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From The Editors – George Durbridge and Stephen Nurse

Welcome to August. No great preaching here this month. Just going for cheap laughs. From Terrigal in New South Wales, and (at the time of writing) for sale on Ebay, we have a couple of “Eco-Warrior” wooden bikes: there are some photos posted below. As well as being a fairly wonderful bike there are the fantastic comments about the recumbent. “Q: Are you able to confirm if the lightning bolts make the bike faster? A: When I was sold the lightning bolts the salesman at the performance shop guaranteed a 30% speed increase. His figures were very conservative and I can actually confirm a 34% increase.”..... There are a couple of other wooden bikes featured in this issue

As always, thanks to our contributors, and please see the back pages for news and a list of coming events.



Hills Hurt but being last up the hill hurts more

Paul Worden May 2011

It's not a secret that recumbents are disadvantaged climbing hills. Gentle gradients can be ridden on a par with upright road bikes (DFs) but once the slope exceeds around 8% then it starts to hurt. The reasons for the bent disadvantage are complex but there's no doubting that the inability to stand and use gravity to punch a pedal down is the big factor.

So what to do? I don't like being last up a hill behind a group of DFs particularly if the riders are not much younger than I. This is where you pull out the notebook and read what you wrote in the back page “Age and treachery will overcome youth and enthusiasm.” There are tactics you can use that will help. Of course being superman or woman is good, but there is a practical time limit to the

training you can do. I for one, ride to keep fit and keeping up with DFs is a bonus but not an obsession.

A really heavy bent ridden by a really heavy rider isn't a good start. The best thing you can do for your hill climbing is to shed some weight. It's doubly good for your health too – you'll ride faster, breathe easier and reduce the risk of obesity related diseases. Bear in mind that although increasing exercise is a good way to keep fit, it's not an efficient way to lose weight. Reducing food intake is the reliable way to shed kilos. If you lay in bed and don't eat you'll lose weight. It's a myth that to lose weight you must exercise and you have to ride a bike for an hour to burn off one small chocolate bar. Cut down on portion size and limit alcohol – it's very high in kilojoules.

By the magic of writing I declare you within your normal weight range. Now lighten down the bent by not carrying unnecessary stuff. Your full drink bottle (surprise!) weighs one kilo for every litre. If you can top up during the ride carry less. You don't need over a litre in a hydration bladder for a 25 km ride. Use common sense to carry enough liquid for the conditions, but as little as possible.

It's the same for tools. If you can afford it, buy the lightest pump; smallest multi tool and carry one spare tube for each wheel size along with some patches and a tube of cement. That's why I like 700c wheels – I can always bot a spare off a DF rider.

Heavy pedals and heavy shoes increase the energy needed to maintain cadence. The speed difference between a soft heavy shoe and a light carbon soled cycling shoe is at least 1 kph moving average.

You're smart enough not to use a treaded tyre on bitumen aren't you? Heavy tyres require more energy to accelerate and more energy to lug them up hills. Pump the tyres up to at least 80 psi if they're rated that high. If your bent has a mesh seat, tighten the mesh as much as you can.

Most of us have a limited budget but you can make better choices when you have to replace stuff and some very good gear is regularly discounted heavily – or should that be lightly?

Right. Enough about the hardware. Lets get take a look at tactics.

Recumbents roll down hills faster than DFs. Even if you've lightened your bent it's still likely to be heavier than even a moderately priced DF. It's a bit more 'aero' to, so typically you'll roll ahead of a DF group. You can help yourself by warning the DF riders that you're not racing them when you roll ahead downhill (smirk!) Explain that the speed dynamics of bents is different and you'll be slower up hills, so it will even out and they'll pass you. Avoid telling them that it will be over your gasping near dead body.

To give yourself every advantage, you should start a climb ahead of the DF pack. This is particularly easy when a downhill is immediately followed by an uphill. Downhill speed will defeat all except experienced 'category' DF riders. A DF rider can tuck in behind a recumbent and even though the draft is minimal on the best bents, he or she can attain a very tight tuck and a good DF rider can sprint to more than 50 kph. So rarely there will be a rider that can stay with a bent downhill, but mostly they can't. You'll arrive at the climb between 50 and 100 metres ahead.

Don't waste the downhill! Do some very deep breathing to oxygenate your blood. Keep in the big ring as long as you can to keep as much speed as possible into the hill, then gear down aggressively and punch the bent forward until the gradient defeats you and you enter what we can call the spin zone. This is the highest speed you can maintain while also keeping your cadence high. If you've ridden the route before you'll have a speed in mind and know what you can achieve. If not, try to relax into a cadence. There's a compromise to be reached and it's very personal. Some of us are mashers and some spinners, but either way, you don't want to damage your knees. If your bents 'low' gearing is too high you will almost certainly damage your knees. If you're not running a triple, then a compact chainset is preferable as you can get a 33 inner ring but still run up to 55 on the outer. At the back use at least 28 or if you don't mind the notchy gaps in the gearing use the MTB 11/34. You'll need a long arm rear mech for that.

Breathe in time with your pedals! Do a fixed number of pedal strokes for each inhalation and exhalation. Controlling your breathing helps prevent panic breathing and blowing into the red zone. If you have a heart monitor use it and know the figures. You can watch the heart rate climb and ease off as it approaches your personal threshold. There is no point at all in flailing away into the high

90% of your heart rate. You'll 'blow up' and if you don't damage something you'll certainly find yourself doing 5 kph or falling over!

You can help slow down the lactic burn by the One Two Three technique. Make one powerful push on a pedal and two less powerful. This alternates the strain on your legs and gives the muscles a little relaxation which assists with blood supply.

On some SWB designs you can use a technique pioneered by Tim Brummer of Lightning Cycle Dynamics. Ride one handed and use the other arm to push down on your knee. Alternate as needed. This doesn't reduce the oxygen required but it does lower the strain on your leg(s) and uses the fresher muscles in your arm to help push the pedal forward.

I can do this with the P-38 but it's almost impossible on the high racer.

Other useful techniques are pointing the toes down or the heels down or pulling back instead of pushing. It all mixes up the muscles being used and extends the time before you collapse in a steaming, gasping heap.

In conclusion I have to say that the best way to become better at climbing hills is to climb them as often as you can and to use a protein recovery drink within minutes of finishing a ride. The recovery drink helps build new muscles quickly.

Your recumbent makes hills more difficult (not 'challenging...' DIFFICULT!) but with some sensible planning, a bit of training, some tactics and technique, you can match DF riders of your age and fitness up hills and enjoy annoying them by asking "what head wind?" on the flats.

When a recumbent highracer shrinks.

By Joe Fittipaldi

The story about the build of this recumbent highracer can be found in HUFF March 2009, Volume 12, Issue 2, Number 62 on page 5.

During the time between completing the build and just recently this bike has travelled 637 shake-down kilometres. Most of these kms were travelled on a bike trainer whilst the remaining were travelled on actual roads.

I was astounded as to how well it performed as this was my first ever recumbent build, no it wasn't without problems as I had two issues I have had to address. The first issue concerned the front derailleur, each time it was operated to change gear the chain always fell between the chainrings, no matter how I operated the gear-lever the result was the same and therefore all of the 637 kms were travelled using the middle chainring.

The second issue was much more critical. I am 170 cm tall (some people may say short) not a giant in any language, the seat of the bike was 76 cm above ground, my x-seam is 84 cm, I guess you must begin to get an idea of the problem. Each time I stopped at traffic lights or an intersection I was barely able to reach the ground and hold the bike upright, this lack of stability also made interesting take-offs.

I looked at the problem and came up with a number of ways to address it. I have discounted most of them due to having to hack the frame too much, or being too complex to achieve and be satisfied with the result. My only option was to change the wheels from 27" to 20" therefore minimising any modifications to the frame.

I grabbed the 20" wheels off my daughter's upright (I haven't converted her yet, she only just learned to ride a bike without training wheels) and fit them on my recumbent, I pushed the bike to the local primary school car park on a Sunday morning and took it for spin. The dynamics of the bike had not changed and still felt the same under my buttocks. Sure I was able to use a higher gear, the bike computer wasn't working both due to the smaller wheel and not having a magnet attached to the spokes, but most importantly I was able to plant both of my feet firmly on the ground, also take-off were a much more controlled affairs. Success. So I pushed the bike back home and started to take measurements, using my daughter's bike as an assumed donor, to see where things were to be cut and where things were to be welded.

No I did not use my daughter's bike as the donor, I've obtained one from the Brunswick bike shed at Ceres park.

The frame came almost complete, it was only missing:

1. the seat, of which I didn't need,
2. the handlebar/gooseneck, of which I didn't need,
3. the brakes, of which I didn't need,
4. the front wheel, of which I definitely needed.

Bits of both frames got cut up, aligned and welded. From the pictures below you'll be able to see the difference between the two bikes.

To summarise, the changes are as follows:

1. Wheels, from 27" to 20"
2. Front forks and seat/chain stays to suit 20" wheels
3. Crankset, from 32/40/48 to 42/52
4. Front derailleur
5. Brakes, from side pull to linear pull
6. I've added a modified kickstand
7. But most importantly the seat height has dropped from 76cm to 55cm

The only things left to do is to clean the welds and undercoat and spay paint the areas that have been welded.

I have taken the bike for a few rides along the streets around home and I am much happier and comfortable with this incarnation of the bike.

Are there any problems since the conversion?

Well yes, just one, the gearing on the bike is as useful as a jack-hammer in a life boat, I seem to spend most of the time on the larger chainring and the smallest cog.

What to do next?

Possibly install a larger chainring or add a mid-drive gears or pedal slower and enjoy the scenery.

Before:



After:



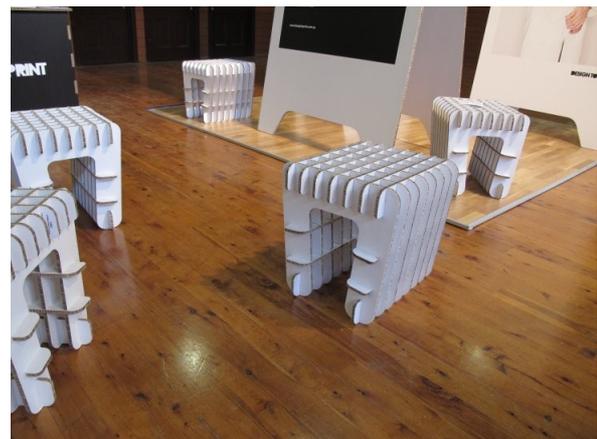
The Treadlie Bike Magazine Handmade Bike Show

by Stephen Nurse

The Treadlie handmade bike show was held in the Royal Exhibition Buildings in Melbourne in July this year. Lots of interesting bikes on display and the use of timber / bamboo / plywood seemed to be a recurring theme. One of the pictures here is a model of a bamboo velomobile: read more about the real thing at <http://www.theage.com.au/national/bamboozled-give-it-a-grow-20110716-1hj0w.html>

Recumbents were represented by the Cruzbike Vendetta, although I'm not sure if this bike is handmade! And bikes weren't the only items at the design show. Cardboard furniture anyone?





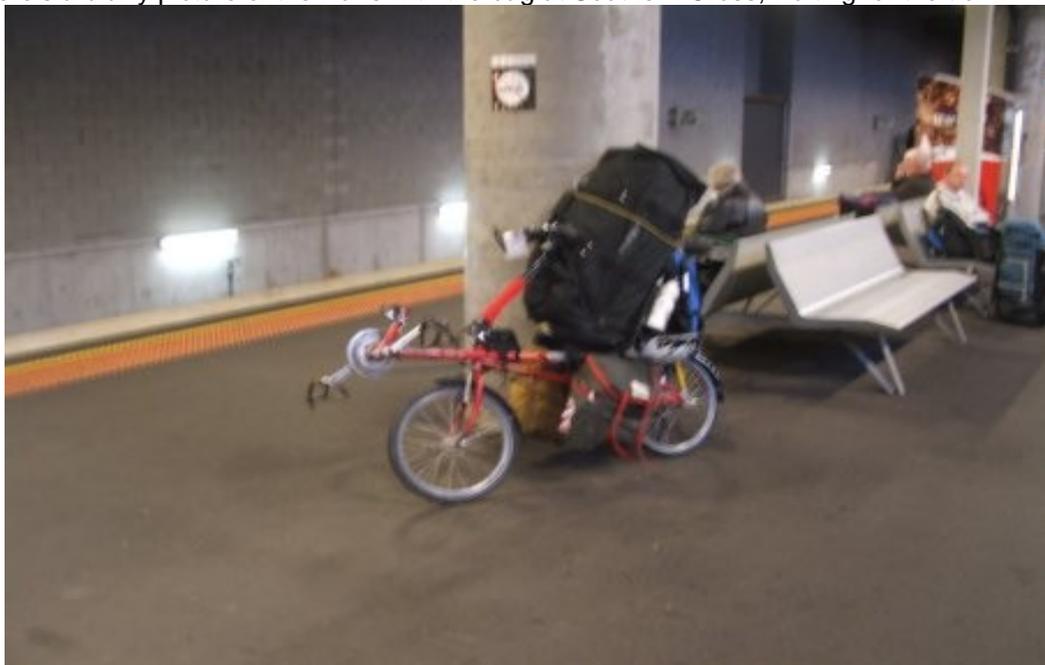
Not in the exhibition but definitely notable is Don Nightingale's newest chopper bike – I thought my bikes were over the top but Don's bikes will out over the top almost everything!. He writes “Just sorting out the idler arm, then will send you a youtube clip and the nicer pics. Not sure whether to patent it.....if someone builds it better then great.
Rides really nicely though.



A chunk of the Golden Trail by Gary Hardy

The germ of the idea for this trip was the Golden Trail, which follows the path of the Chinese miners who walked from Robe to Bendigo in the goldrush. But how to get to Robe in the first place? I figured I could catch the Overlander to Bordertown, ride down to Padthaway, then down to Kingston, then onto Robe and pick up the trail. I only had a week so I knew I would not make it all the way to Bendigo.

I took camping stuff, cooking stuff, in a bob-clone trailer pulled behind my old but trusty Rans Rocket. My trailer folds down, and it fits with all the other stuff I'm taking inside a large tote bag. So, here's a blurry picture of the Rans with the bag at Southern Cross, waiting for the train.



Trailer – What trailer?

Saturday Day 1. Bordertown to Padthaway 48k

The Overlander runs to a pretty tight schedule. About 27 seconds after my feet touched the platform at Bordertown, the train was vanishing off on its way towards Adelaide. Took me about half an hour to reconstruct trailer and get organized, and by 2 pm I was ready to go.



Rolled into the lovely old town of Mundulla two kilometers down the road, and stopped at the general store to top up my supplies of calories. Outside, a woman asked "Where have you come from?" "Um, Border town" She was disappointed, I could tell. I guiltily wished I could have come from further than two kilometers away, somewhere exotic like Machu Picchu or Bhutan. Nevertheless, she kindly wished me a good trip. A bunch of teenagers hanging about in the mainstreet could not believe their eyes. I don't think a lot happens in Mundulla on a Saturday afternoon. My departure was captured on multiple mobile phone cameras. I can imagine the Mundulla teens showing their friends at school on Monday ... "Like there was this old guy on a really weird bike with a funky sort of trailer thing"

I missed the edge of one storm, but I could see another ahead. Two days off the winter equinox and it's pretty dark by 5.30. Darkness fell, rain fell, and the odometer went dead. Coming down the long hills I discovered too that the steering with the loaded trailer was quite exciting when the speed went up, and I'd start to oscillate from side to side. Eventually houses and some street lights emerged out of the murk, and I found my way up to the excellent Padthaway Caravan Park, where I'd booked an onsite van for the night. I was very glad to be there, and made good use of the blow heater provided, drying out everything ready for the next day.

Sunday Padthaway to Kingston. 100 k today. 148 k so far

Left at 8 to give the Padthaway General Store some chance of being open so I could get some supplies (no luck – they must have a sleep in on Sunday). It was toasty in the sleeping bag but a lovely misty sort of morning when I finally got out into it.



Maybe I am carrying too much weight ...

Very pleasant riding along the rolling hills. Gentle sunshine, light wind, not much traffic, no big hills, all right with the world. After a while though, I could see the clouds gathering on the horizon directly ahead, and sure enough it started to rain. Eventually the weather cleared again, the sun came out again, and a stiff headwind started up. It slowed me down but dried me out pretty quickly. Hit Kingston around 2.30, found the caravan park, and got a van for the night.

After the wind and the rain earlier, the day settled into a lovely calm afternoon. Went for a nice walk around town, watched the sunset, and went to sleep lulled by the sound of the waves on the shore.

Monday Kingston to Robe. 46 kilometres 194 ks so far

A chilly night. Heavy dew next morning. Up and on the road by 8. I thought it would be quiet, but in fact it was rush hour in Kingston, and the road was busy. Pretty country though, and a lovely sunny morning. Nice rolling hills, and some big pine plantations. The now familiar clouds were building up ahead, and sure enough, with about 10 k to go to Robe, it bucketed down. The rain was so heavy that water pooled on my chest, and periodically, if I did not clear it off, icy water ran in through the zip of my rain jacket and down into my belly button – a most unpleasant sensation. I was determined to camp, so I pulled into the first caravan park on the way into town.

It was still raining, so I put up a fly sheet between some trees, then put up the tent under that. Soon as the tent was up, the rain stopped and the sun came out.



Pottered around Robe, a lovely town, for the afternoon. The Tourist Information office in the library had nothing on the Golden Trail – I hope it is not languishing (I see the web site domain has lapsed as well but available at <http://web.archive.org/web/20051029213800/http://www.thegoldentrail.com/>). I found the monument to the Chinese who landed nearby to start their long walk.

Tuesday Robe – Penola – 105 k ... 299 ks so far

I knew it was going to be a long day to Penola so I set the alarm for 5.40, and got on the road by 7.15.

A chilly, misty morning gave way to a clear sunny day. Churned along happily round 15 k ph till I hit Penola a bit before 5. Got a camp site in the Penola caravan park. Around six the camp ground filled up with road workers who were living in the caravans. Fires lit, steaks on, tinnies opened. I had a great meal in one of the pubs in the main street. When I returned, the tent had been treated to a good smoking from the road workers' fires, a mix of wood smoke and cooked steak, which to this day still permeates the fabric. Got into the sleeping bag, wondered if I was going to be able to sleep with the semis roaring past and the noise from the lads, then went out like a light.

Wed. Penola – Casterton 76 Kilometres. 375 ks so far

During the night I was occasionally aware of the occasional passing semi, but slept remarkably well. Packed up and on the road by 9, as not such a long day to Casterton. Hit the supermarket on the way out, to stock up on supplies for the day. A friendly lady in the carpark asked where I'd come from. "Yesterday, from Robe" I said. "Gosh, all that way by hand cycle!" I guess they don't see too many recumbents out that way.

Someone had helpfully removed the road signs at key intersections, so I spent a bit of time backtracking and faffing around. A very steep dip outside Dergholm gave me such a fright that I fluffed the gear change on the climb up the other side and jammed the chain inbetween two chain rings. Took quite a while to prize the chain out again, with plenty of time to wonder what I was going to do if it decided to stay stuck.

The day got greyer and chillier. I arrived at Casterton round 3, feeling frozen and frazzled. The Caravan Park at Casterton looked so utterly cheerless that my resolve faltered, and I went for a motel room at the back of one of the pubs in the main street. Good to dry everything out, and wash some clothes.

Had dinner in the local Chinese restaurant in honor of the chinese miners who walked the way I am riding in relative luxury. No wimping out for a motel after a hard day for them. The ride notes for the next day's ride tells me it is "Challenging" from Casterton to Coleraine, and from Coleraine to Cavendish "includes some longer or steep hills." Uh oh.

Thursday Casterton to Hamilton 62 Kilometres– 437 ks so far

Fortified by a bowl of cornflakes headed off out of Casterton, up a very long, steep hill, with a strengthening northerly wind gusting across the road. Hit Coleraine round 11, and stopped for a coffee and a pie. The store had a rack with – amongst the mags with titles ranging from Sporting Shooters to Perfect Hooters – was a leaflet with the Warrnambool-Melbourne train timetable. It was a sign perhaps. Coming into town I'd hesitated at the turn off to Cavendish, at the road stretching off up a steepish bald hill, right into the teeth of the Northerly gale. Coleraine was nice enough but I couldn't see spending the rest of the day there. Up the hill to Cavendish looked too bleak. The highway onto Hamilton was busy and had a nasty big hill too, but I figured my accommodation options would be better there and I could either head on to Dunkeld or down to Warrnambool.

So I headed for Hamilton. Got a room in the motel opposite the Tourist Info centre, had a shower, then went for a potter around the town. Great steak in the pub, a few reds, and contemplation of the weather map – approaching cold front with strengthening South Westerly's -, the road map and the train timetable led me to the decision that I'd head for Warrnambool and home.

Friday. Hamilton – Warrnambool 115 kilometers 552 ks all up/

While I was making breakfast I could hear the rain on the roof, not an auspicious sound. It was raining steadily when I hit the road at 6. Not much wind, not much traffic. Not much view either, just the edge of the road and the rain in the beam of the Lumotec light. After a while it went from raining, to really really raining, then back to just raining, then drizzling, then back through all the degrees of precipitation – a pattern which persisted all the way to Warrnambool. The ladies in the Koroit shop were amazed that I'd ridden from Hamilton in that weather, and looking out at it bucketing down, so was I. I sat under a verandah, ate a pie, then some chips, then a coffee, then an apple, then another coffee, watching the rain streaming down, and searching for a sign that it was easing. Not a chance. Eventually I pushed on again for the last stretch into Warrnambool. Despite lots of trucks hurtling along throwing up gritty spray, and some exciting moments when the bikelanes vanish on narrow bridges, I made it to Warrnambool train station in good time. Found some dry clothes, got changed and headed off into town to kill the hours till the train left. Packed the trailer back into its bag, loaded it onto the train, then back to Melbourne where my wife kindly collected me from Flinders street.

So, it was an interesting trip. I learned a few things. Winter in South Eastern Australia is probably not optimal for bike camping – stuff gets wet and can be hard to dry. For this trip, there is plenty of accommodation in caravan parks, pubs and motels, so another time I'd leave the camping gear behind. Trailers are great, but they present the temptation to take more than you really need and it doesn't take too many hills to work that out. And maybe one of those waterproof cameras – it was so wet I took almost no pictures most days. But on the whole, it was a grand week of riding through a lovely part of Australia, and I'd recommend it.

Here is a link to a set of Bikely pages, one for each day's ride.

<http://www.bikely.com/listpaths/by/Golden+Trail>

And a narrative of a group ride along the trail

http://www.crazyguyonabike.com/doc/page/?o=1r4vFZo&page_id=141615&v=5T

Recumbents on Eastlink by Stephen Nurse

Eastlink is a tollway in Melbourne and connects 2 of its outer suburbs, Ringwood and Frankston. Last year there was a bike ride along the Eastlink Tollway, and recumbents were banned although several recumbents went anyway and other high recumbents (Cruzbikes) were allowed to participate. So after this year recumbents are allowed but must have a 1.5m flag. See here <http://www.rideforhome.com.au/TermsOfUse.aspx>

Several OzHpv members wrote to Eastlink as the decision whether to include recumbents was made and it's at least in part due to our lobbying that we have a place in this ride. Correspondance from John Reynoldson is copied below. A win for Ozhpv!

FYI, I wrote to Chloe and received the following reply:

"At this stage I can assure you that recumbents will be allowed to participate, the final details of the logistics are just being sorted out now."

Full text below:

Hello John

Thank you for contacting us regarding the inclusion of recumbents in the Ride for Home this year. In 2010, the decision was made not to allow recumbent cycles to be ridden in the event, based on information we had received around safety concerns, all of which it seems you have been informed of.

Based on feedback and information provided by recumbent riders and our own further research; in 2011 we have been reassessing those safety concerns to provide recumbents with the opportunity to participate in the ride.

Your timing has been great, as we are actually in the final stages of discussion around this this week, and we hope to be able to come back to you with detail within the next few weeks. At this stage I can assure you that recumbents will be allowed to participate, the final details of

the logistics are just being sorted out now.

In the meantime, please feel free to contact me if you have any further questions or concerns.

Thanks John

*Chloe Vieth
Right Angle Events*

*From: John Reynoldson Sent: Tuesday, 14 June 2011 10:49 PM
To: Chloe Vieth
Subject: Recumbents on Ride For Home Eastlink ride*

Hello Chloe,

Last year I contacted the organisers of this ride to ask if I could ride it on a recumbent and was given a blunt refusal on the basis that some "normal" racing bike riders had expressed reservations that they felt uncomfortable with them in groups and as a result it had been decided not to allow recumbents.

I was told then that this year the organisers would consult with the recumbent riders representatives (OzHPV and VicHPV) before making any similar decision.

I pointed out that despite the so called "safety fears", recumbents participate in large rides regularly without incident. I rode the very first, very chaotic Eastlink ride myself on a recumbent, (I was 2500 bikes back from the 65km ride start line!) and the only accident I saw was actually in the elite racing rider group - not a single recumbent I know of had an accident or caused one, (though the decision to use only one lane of the freeway with bollards to separate traffic was a very, very dangerous one!) The same safety record can be seen on the Round the Bay, where there are plenty of normal bike incidents every year, but I've not heard of injuries to a recumbent rider or caused by a recumbent though many participate. If you were to analyse things from a purely actuarial viewpoint, it would be the normal bikes that should be disallowed on safety grounds!!! :-) I do hope this consultation process will occur as promised.

*For your interest, in fact, several recumbents did turn up and participated in last years ride, were not turned away, and their inclusion did not appear to present any safety issues.
regards*

John Reynoldson.

Speedbike News: Eiviestretto hour record / Barbara Buatois heads for Battle Mountain by Steve Nurse

Speedbikes are very far from the most practical Human Powered Vehicles in the World: just try going down to the shops for a litre of milk in one! Nevertheless I think every recumbent rider is a fan of speedbiking in the same way we are all fans of cyclists like Cadel Evans: we admire the skill, the speed and the equipment.

Francesco Russo from Switzerland has broken the world Human Powered Vehicle Hour Record in a recumbent based on the backwards-facing Eivie III designed by Damjan Zabovnik. Francesco rides the bike head first and face up with his view of the road ahead obtained using a mirror. It all sounds a bit weird until you start to look at other possible speedbike designs and realise it actually makes sense if all you want to do is go fast.

- The best shape for a streamliner is a "3 dimensional stretched teardrop" with the widest point of the bike at the front. Recumbent streamliners are less than ideal: having the rider's wide shoulders at the back of the bike compromises the shape.
- So head first or prone streamliner bikes may be faster and the simplest way to set up one of these bikes is to have the rider face down in the machine. Unfortunately this leads to all sorts of bother. The cyclist needs to be comfortable on the bike to breathe and exert energy properly. This is quite difficult to achieve, your chest has to expand during breathing and you have to be supported on your front as well.



A backwards-facing recumbent from Milton Raymond was the predecessor of the Eiviestretto, shown here at the end of the 91.556 km Hour record run.

So we are left with Messrs Russo and Zabovnik's solution! The technology that went in to the Eiviestretto is very impressive with computational fluid dynamics used to refine the shape. There are a few sites on the internet that describe things better than I can in a short article. See [here](#), [here](#) and [here](#). It's easy to be bamboozled by these bikes, [Gizmag](#) got it wrong and for quite a while I thought the rear steer bicycle shown [here](#) was actually a backwards facing recumbent. Here is a link to an article about Milton Raymond's original [invention](#).



A slimmed down Varna Speedbike (on right) for Barbara Buatois at Battle Mountain.

What if you want to go fast in a recumbent speedbike? Well it helps if your shoulders are a bit narrower so the Speedbike can be narrow at the back and closer to the ideal shape. And it helps if you are already the fastest woman on the planet over 200 metres and the fourth fastest person on the planet and your name is **Barbara Buatois**. Barbara is planning to compete in the [Battle Mountain speedbike Challenge](#) from September 12 and has a chance to go very fast in her Varna Speedbike. Source for this story is Recumbent Journal, [here](#) is the internet link.

Coming Events:

September 25, 2011: Sandown Racetrack 6 Hour "Ride For Epilepsy"
<http://www.ride4epilepsy.com.au/>

November 13, 2011: Eastlink Ride: <http://www.rideforhome.com.au/TermsOfUse.aspx> or
<http://www.rideforhome.com.au>