

## December 2016 Volume 19 Issue 4 - Number 88

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## From The Editor – Stephen Nurse

Hi, Christmas comes around quickly and I hope you will be able to take a well-deserved break. There are a few of us who won't be taking it easy and will be attempting speed records at Lara late in the year. Good luck everyone. There is news of some other upcoming and planned Ozhvp events in this issue, hope to see you at one of them. As always, we love and need your contributions, stay safe and well over the Christmas period. Regards!

## Battle Mountain Records



Gareth with his proud parents, Todd Reichardt at speed in the AeroVELO camera bike.

The annual meeting for the fastest human powered vehicles in the world took place at Battle Mountain, Nevada USA during September. Australia was represented by Gareth Hanks and he bettered his own trike sprint record with a speed of 119kph. Todd Reichardt bettered his own bike and allcomers record (144 kph over 200m). Other records broken during the week included Sarah Piercey from the UK setting the Women's arm powered record. For more details, see the excellent Biking in a Big City Blog series which ends with this post. <https://jnyyz.wordpress.com/2016/09/18/bm2016-awards-banquet-and-wrap-up/>

## HPV Record Attempts at Lara by Tim Corbett

Tim Corbett from Torquay is organising 2 days of record attempts at the Ford Proving Ground near Lara in Victoria. This event has been held regularly on Easter and Cup Day long weekends. The move to December means there could be warmer conditions producing the thin air ideal for setting records. OzHpv members Rob Leviston and Simon Watt will be scrutineering and observing.



Tim Corbett and his carbon fibre speedtrike. He will be attempting to break world records at Lara with and without the fairing.

We will once again be running the OzHPV Speed Trials at the Ford Proving Ground continuous speed track at Lara, Vic, on the 28th and 29th of December.

We will be running 6hr, 1hr, and new for this year, flying 200m record attempts.

### 6hr Record attempts

Ned Volk riding the "Phantom mini-T"

Matt Higgins riding "A lil overzealous" (Trisled)

Both Ned and Matt are in exceptional form at the moment and this should be an exciting 6hr event. Both are new to 6hr record riding, but have both raced 6hr solo successfully within HPV trike competitions at Casey Fields.

### 1hr record attempts (Faired)

Gareth Hanks riding "All Overzealous"

Bri Higgins riding "Completely Overzealous"

Jeffery Neilson riding (TBA)

Kyle Leirich riding "Phantom mini-T"

Jeremey McInnes riding "Phantom mini-T"

Michael Nottingham riding "a Lil Overzealous"

### Junior 1hr record attempts (Faired)

Jack Marshall (U17) riding "Overzealous"

Sam Buckell (U17) riding "Phantom mini-T"

Ben Rawlings (U17) riding "Whoops"

Kyle is down on form since Easter but is hoping to ride fast enough to submit for the world Multitrack record via IHPVA. Gareth is also keen to submit for this record and give him a run for his money. Recent advances in the IHPVA recognized multi-track category to 70.68km by Peter Pas, which is quite unremarkable compared to the Australian record also set in a multi-track vehicle by Kyle (77.3km), and multiple hour runs by Gareth Hanks in Completely Overzealous (71.8 and 73.8km respectively.) Jeremy is also in good form at the moment, and is keen to complete an hour without the mechanical mishaps that prevented him from completing his hour run last year.

It appears that since James Goodall's success earlier this year, several riders have realized that the world junior (u17) record is within reach, and we see three new riders looking to take on this record.

### **1hr record attempts (unfaired - trike)**

Tim Corbett riding "Phantom mini-T rolling chassis"

I promised a friend I would attempt this if Michael McTigue did not attempt. He has recently become a new father, so could not make it on this occasion – so I will attempt to cover more than 35.574km in an hour off almost no training (I rode to the shops yesterday, that counts, right?), it will be interesting. While outcomes might be marginal in December, I would expect to see this record tumble by much larger margins from other riders at future meets. Mick has promised to be fit by Easter. We hope "Glen the Bruce Velonaut" will also make good on his threat to attempt the same record at Easter.

### **Flying 200m - faired**

Gareth Hanks riding "All Overzealous"

Several riders from Monash University Human Power team riding (TBA)

Steele Von Hoff riding "Phantom mini-T"

Rhys Bartlett riding "Phantom mini-T"

Sam Buckell riding "Phantom mini-T"

Jeff Neilson riding (TBA)

Ben Rawlings (U17) riding "Whoops"

It is exciting to have the World's fastest Multitrack rider attempting the flying 200 on Australian soil, we are looking forward to seeing his superb machine in full flight. It has been hinted that Ben Goodall might also be bringing out his two wheeler for a dash down the tarmac over 200m, we hope that he does.

For the first time we have members of the Monash team attending, who are building towards higher speeds and a future trip to Battle Mountain (possibly 2017?). We also expect to have some representatives from Macquarie University, who are also building toward Battle mounting 2017, but will not have their vehicle ready for this meet. They hope to attend a future meet, tentatively aimed for Easter 2017.

### **Flying 200m - unfaired**

Steele Von Hoff riding traditional road frame

Tim Corbett riding "Phantom mini-T rolling chassis"

We have 2 confirmed OzHPV observers and 1 OzHPV timing representative, but welcome anyone that might like to attend to help out with official observer duties. Please email if you want to attend, security at the Ford Proving ground is strict and those who roll up on the day may not be admitted.

Tim Corbett, email [tscorbet@yahoo.com](mailto:tscorbet@yahoo.com)

## Geelong to Ballarat Ride, Feb 16 to 19, 2017, Steve Nurse with Rob Leviston



Graham Signiorini, 2010 Lake Relay Ride

In February Last year, myself, Dome Deli, Graham Signiorini and Rob Leviston took part in rides around Ballarat prior to the annual fundraising rides for the Fiona Elsey Cancer research centre. Ozhpv riders have been in the Lake Relay rides dating back to at least 2010 when John Reynoldson organised a team. Entry Cost is \$25.00 and that goes to the charity direct.

This year I am planning a longer set of rides around the event, with accommodation in Airey's Inlet and in Ballarat, tentatively at the Pax Hill Scout camp where the 2015 OzHpV gathering and AGM were held. The team name "Ozhpv Splinter Group" has been registered for the 2.5hour lake relay ride, and you are welcome to join this team or take one of the other Sunday charity ride options if you are coming.

Proposed schedule for weekend is as follows and the first 2 days will not run if the forecast is for above 37 degrees or there are bushfire alerts in the area.

Thurs Feb 16: Meet Waurn Ponds Station 1:30pm, ride 38k to Airey's Inlet, overnight at Airey's Inlet

Friday Feb 17: Ride Airey's Inlet to Ballarat via Beeac, 150k, overnight Pax Hill Scout Camp (to be confirmed).

Saturday Feb 18, rides around Ballarat led by Rob Leviston, overnight Pax Hill Scout Camp (to be confirmed).

Sunday Feb 19, Ride or walk in reach for research ride, <https://reach4research.com.au>

Contact Steve Nurse, 0459341814, cesnur ( at ) iimetro.com.au. I have made an initial booking for 10 at the Pax Hill Camp for Feb 17 and 18. Cost will be the cost of accommodation and catering at Pax Hill, accommodation cost is \$26.00 pp per night but there is a \$600 minimum booking fee.

Links: Pax Hill Scout Camp <http://paxhillactivitycentre.com.au/>

Ride route <https://ridewithgps.com/routes/18134438> and description, Airey's Inlet to

Ballarat <http://modularbikes.blogspot.com.au/2014/02/wendouree-2014-prelude.html>

Ballarat rides site: <https://reach4research.com.au/>

Ozhpv Splinter Group ride team: <https://reach4research.com.au/events/25hr-lake-relay>

## Lewis Piccoli Wooden Bikes



Part of Lewis' book documenting the kit bike



Cad instructions and a finished kit bike.

As part of their course, Monash University Industrial Design Students complete a design project and present the work at an Open House in early December. Honours student Lewis Piccoli presented a wooden DIY bicycle, and I'd been to some of his presentations during the year. He had progressed the work as far as making rideable prototypes with one of the prototypes being assembled by a fellow student as a test not only of the bike itself but the instructions used to make it. Lewis wants to take the project further after graduation, text to 0414154141 to register your interest.

## Audax Midnight Century Ride by Terry Burn



This was my second Audax ride and on paper it looked ideal terrain for a velomobile, why not give it a go? I convinced fellow velo rider David E and recumbent endurance/ Audax rider Melvyn Y to come along and share the fun....or pain.

Velomobiles are fast, sleek and fun to ride, they are also 30kg in weight, I am wrong end of 50s, fat and not all that fit- can you see the problems here!

We duly arrived at the start point on a cloudy, humid night and prepared the velos for the trip, we passed the lighting check, showed off our toys, met many new people and hoped I had the legs to make the distance.



On the dot of midnight we were off and straight into an uphill gradient straight away, cresting the top we sped downhill passing many riders but not realising the left turn was imminent, big braking effort, but we ended up on the wrong side of the road feeling very silly. Sedately we advanced against a couple of oncoming cars and finally changed to the correct side of the road- things were off to a great start.



Finally got into a nice rhythm, off the highway around the back of Amberley RAAF base headed for Rosewood. The cloud cover was clearing, it was very dark and the Milky Way was right overhead! In little groups of bright lights we made our way toward Grandchester and the climb up the Grandchester range.

Velomobiles weigh 30kg and on rolling hills they are fine, the momentum gained on the flat or downhill can carry you up and over the next rise with minimal speed loss, however on long hills you gear down and slug it out!

And so it was up the Grandchester Range, I was pretty much in granny gear straight away. David E being much fitter and younger, drew ahead of me and Melvyn Y is just a machine! Any other rider who I had zoomed past now had their revenge as I toiled upwards between 5-8kph! Another positive attribute of recumbent bikes is that you can look up at the scenery. To distract myself from the pain, I spent a large part of the climb looking up at the stars, amazed at the clarity away from the lights of the city. I even saw a shooting star.

All good things come to an end and I finally crested the top and began the descent into Laidley, speed built up rapidly and I had to brake regularly to keep the speed at a point that wallaby or wildlife avoidance would be an option! Melvyn was waiting at the turn to Forest Hill and said he could hear the rumble of the velo coming a long way away- cool!!

There were some light fog banks from here and at one point the road dropped a bit and the bottom of the fog layer was sitting about 30cm above my head, this appealed to my aviation bent and it was just like descending out of cloud in my personal Spitfire.

Shortly after we arrived at the first Control at Forest Hill and refueled and rehydrated with a wonderful spread provided by Mark and Vaughan. The next leg to Fernvale was described by Melvyn as being "very recumbent friendly" and he was not wrong- it was a joy!

We set off with full stomachs and before long crossed the highway headed towards Lake Wivenhoe. Another aspect of Velomobiles is, although slow to accelerate, once at cruising speed, it is relatively easy to keep it going. In fact you can stop pedalling for 20-30 seconds and really not lose too much speed. David, Melvyn and myself rode as a group after breaking away from about 5 others, we were able to ride comfortably between 30-32kph

most of the time. I was guilty of weaving on the road here and there, it was due to me conducting more astronomical observations overhead, a truly beautiful night.

In the last 15 or so kilometres to Fernvale, there were some rises in the road followed by the most magnificent downgrades, 1-2%, to the dam wall, the last being 2-3 km long, this was pure joy and this is velomobile terrain par excellence! We arrived at Fernvale to another excellent feed, 106 km complete.

I was feeling pretty weary by now and as we set off back to Ipswich, I was wondering if the legs would last. By now it was well and truly daylight and the views were lovely, overcast, so it wouldn't heat up too quickly. I had been told of one last decent hill to climb and secretly started planning on recovery schemes that involved David and my trailer.

My legs did feel toast, I found it hard to keep up a reasonable pace, any upgrade hurt and I coasted as much as I possibly could. Melvyn, ever the protector, stayed with me or nearby, it was appreciated and I worried I was holding him back. We arrived at the foot of an impressive climb, Melvyn said "I don't think this is the climb", my heart sank. Back into granny gear, wondering if I would ever make the top. Melvyn receded into the distance, having to maintain his minimum control speed, which is higher than 3 wheeled affairs!

Turns out this was the hill, Tallagalla Hill, and a strange thing happened about  $\frac{2}{3}$  of the way to the top. I felt my energy returning, my legs were in a good rhythm and before long I crested the top, paused to take a photo of the beautiful vista back to the Wivenhoe Valley, then commenced the descent, which everyone had said was a goody!

Wow, a great descent it was, I glimpsed 81kph on the Garmin during the nanosecond I looked at it, all attention was on the road and controlling the velo. Melvyn was way ahead, but I saw him in the distance approaching a small rise, I caught and passed him like he was standing still, my momentum carried me over the top of the rise at over 60kph, no point losing this speed advantage so I kept on going opening the gap on Melvyn, through the village of Walloon and onward to Ipswich. This road was lovely to ride, nice shoulders, nice undulations- ideal velo territory!

Back into the suburbs of Ipswich, the legs are starting to get heavy again, especially with the number of hills thrown in the last few kilometres! Ever since Fernvale, David had ridden ahead with another group, he stayed with them to the end of the ride, waving the flag for the velomobiles! Melvyn caught and left me here and apparently due to a run of good green light changes, caught and beat David and his group to the finish as well.

And it was done, 160km, cards signed, 7.30am beer, shower and hearty breakfast....what's not to like about the Midnight Century Ride.

So how did the velomobile go? I was very happy with the ride, I was always going to be slow up the hills, that was a given, but the terrain was ideal. The flats were great and the downhills just fantastic. Velos are so stable that it was like being on rails coming down hills. Better fitness would have helped, pushing around 30kg does accrue fatigue over time.

From a 'recumbent in general' point of view, after 160km I had tired legs, my neck, bum, wrists and shoulders were fine, no other body aches at all. I'd happily climb hills at 5kph for that!!

## Bendigo Cycling Innovation Showcase, by Kevin Crockett, photos Steve Nurse.



Kevin on his trike near Bendigo

Lloyd Charter from Albury prevailed on his friend and fellow trike and amateur radio enthusiast, Kevin Crockett to write about this recent event in Bendigo. Kevin has supported the Bendigo Marathon and other events with communications via radio and homebuilt recumbent trike. Thanks Kevin!

November 24<sup>th</sup>, 25<sup>th</sup> and 26<sup>th</sup> saw the running of what was advertised as the “First of its kind in Australia”.

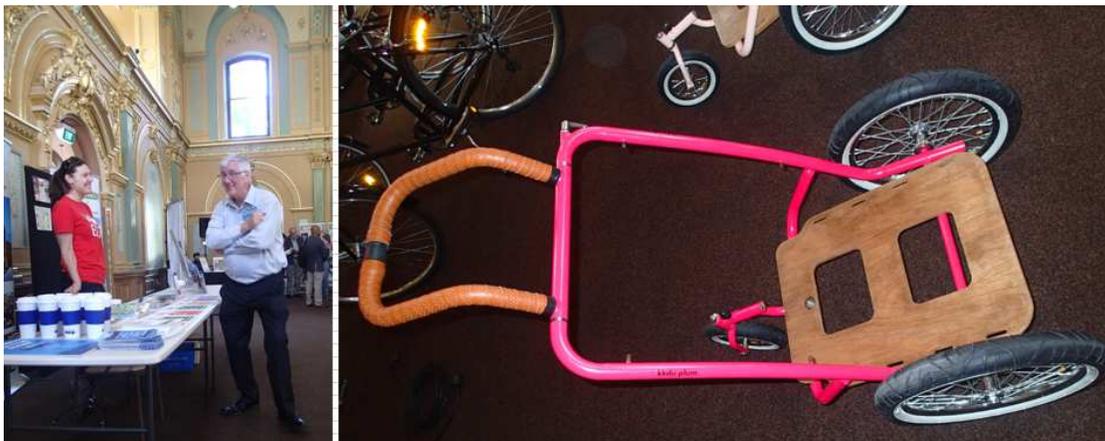
*In recent years there has been an explosion of innovation in cycling – infrastructure, technology, ideas, economy, research, products advocacy, trails, communications, logistics, integration and more – in Australia and around the world. The Innovation in Cycling Showcase will be the first of its kind in Australia providing an opportunity for innovators to show their work and for practitioners, people who ride, people who want to ride, investors, government, community organisations and anyone interested in cycling in any way to connect and network in Bendigo, Australia’s regional cycling capital.*

Thursday, November 24<sup>th</sup>: The display was set up in the Bendigo Town Hall in readiness for the event. The first event on the schedule was a film night organised by Bike Bendigo – The internationally curated Bike Film Festival, Filmed by Bike, shown in Australia for the first time. This took place in The Old Church On The Hill, Russell Street, Quarry Hill. There was a cost to this but attendees were provided with a meal and a T shirt.



Bike films in the Church Hall, Steve’s leaning trike outside Bendigo Town Hall

As I was leaving the venue, I spied a strange looking, three-wheel, recumbent trike hiding around a corner of the church. I had been keeping an eye out for this and had to go up and talk to the owner. It was, of course, Stephen Nurse and I am sure you have seen the details. Stephen was an exhibitor at the Showcase.



Friendly Bike Bendigo staff and the KKDU Plum trailer

Friday, November 25<sup>th</sup>: Displays were set up both inside and outside the Town Hall by a range of businesses and Innovators including; Bicycle Network - Australia's largest member-based riding organisation; Dutch Cargo Bike - for family and commercial transport; IICO Australia - Coros Smart Cycling Helmet with integrated Bluetooth and helmet to helmet intercom; Goldfields Bike Tours and Hire – with standard and battery power-assisted bikes; BYKKO – Bluetooth-enabled tracking, locking and charging functions of a bike-share scheme ; Modular Bikes – Stephen Nurse and his leaning trike using simple manufacturing techniques and DIY; RILU Trading Pty Ltd - Electrically assisted bicycles of innovative designs to suit daily commuting, trekking and off-road mountain biking; CommunitEbike - strong, safe, easy to ride electric bikes, which aim to bring cycling to everyone irrespective of age or fitness; KKDU PLUM Pty Ltd - a simple, stylish and innovative bike buggy and rack solution designed to expand the possibilities of bike travel; Bicycle Centre Bendigo - specialising in road, triathlon or mountain bikes and family bikes; Urban Fleet Pty Ltd - supplies and maintains electric bikes and electric scooters for food and small parcel delivery; Brompton Bikes Australia – range folding bikes; RearViz Pty Ltd – arm-worn rear vision mirror for cyclist with uni mount for the athlete adventurer; E-stralian Pty Ltd - lets you take control of your commute with e-bike novated leases; Bunchrides - a new digital platform for cyclists to easily find and share cycling experiences; Design Brains Pty Ltd – dual LED bike like with both forward and downward beams for greater safety; CyclePort - the world's first universal, automated bike parking and sharing system. There was also a stand mounted by the Friends of the Bendigo-Kilmore Rail Trail.

Although I didn't attend, the evening provided opportunities to hear the innovators talk about their journey from concept to product.

Saturday, November 26<sup>th</sup> – Open Streets Saturday: An Open Streets event from 10am to 4pm where temporary separated bicycle paths were set up providing people with a safe way to cycle into the CBD to eat, shop and relax. From 5pm onwards, there was a Moonlight Market with live music, art and a range of stalls. Traffic management was provided at several places.

This day was all about outdoors activity with marquees set up near the Town Hall with many bikes and supporting displays. I never got to see much of this as I was otherwise occupied and wearing a number of hats. The Bendigo Amateur Radio and Electronics Club (BAREC) Pedal Radio Group provided two escorted bike rides in association with both Bike Bendigo and the Friends of the Bendigo-Kilmore Rail Trail, from the Town Hall, around Lake Weeroona to the O'Keefe Rail Trail and then to the Strathfieldsaye Railway Station site – some 20km round trip each. Tony Morris, VK3CTM, and Monica Crockett, VK3FMON, provided base communications at the Town Hall. Two radio-equipped bikes were used for communications during the ride. Graeme Knight, VK3GRK, provided a Tail-End-Charlie function to ensure no riders were left behind on the way, and I provided forward control for the ride and provided an historical narrative at many key places. Mobile amateur radio provides another facet to recreational bike riding.

It would have been nice if there had been a few more riders but we came into the event at a relatively late stage. However, the narrated ride is something that is being worked on to become a somewhat regular event for the O'Keefe Rail Trail.

All in all, the Showcase was a very interesting and enjoyable event and I look forward to next year.

Further information on BAREC can be found at [www.barec.net.au](http://www.barec.net.au). The BAREC Pedal Radio Group can be found on Facebook. History of the Wallan, Heathcote and Sandhurst Rail Line, the source of the Bendigo-Kilmore Rail Trail, and its O'Keefe Rail Trail section, can be found at [www.axerail.coffeecup.com](http://www.axerail.coffeecup.com). Further information on the showcase and its exhibitors can be found at <https://cyclinginnovation.com.au/innovators-directory/>  
Kevin Crockett, VK3CKC

## **Bendigo & OzHpv Challenge 2017 by Stephen Nurse**

This year I participated in a cycling conference in Adelaide as well as the Bendigo Innovation event. It struck me that the conference in Adelaide could use an extra component, a practical cycling event like the OzHpv challenge. The combined draw of the OzHpv challenge and the conference might be enough to lure some recumbent manufacturers to the event. After contacting the OzHpv committee, I emailed the conference organisers with a proposal but am still waiting for a reply.

A few months go by and I decide to go up to Bendigo to show my trike off at the Bendigo Cycling Innovation Showcase. This was billed as Australia's first cycling Innovation showcase, but I would nominate almost any previous Ozhpv event as an innovation showcase! Anyway, this time I was in direct contact with Chris Rowlands, Bendigo's Active Transport Strategic Planner, and he was very receptive to the idea of an HPV challenge weekend being held at any time, or in conjunction with the innovation showcase next year.

Bendigo is on the train line between Melbourne and Echuca, and Bendigo has good cycling facilities with the Tom Flood velodrome right in the centre of town. The Koolamurt Park Scout Camp is in Spring Gully about 6k from Bendigo Town Centre in an area surrounded by parkland. Costs for accommodation there is \$15 per head per night with a minimum charge of \$300 per booking.

A plan for an OzHpv challenge weekend in Bendigo could include:  
Saturday afternoon track and carpark races, Tom Flood Velodrome.  
Sunday morning rides in the Spring Gully area, including off-road race and on-road sprints and road race. Road closures would have to be negotiated with the council.

So I would like to nominate Bendigo for the ozhpv challenge site for 2017. If the event was held at the same time as the Cycling Innovation Event, the Challenge could benefit from the innovation event publicity. If it were held at any other time, there seems to be good facilities for the event. The next step might be to organise a committee and see if Bendigo has dates in mind for the 2017 Cycling Innovation showcase. My email is [cesnur@iimetro.com.au](mailto:cesnur@iimetro.com.au), drop me a line if you think you could help out or are interested in an OzHpv challenge at Bendigo.

<https://www.vicscouts.com.au/koolamurt-park-scout-camp.html>

<https://www.bendigo.vic.gov.au/Things-To-Do/sports-fields/tom-flood-sports-centre>

<http://www.bendigoadvertiser.com.au/story/4296254/bendigo-to-host-cycling-innovation-showcase/>

## The Saturday Ride by James Ditton



Saturday morning saw an impromptu meetup of bent riders, a group of 7 made up of highracers, velos, trike and a standard road bike, and welcoming back to the fold a couple of riders recently off the bikes for various reasons.

The original intent was to meet at the criterium track at 7am, but forecast cold temps promoted a shift to 8am instead. Sooks, I know. However it did mean I had an extra hour sleep.... I rolled out of the driveway at 6:15 or so, after having a hissy fit and throwing the Fly6 video camera into the garden when it refused to operate. Not a good start, and once underway I remembered I left my mid ride snack in the fridge. Sigh.

I was due to meetup with one of the crew at 7:15, I arrived uncharacteristically early and settled down to have a nice quiet sit in the early morning sunshine. Ha. No sooner than a spot was chosen, in swarmed about 300 people ready for the start of the local park run. "On your marks, go" and they were off, and within seconds the muted thunder of 600 feet faded and I was on my own again.

My ride companion duly arrived on time, and we rolled along comfortably exchanging pleasantries. Most of the ride was on paths, and we enjoyed a low traffic environment for the trip. Cycle traffic increased as we neared the criterium track, good to see all manner of people and bikes out for a spin.

The usual suspects had arrived, so it was good morning to Melvyn, David, Marty, Terry, & Matt from Dirk and myself. A catch up chat, and then it was time to move. Not paying attention *again*, I was still pulling gloves on when the others disappeared up the track – tail end Charlie and a chase to catch up. Way in the distance Matt was setting a cracking pace. Don't let anyone tell you trikes are slow!

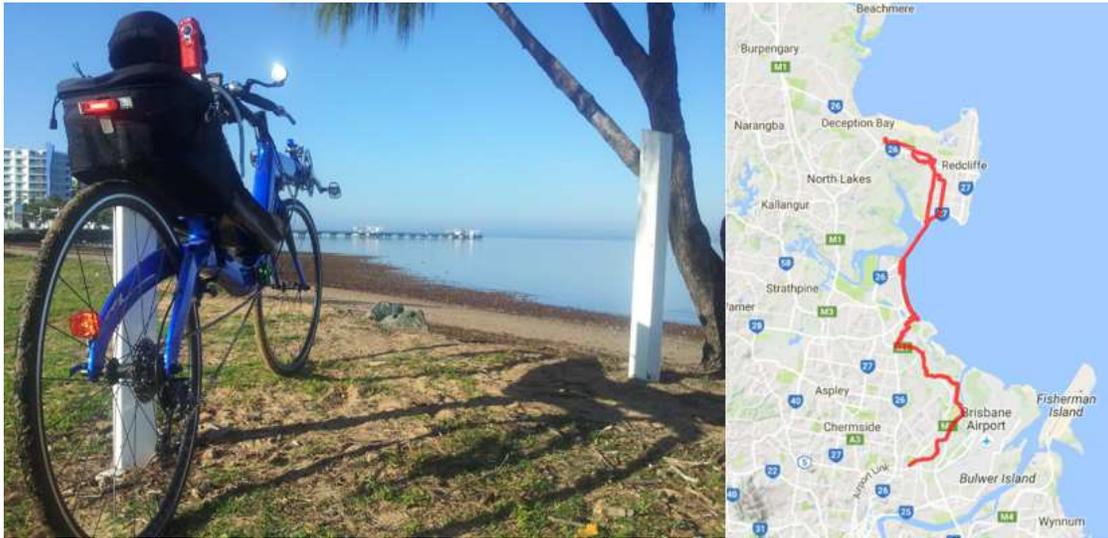
Regroup at Nudgee Rd, and off again. This time paying attention and realising we had a Strava segment to ride, it was "game on" as Melvyn surged ahead and I clung to his tail with Dirk crowding my mirrors. The velos said "meh, not playing...."

A more sedate roll through the wetlands and another re-group at the Boondall wetlands carpark. The next stretch is another strava segment, but consensus was that with a headwind today and gravel often across the track we would give it a miss. It's not called "tailwind strava" for nothing.

Dirk and I surprised the others with a slightly new route through Deagon – we probably could have said something but then it would not have been a surprise hey! The change is minor and gives better sight lines and traffic awareness. Nobody got lost so it wasn't too difficult.

A long awaited breakfast at Doug's Café, comfortably out of the wind but in the sun. (Remember I had left my snack behind? Yes...) Nap time....luckily averted by coffee and good company.

I was prepared for a solo ride home from here as the group was originally planning to return to town from this point. Bonus today and the majority decided to continue to Redcliffe – always nicer to ride with company. As usual, the Mango's hogged all the attention at the shop so we highracers could slip away un-noticed.



The Ted Smout bridge across to Redcliffe has a shared path and on weekend mornings can be a bit busy – all cyclists must use the path and the resulting high speed pelotons can be a bit hair raising. With low traffic one can maintain a goodly clip. Today we are late, so the traffic is low.....

By the time I had climbed onto the bridge proper, Matt and the trike had escaped into the distance. Not to worry, we'll soon catch up... Pondering the meaning of life, and how come that trike seemed to be getting smaller instead of bigger, a pair of low flying fruit hotly pursued by a carbon broomstick swept me into the rail. Blast, they'd done it again! Write out 100 times "must stop daydreaming while riding with the group". I could see the headlines already – "Mango's Exact Revenge on Highracers" – so another chase was on. I can confidently say there is no noticeable draft behind a Mango, so even if you do catch up there's no relief!

Plunging off the bridge we arrived into the crowds attending Kitefest, and walking speed was the order of the day. Fine for those with more than two wheels.....happily we did not disgrace ourselves, and it was worthwhile stopping for a look at the kites.

This is my cue to exit stage left, and head further north to home, a second (or is it third) breakfast and possibly a nap. The rest headed their way back to town, there may – or may not – have been more spirited riding and coffee involved.

After all, isn't this what Saturday and Sunday mornings are for?

## **Annual General Meeting and Rally Weekend by Richard Ferris and Peter Heal**

The OzHPV Rally and AGM took place on a wet and blustery weekend in Canberra. Members came from Melbourne, Adelaide, Ararat, Sydney and Brisbane to join the local Canberra Mob riders for lots of riding and bike sniffing.

Unfortunately the storms nationwide meant some participants didn't travel from their homes interstate.

The Annual General Meeting was held on Saturday the 1st October as previously advised. 11 OzHPV members were present. The outcomes of the AGM saw the following members elected to positions on the committee

Full minutes and reports will be made available to members in the near future. The Treasurer did not present and audited financial statement because of the 30th September end to the financial year. The audited financial statement will be presented to a Special General Meeting in Canberra before the end of the year.

Some key points from the reports presented at the AGM:

- 78 Financial members
- Bank balance of \$13,547

Elected committee members:

President – Vacant

Secretary – Richard Ferris

Treasurer – Chris Curtis

Committee Members:

- Peter Heal
- Tim Corbett

Huff Editor - Steve Nurse

Website Manager – Andrew Stewart

Public Officer – Andrew Stewart

Note the constitution does not permit a member to hold an executive position for more than two years, hence the President position remains vacant unless a member puts their hand up to fill the role...anyone interested?

Financial Reports:

- A set of accounts was presented at the AGM for consideration, however these did not reflect the full financial year which ended the day of the AGM.
- A full audited set of financial statements is being prepared by the outgoing Treasurer, Duncan Cleland.
- These are required to be presented to and accepted by a special general meeting of the association, which will probably take place in Canberra for ease of achieving a quorum of members.

## Membership Renewals

- Membership of OzHPV Inc. is for 12 months and our standard membership year runs from 1st January to 31st December each year. That means renewals will be due on or before 1st January 2017.
- This year, the committee has developed an on-line “Google Form” to help make the renewal process and gathering of member details easier. You can find a link to the membership form at this link:  
<http://tinyurl.com/hdxd5e9>
- Payment options and other membership information can be found on the OzHPV Membership page here: <http://www.ozhpv.org.au/membership.html>

## Twenty Years of OzHPV Incorporated By Richard Ferris

OzHPV became an incorporated association on 12 May 1997, and that means this is the twentieth birthday year for OzHPV.

It's ironic that enthusiasm seems to be at a particularly low point going into what should be a high point of the association's history.

We struggle to get members to come to the annual rally, volunteer for committee positions and generally to come on organised OzHPV events.

So what big event should OzHPV be organising for 2017 to celebrate reaching 20 years and are you going to support it?

## Season's Greetings

On behalf of the OzHpv Committee Happy Christmas and a Prosperous New Year.

