

December 2015 Volume 18 Issue 3 - Number 84

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From The Editor – Stephen Nurse

Hi and welcome to Huff, I am the new and somewhat pressed for time editor. We love and need your contributions, stay safe and well over the Christmas period. Regards!

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Rudi With His Trike



Bike Friday Tour with Gael



In August 2015

A Tribute – Rudi Werner

Long-time OzHPV member and past President of OzHPV Rudolph (Rudi) Werner died on the 7th December 2015, after living with a diagnosis of cancer for more than two years. Before he died he organised for his body to go to the Discipline of Anatomy at the University of Newcastle, to further cancer research and the education of medical students.

Rudi loved his bikes and was involved in many clubs and associations besides OzHPV.

He once told me he played a major role in lobbying the ACT Government back in the 1970's to improve the Canberra bike path network and build needed bridges like the bike bridge across the Yarralumla Creek. I often think of that when I ride over it.

Rudi and his wife Gael were keen touring partners often riding mountain bikes or their Bike Friday Tandem together in remote parts of Australia and in Europe.

Rudi knew his time was limited and he had a "life celebration" in August because he wanted to see people when he was well enough to enjoy their company and listen to any good things that people wanted to say about him.

It's very sad to lose such a devoted cyclist and all round good bloke like this. He will be sorely missed by all who met and knew him. Our thoughts are with Gael.

Pete Heal & Atholl Reid

Poetry

Ah, Poetry – When I put out the call for articles for Huff I received 2 poetry submissions. I have been known to write the odd line or two myself but will not inflict you with any of that now (Ed).

From David Edwards: *"I'm on the North side of Brisbane, a regular with the BNE recumbent group. Have been riding bikes forever (I am 45 yrs old) but recumbents for the last 2. I have bought and sold a few. I have 3 favourites: A Challenge Fujin lowracer, a Bacchetta Giro 20 which is my daily commuter 5 days a week and a Sinner Mango. I ride between 150 to 200 kms per week on recumbents."*

Oh what a joy it is to ride a 'bent.
On frivolous things my money was spent.
But it was not long ago
that I came up with the dough
to purchase the first of what became many.

My wife now says, "You have too many bikes!"
Of which of these do you ride?"
Well there's the blue one and the yellow one,
the 3 wheeler and the frog green one.
Oh please don't make me decide."

The time came (It didn't take long),
to justify almost any expensive ride ...
I am looking for the right one my dear (I told her).
No money is spent on beer or buses
I can come up with a few more pluses if you'd like,
as to why I now need another.

You see there's this one I've of heard on a whisper
it accelerates a little bit crisper, you see.
It'll keep me fit and happy
The seller says it is really quite snappy
"A worthy addition to the collection."

"On one condition" ... she frowns
You may buy it on these grounds ...
"You do what you said you'd do ...
That is ... clean under house, that'd be grouse (to begin with).
Then after that, you can go like a gnat
to empty the shed before Christmas."

From John Kuljis: *"Longtime recumbent rider John's HPV's include a frontwheel drive lowracer, a Speedbike and a beloved Raleigh 20. He lives in Hastings, Victoria and is a regular on the Darebin Bugs' weekly Saturday city tour."*

'2FourTWENTY'

Raleigh Twenty rolling on through hills
Little wheels turning and heart's beating!
So, in time the climb crests to a thrill
With delights of sights downward fleeting!

Now surely along the gentle streaming
Bird's call here on and creatures take flight!
Be not in fear friends, for the Twenty Dreaming
Of days yet to be; places tomorrow's delight!



Monash Industrial Design HPV's by Steve Nurse

At the end of their studies, 4th year Industrial Design Students put their work on display. This year, three Monash students chose HPV's for their projects, all wildly different.

Jeremy Cameron's Domestiq (top) is a carbon frame bike with some load capacity.

Lachlan Marshall's trike (centre) combines a pedal powered artisan workshop with a display stall for craft markets.

Tianyi Gao's trike is a low-geared, treadle driven mobility aid meant for older people for whom walking is a problem. It was nicely finished off with wheel disc covers, more for appearance than for speed!

They are all great pieces of work and it's good to see HPV's being made and taken seriously by students.

Hi from the North by Aaron Ball

Some distance north of Sydney is a quiet little country town that locals call Brisbane, which is punching above its (population) weight these days in laid-back HPV culture. At last count, there were no less than 8 velomobiles as well as several variations of unfaired recumbent tricycles and bicycles that regularly meet for a breakfast ride. The gathering happens about once every month or two, at the Nundah criterium on Brisbane's northside, with the route following about 30km of mostly separated and almost pancake flat bike paths to Woody Point on the bottom tip of the Redcliffe Peninsula.

After a few very long straights along paths that follow Schulz Canal out towards Moreton Bay, where the fully-faired generally get all their sprinting out of their systems like long-legged puppies who've just arrived at the dog park, the path starts to wind its way through the very picturesque Boondall Wetlands. While some care needs to be taken for cyclists coming the other way, the Boondall Wetlands path has lots of enjoyable corners with plenty of safe run-offs.

North of Boondall, the route follows some very quiet backstreets into the seaside township of Sandgate. Sandgate and Brighton are probably Brisbane's cycling mecca, with pelotons often outnumbering all other patrons at the various coffee shops and cafes dotted along the seaside esplanade of Flinders Parade. While the velonauts often take the esplanade, the more sedate riders (myself included) will prefer the shared path along the sea wall, which has a much better view of the beautiful Bramble Bay.

From Brighton, the path continues north-east across the Ted Smout Memorial Bridge, one of two bridges built to replace the Hornibrook Bridge which when built in 1935 was the longest bridge in the southern hemisphere and the second longest bridge in the world. The old bridge's iconic art deco gateways still remain, however after spending 30 years as a dedicated cycling connection to the Redcliffe peninsula it has now mostly been dismantled with its remnants serving as fishing piers at either end.

The new bridge is dead straight, an absolute pleasure if there's a tailwind, and a 2.5 kilometre nightmare if there's a headwind unless you're one of the aforementioned velonauts.

Once on the Redcliffe Peninsula more bike paths take the group further around the Bramble Bay's shoreline to Woody Point, which is the usual breakfast destination.

Unlike the many pelotons, the quasi-monthly 'bent ride is convivial with many stops to re-group. Even though the whole ride there and back is about 70kilometres, with some riders doing up to double that to get to the starting point, the group usually consists of riders of all ages and capabilities.

As is the ilk of HPV enthusiasts, the ride is usually late setting off while people catch up, inspect the many various interesting machines, and on most occasions test ride something different.

A good turnout was had for last month's ride, with faired machines being represented by 2 of the 3 Brisbane-based Sinner Mango velomobiles along with a Velocraft DF, a Trisled Rotovelo, and a rather rare Peregrin on Birk. As well as three Greenspeeds including a solar-powered electric assist machine, there was a partially faired ICE Trice Q and a number of two-wheeled machines including a Brompton (we are an inclusive bunch). Only one of the machines was homebuilt (not counting the very cleverly modified solar-assisted machine built by Greenspeed), although most machines had been modified in some way or another. Unfortunately, most Brisbane HPV enthusiasts including myself have too many competing life interests that prohibit the engineering dreams that are discussed at length over breakfast.

More information on Brisbane 'bent culture can be found at <http://www.brisbanecyclist.com/group/bentriders>



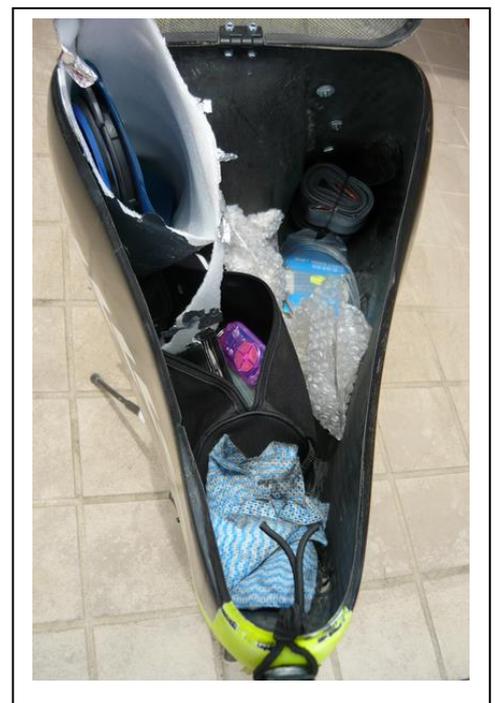
Brisbane HPV riders at a recent gathering

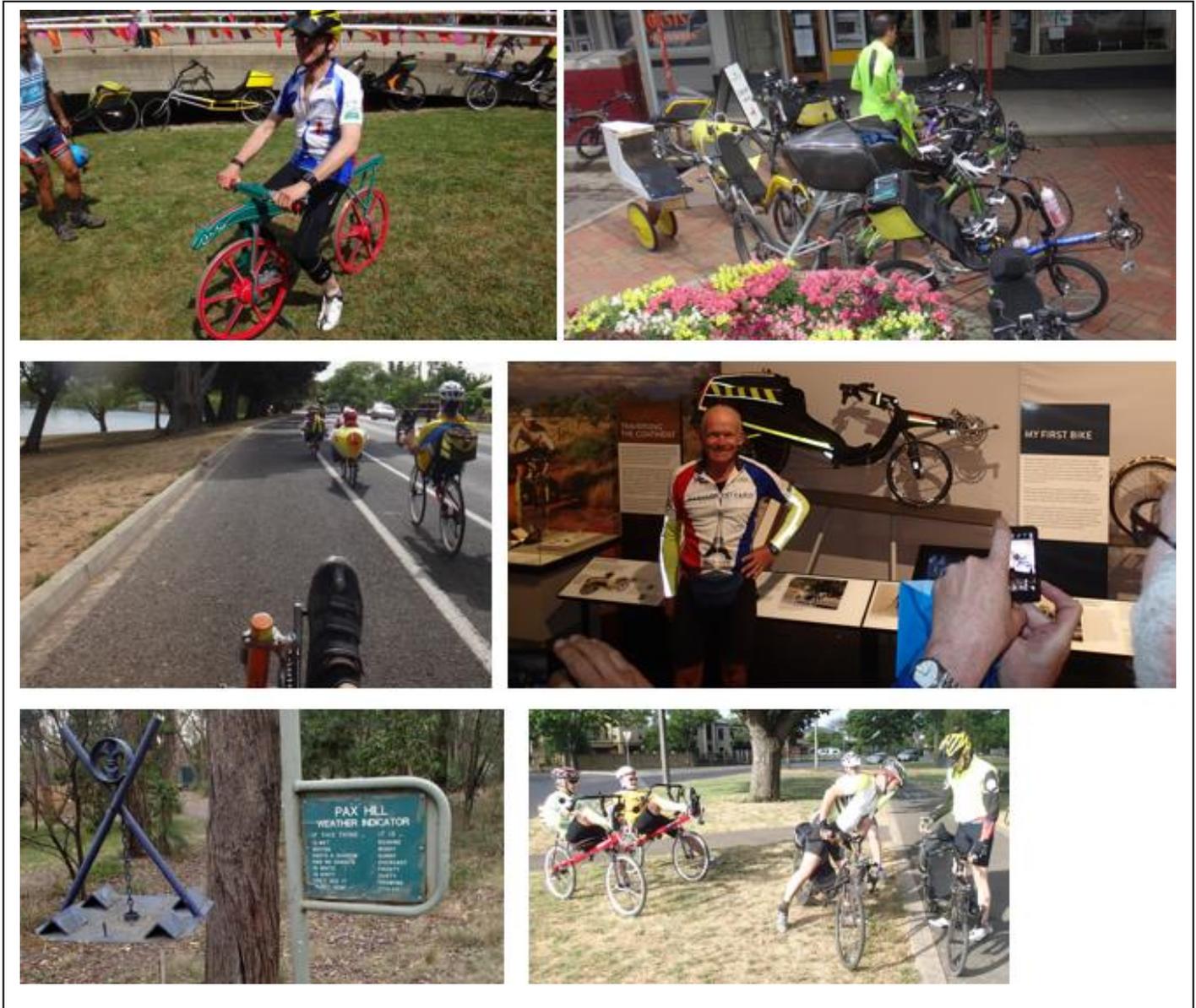
How much junk is in your trunk? By Richard Ferris

We all carry those necessary tools, spares and other bits and bobs in case something breaks, goes flat or just plain buggers up. And there's often much debate about what is the most functional, aero and lightest means of carrying said equipment. So what do you carry and what is it carried in?

The accompanying photo shows my tailbox (thanks Pete!) and what I carry on a typical day ride. Various other bits of gear end up in there if I'm touring or Audaxing, but this is the minimum I like to leave home with:

- Camelback and homemade insulator
- various pieces of bubblewrap to stop my rattling and squeaking
- two spare tubes and tyre boots (old tyre casing)
- one each of brake & gear cables (3m length)
- chux cloth for wiping chain oil off the bike and me
- and my manbag for carrying those numerous small items:
 - wallet, keys and mobile phone
 - tyre levers, multi-tool, puncture kit and zippy ties
 - spare batteries, light bracket, pen, valve extender, chain pins
 - band-aids, steri-wipes & some ibuprofen
 - sunscreen and butt cream (hopefully used in that order)
 - tissues and wet wipes





AGM weekend Photos by Steve Nurse & Pete Heal

AGM Weekend, Ballarat, November 2015

THE OFFICIAL BUSINESS BIT

The Annual General Meeting took place after a pizza dinner put on by the OzHPV bank account. The outgoing Secretary – David Cox, put together the meeting minutes and a financial report and they will be included as an as an attachment when this HUFF is distributed.

There were around 15 members attending the AGM weekend and meeting, and the outcome of elections for OzHPV Committee positions were:

President – Pete Heal

Secretary – Richard Ferris

Treasurer – Duncan Cleland

HUFF Newsletter – Steve Nurse

Web Page Wrangler – Andrew Stewart

Events Helpers – Steven Rowlands, Peter Mathews

Public Officer – Andrew Stewart

Members present accepted the various reports of President, Treasurer and Secretary although there was not a great deal to report in the way of activity during 2014-15.

The meeting ended and the red wine flowed till late that night.

THE FUN RIDING BIT

Members started gathering from Friday morning and into the afternoon.

The venue at the Pax Hill Scout Camp was a little way out of town and up a significant hill, but it proved to be a great venue set in native bushland. The facilities were good with bunk rooms for many more riders than we actually had attending. Good amenities and a kitchen dining room alongside and it became apparent that we should be riding.

We finally got ourselves organised enough to go for a ride in the afternoon and our local Native Guide – Rob Leviston, showed us the bike path around Lake Wendouree and other parts of the town.

Of course there was the obligatory café stop along the way.

Friday night the whole mob took over a section of a local pub dining room after finding the fancy pants Food Fair a bit lacking in quantity and seating.

On Saturday morning, Rob had grand plans of the group riding 70kms or so North to Clunes. I'd already warned Rob not to expect too much from a mob of recumbent riders. After dealing with some busy trafficked roads and stupid close pass by some Jerk, the group decided to cut things a bit short at Clunes where we took over part of the street outside the bakery for an hour or so.

By the time we got back to Ballarat again it was time for a pretty nice lunch at a restaurant overlooking the lake. We just managed to make it to the Sovereign Hill Gold Museum for the big opening of the National Museum of Australia travelling exhibition "Freewheeling".

Although we missed some of the opening day activities like roller races and bike club displays, our group was treated as royalty on arrival and ushered straight into the Freewheeling exhibition area. The exhibition area was apparently somewhat smaller than the National Museum was led to believe and some of the exhibits got cut. Luckily the recumbent I used to set my record for the Around and Across Australia rides was taking pride of place. We took a few photos, checked out the other exhibits and then decided it was time to head back up the hill to Pax Hill.

The OzHPV committee had previously decided to put on a pizza dinner and head chef, Duncan with some assistance did a great job putting together lots of salads and a desert or two.

This was subsequently consumed by the hungry cyclists. Even those that hadn't ridden much that day.

A better plan was made for ride on Sunday morning and the group did another quick lap of the lake before heading out the old Western Highway now the Avenue of Remembrance with its significant plantings of trees to honour the locals who fell in battle during World War II. There are a lot of trees! At Lake Burrumbeet, we turned North, went under the new Western Highway and regrouped before a dash back to Ballarat along a quite back road and to another lengthy lunch stop at a Café.

Back up the hill again and riders dispersed for their journeys home.

Those travelling North to Canberra and Sydney endured a very "hairy" drive all the way in heavy rain and lightning storms for virtually 600kms or so up the highway.

Another good weekend with new and old friends.

Pete Heal

New OzHpv secretary Richard Ferris had ridden several hundred kilometres from Howlong in NSW to Ballarat for the rally, with all his kit in his tailbox. He used a compression sack from <http://www.wildearth.com.au> to fit everything in. "They're also sold at Rays Outdoors & most other outdoor/camping stores. It's good for squashing bulky clothes like fleece jumpers etc." Ed.



Sea To Summit eVent Compression Dry Sack Sack - LARGE

Sydney Recumbent Ride – 12th December 2015 by Pete Heal

There used to be a fairly active OzHPV group in Sydney until the main organiser moved away. The last time we tried to get the recumbent riders together in around 2009, they came out of the woodwork and were happy to go for a ride. No one took up the challenge of organising any further rides and not much happened for a while after that.

New member Dome (Dom) from Sydney, was enthused after travelling all the way to Ballarat for the AGM weekend and a few other Sydney OzHPV members happily offered to help out with guiding duties when Dom organised a gathering and suburban tour for recumbents.

Dom had organised an 80km route along bike routes, separate paths and back streets heading from Sydney Olympic Park towards Eastern Creek, Prospect Reservoir the M7 Bike route, Liverpool and Parramatta before returning to Olympic Park. A shorter option of about 40kms was available and about half the group of 15 riders waited for the 80km riders in the Liverpool Mall.

It was a hot day and Dom had organised for his sister, Eva to pilot an electric assisted cargo bike equipped with an esky filled with ice and cans of drink to keep the group refreshed. The cargo bike was great until the battery karked it at about 75km and Eva was assisted home by some bent pushing effort. The Cargo bike also suffered a rear flat early on which delayed the long riders more than it should have.

Moving again, the group enjoyed Dom's route and as can be expected often had to stop for regrouping at various points. This added to delays and the short riders were getting a bit bored waiting in the Liverpool Mall answering questions about recumbents.

The two groups met up again sometime after midday and a lunch break chewed up another hour. The full group of 15 or so then followed a route I have difficulty remembering now through the traffic of Parramatta down to the Parramatta Park and then along the River back to Sydney Olympic Park. So, after about 8 hours the riders arrived back at the starting point and were keen to discuss future rides and get together.

Hopefully this group will take advantage of being a "chapter" of OzHPV rather than a loose "bent forum group". Already plans are being made for rides into the New Year.



Sydney HPV Ride Photos

Coming Events

OzHPV Ride 3-Jan-16 Start 8am, 66km, Mostly Flat, Howlong

Meet at the Howlong Bakery, next to the IGA on High Street Howlong, on the Murray halfway between Albury and Corowa. Distance to: Albury 30km, Corowa 28km, Rutherglen 24km, Chiltern 21km

Organiser Richard Ferris, 0437 836 545, avanti.hammer@bigpond.com Free for OzHPV members. Non-members \$25 to cover membership and insurance.

Parking is available in Hovell Street opposite the servo or in the gravel car park behind the Hume Bank arcade – accessed by driving through the IGA car park or via the laneway on Hovell Street. Please **DO NOT** park in the IGA car park. You can also park at the Howlong Recreation Reserve about 1km from the town centre on Riverina Hwy (Albury direction).

Toilets are in the Hume Bank arcade in the town centre. There are toilets at the Howlong Recreation Reserve about 1km town on Riverina Hwy (Albury direction).

Accommodation is available at the Howlong Caravan Park, Howlong Golf Club Motel, Stableford House and the Old Howlong Post Office B&B and in surrounding towns.

Ride Details

Distance	Interval	Location	Planned stop?	Facilities
0km	0km	Howlong	Start	Bakery, toilets, IGA, take-away
22km	22km	Rutherglen	YES	Bakery, toilets, IGA
40km	18km	Chiltern	YES	Bakery, toilets, IGA,
49km	9km	Barnawartha		Servo, toilets, pub
66km	17km	Howlong	Finish	Bakery, toilets, IGA, take-away

Google map details – press CTRL & click on link or copy link into web browser

<https://goo.gl/maps/oxGJ9PL2fUv>

Lake Wendouree Ride, Ballarat, Windmill Ave, Sunday Feb 21 2016, 9am (Steve Nurse)

This ride is part of a fundraising venture for the Ballarat Fiona Elsey Cancer research centre with the \$25.00 entry fee going to the charity. I have registered the team name Steve's Slowpokes for a team which consists of up to 12 riders, with 4 riding at any one time. Website for Entry and ride details is <https://ballaratcycleclassic.com.au/events/25hr-lake-relay> . I am not sure of my work commitments at the time of the relay weekend but may be organising a Friday / Saturday ride up to the event. Details will follow on the OzHpv yahoo group site, <https://groups.yahoo.com/neo/groups/ozhvp/info>. (Damian Harkin and Douglas Tuck pictured at a previous ride below, <http://modularbikes.blogspot.com.au/2014/02/wendouree-2014.html>)



MEMBERSHIP

All memberships for OzHPV come up for renewal at the 1st January 2016.

In some instances members have joined part way through the year. We prefer to deal with all renewals of membership at the one time. If you could pay the pro-rata membership from the ensuing period through to 31st January 2017 that would be great.

The Secretary will be sending out a reminder email when members pay their subscription fees.

Membership fees remain as previously set as follows:

Single Member \$25

Family Membership \$30

Please return the attached membership form along with details of your payment to the Secretary

secretary@ozhvp.org.au

HPV Record Attempts by Tim Marquardt

Ford Proving Grounds, Lara Victoria

In conjunction with OzHPV & Ford Australia, several groups have had access to a 4.8km high speed circuit at Lara, near Geelong in Victoria. The circuit allows those with fully faired trikes and bikes the chance to ride them and time their runs. These are not roadworthy vehicles and designed for one thing, speed! During these sessions, world & Australian records have been claimed:

Gareth Hanks – 1 Hour solo Multitrack – WR

Bryce Marquardt – 1 hour solo – U15 - 51.5km – WR

Jeff Neilsen – 6 hour multitrack – 325km – AR

We are currently planning for a future session at Easter (24-27 March '16) next year. Any OzHPV member is welcome to attend but the aim of the sessions will be to support racing of fast HPV's.

Bendigo Victoria.

In early November, 2 vehicles attempted a 24hr run at the Tom Flood velodrome in Bendigo. A team of 8 young ladies rode a pedal prix spec trike for the full 24hours, and managed to ride 2412 laps of the 411m track for a total of 991.3km. While there is no category for a team record, we are going to submit this ride as an initial attempt to create such a category.

Concurrent with the team run, I had a crack at the 24 hr solo record, of 1219km set in 2010. I'd ridden the velodrome on several occasions, and was confident it would be perfect for the attempt, as it's super smooth, in a bit of a hollow so wind is less of a problem, and easy to administer. I was wrong! I was riding a 2 wheeler, which had less than ideal vision, which meant I was unable to see the bends; the velodrome is a D shape, not an oval. On Carnegie velodrome, where I've spent many hours training, I ride a straight, lean in & straighten up for the next straight. Repeat... So, at Bendigo, every lap, I'd have to 'guess' where the corners were, and thus, where I'd have to start & stop leaning. This ultimately proved to be too tough mentally. I had a stop at 4 hours, already behind schedule, and pulled the pin 40 minutes later. At the required speed, which aerobically was easy enough, I was ALL over the track. Lesson learnt. For the time being, I'm going to have some time off the bike to see if I want to have another go, and if so, in what! Thanks to Rob Leviston, Tim Corbett & William Reid for their assistance with timing & officiating.

Trisled and Pinion by Tim Marquardt with Steve Nurse:

Trisled has now become a distributor of the Pinion gearbox system. What's a Pinion I hear you ask! In short, it's a 9, 12 or 18 speed transmission, based at the cranks. Kind of like a Rohloff (526% ratio epicyclic hub gear), but not in the hub. The reasons you might want one include a huge 636% gear range, a clean, uncluttered chain line (no need for a derailleurs, so the chain can be much higher off the ground, very useful for a 20" or 16" rear wheel). As final drive is roughly 3.5 x the gear ratio, it is also possible to create a large final gear with a relatively small chain ring. So, what's the down side? Well, it's not cheap, and you require a dedicated frame on a diamond frame bike or boom on a recumbent.

But, it may help solve a problem you have. At Trisled, we're excited by the system, as it makes it much more possible to enclose the drivetrain of a Rotovelo velomobile, making it more appealing to our European customers. We will also be investigating the Pinion for use in our front wheel drive rickshaws, where the gearbox will handle the high torque loads induced when carrying a load of people.



Pinion have an interesting range of gearboxes including 9 speeds with 568 and 364% ranges and they advertise compatibility with electric bikes on their webpage at <http://pinion.eu/en/products/>. The transmission mainly uses spur gears making it less complex than some hub gears. There is still a tricky looking gearchange mechanism though! Pinion gearboxes have now been installed in a wide range of bikes and hpv's <http://www.velomo.eu/bikeparts/pinion> including trikes from Bus Velomo <http://www.velomo.eu/bikes/hi-liner> .