pannier set for it. The joins on the bikes are also inspiring and a future project might be to build a separable post coming out of the head tube to carry a big tub for shopping.



Veritas folding mechanism

The separable bikes have been a lot of fun to use, and I would generally ride one of these for a round trip of 3k or less, getting into and out of my faired recumbent really isn't worth it for these distances.

South Australia Audax “Super Week” September 2008 – Pete Heal

One of my big “trips” this year was a series of long Audax rides that took place over the course of 9 days in South Australia. SA is an old stomping ground and I built my first bent there in 1992, so it was going to be good to go back and see what difference 15 or so years have made.



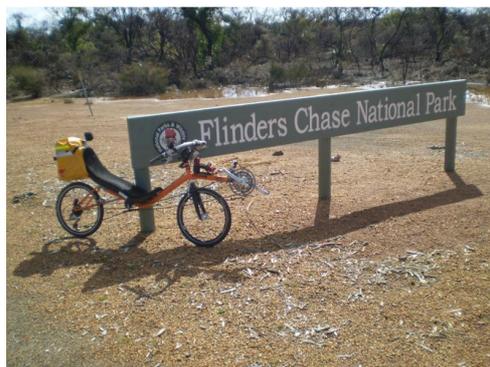
Early O’Clock at the Adelaide GPO ready for start of 400km ride. Pete at centre.

I don’t remember South Australia being so wet. I’m sure it has a reputation of being the driest state on the driest continent. Well, it pretty much rained on all of the nine days I was there. The series of rides involved a 400km on the first weekend, followed by a 300km, a 200km and then a 600km on the last weekend. There was a rest day in between each ride for sleeping and eating. The loops took riders from the Adelaide Youth Hostel to as far a field as Kangaroo Island, Victor Harbor, Burra and the Riverland. On the day before the start of the final 600km my front rim split coming down from Belair National Park. Besides making the descent to Adelaide exciting, it presented a problem of what to do for a front wheel. Luckily one of my old riding friends, Andrew was able to loan me a suitable front wheel for the very wet 600km to follow so everything went well. It was great riding familiar roads with a greatly increased fitness level and different concept of what a “long ride” entails. I used to tour around SA extensively on my upright and recumbent when I lived there.

The ride was joined by various riders during the week. Four of us signed up for the whole week but only yours truly completed the “Grand Slam” of all four rides in the gruelling conditions. That’s 1,500kms in 9 days folks. It’s funny the ride organiser should refer to me having completed the “Grand Slam” as that is what we used to call a series of long rides leading up to a 200km distance organised by the SA Touring Cyclists when I was it’s President. When I got home I dug out an old badge I had kicking around in my treasure box.



The 1985 “Grand Slammer” Badge



Pete’s bike takes a rest on Kangaroo Island

I reckon that both efforts - the 1985 one and the 2008 one were of equal difficulty in their respective ways.

Great Southern Randonee 1,200km October 2008 – Pete Heal

Not deterred by the South Australia experience, I entered the Great Southern Randonee 1,200km Audax ride in October 2008.

This is a smaller cousin of the well-known Paris Brest Paris Audax ride and is run along the Great Ocean Road and up through the Grampians in Victoria’s South West. It provides very interesting

terrain and uncertain weather conditions at that time of year. In 2004, Ian Humphries, Peter Mathews and I on our bents were hammered by heavy rain and wind making a challenging ride even more difficult.

I was the only bent doing the full 1,200km distance in 2008 and there were a lot more entrants than the previous time I had ridden the event in 2004. Ian Boehm from Melbourne attempted the 1,000km option on his Ti M5 Shockproof. There were 75 riders on the various rides options.



Pete takes a draft at the back of the lead bunch – first night

Being the only bent on the 1,200km drew the usual comments and derision. Generally Audax riders are every tolerant of me on my recumbents and on this ride all were except one. This guy was a dyed in the wool roadie and was quickly organising riders into packs and making sure everyone did what they were told. I soon got frisky at the average pace of the marshalled roadie bunch and looking at blokes in white nicks arse's isn't very attractive, so off down the road I went. As I passed the group I caught some snide comment from Mr Organiser like *"get that f'ing thing off the road"*. Fair enough! Anyway, there was a great tailwind and flatish roads the first night so I pushed on with my friend Mr Garmin to the first control at Port Arlington. Trouble was the organisers weren't quite ready when I arrived. The "bunch" was another 20 minutes back, but I decided to wait and ride with them on the night leg through Geelong for safety reasons (ie: Yobs in utes). At the Geelong control – the Kardinia 24hour take away – Mr Organiser almost stared me down and gave me an elbow in the ribs when walking past for good measure. Unbelievable!



Carefully over the train tracks – first night

That was the last time I rode with anybody much for the rest of the ride except for Ian B early on Day 2 out of Port Fairy although he seemed to fade back quite quickly. Ian later abandoned after a geographical embarrassment in the Grampians.

Early on Day 2 at about 4:00am I nearly gave it away at Anglesea after about 300kms.

I was feeling awful and finding it hard to drink and eat. OzHPV member Simon manning the control gave me some encouragement and after spending too long there I decided to push on.

The bus with Geelong on the banner looked very tempting as I rode past. The rest of day 2 to Port Fairy was very hard and I was running on an empty tank for much of it. The Port Fairy YHA was buzzing when I got there late although I still couldn't eat. Fell asleep on the YHA floor within a short couple of steps to a toilet. Awoke not feeling any better but went on thinking there was always the train at Hamilton as an out option. Started coming good about the middle of day 3 heading towards the Grampians. Took on some food and had to have a couple of "lie downs" on the side of the road. It was very hot at Hall's Gap and out towards the turn around point at Moyston. On the way back to Halls Gap there was a rider in a very bad state which turned out to be some sort of virus. Still not able to eat much until getting back to Hamilton. The 100km run back to Port Fairy YHA was done with a following wind on my own and I arrived some time after 2am Day 4. I actually showered, ate lots and slept in a bed here this time. I sprung to life about 5:00am a revitalised rider and set off after even more food.

So, now I feeling great and eating lots and I'm setting my usual Audax 'bent pace. Got to Port Campbell and Simon and the other helpers couldn't believe it was the same Pete they'd seen 24 hours ago. I was feeling good.



Near Dunkeld – towards Mt Abrupt

The climb up to Lavers Hill was steady and not too bad. A weather change came through soon after I arrived and the temperature went up to something like 30c climbing the Otways and then within 30 minutes it dropped to less than 20c.

The trip back to Airey's Inlet along the Great Ocean Road was lovely with a setting sun and hardly any traffic. I got to the finish around 9:20pm Thursday which was an excellent result given my earlier near abandon experience. Total time was 76h20m. The quick turnover at Port Fairy got me back into a good time window and well ahead of other tired riders who chose to sleep for many hours there and at Anglesea. I had a shower and a good sleep and was able to greet finishers after breakfast on day 5.

Along the way I took many photos and was able pass these to Simon at controls so they could be loaded on the following website as the ride went on. There was also a live blog active during the ride where updates and rider comments could be made. I received many encouraging messages here from OzHPV members and friends watching progress on their computer screens somewhere else. To those people – thankyou – it helped.

There are lots of photos from the GSR here:

<http://picasaweb.google.com.au/Victoria.Audax/GSR2008#>

2009 OzHPV Challenge

The Kart track at Albury has been booked for the 4th and 5th April 2009 and now we will start working up a program and seeking sponsors.

Mark the date in your calendar.

More information will be circulated when available.

Lang Lang Speed Trials

As hinted in the last HUFF, OzHPV has been able to book the GMH Lang Lang test track for Easter 2009. That's the 10th to 13th April 2009. This will give us four days to get the right conditions for

anyone wanting to ride really fast and possibly set a record – Australian or World maybe? GMH have imposed strict conditions on the number of people permitted on site at any one time so large spectator crowds may not be possible.

A Expression of Interest form has been circulated by Tim Marquardt and it is essential that this is completed and returned to Tim by those wishing to participate as soon as possible. Priority will be given to members of OzHPV Inc.

Coming Events

10th January 2009 – Token 12 hour Race. International Regatta Centre, Penrith NSW
www.token12hour.com

28th February 2009 – Casey-Cardinia HPV Cycling Festival <http://www.cchpvcc.org.au/>

4th & 5th April 2009 - OzHPV Challenge – Albury/Wodonga

10th -13th April 2009 – OzHPV Speed Trials on GMH Test Track Lang Lang Victoria,

4th July 2009 – IHPVA World Championship, in Europe.

17th – 19th July 2009 – HPVA Speed Trials on Ford Test Track Arizona USA

14th – 19th September 2009 - WHPSC Battle Mountain

See also <http://racvenergybreakthrough.net/AboutCalendar09.shtml> for a program of HPV School rules racing around the country.

Memberships 2009

It's that time of year again.

OzHPV Memberships are due as at the 1st January 2009.

No change to membership fees has been made and the fees are:

Single Member	\$25
Family Membership	\$35

Newsletters and bulletins are generally circulated to members by email.

If members wish to receive their magazine in hard copy by post an additional \$15 fee is applicable to cover postage and printing costs.

The new membership form will be circulated with this edition of HUFF.

Please contact the Treasurer for any enquiries about memberships treasurer@ozhvp.org.au

Taking the Aero thing just a bit too far?

Found on a German list showing Danish rider Andreas Kaiser and his rather extreme tail faired Velokraft No Com.



Newsletter Contributions

Always welcome. Please send to huff@ozhvp.org.au

Next deadline for material end of February 2009.