

Letter from the Editor

Welcome to another edition of HUFF for 99.

I am very aware not everyone has access to the internet and a lot of references are made to email addresses and web sites in HUFF, some exclusively there. Sorry about that for those of you unable to get to use the net but there is an increasing use of the internet in our community and we are finding an enormous amount of information there useful. Some people also only want to be known by their email address but I always try to include a phone number if there is one available.

We are always keen to include a diverse range of articles in HUFF so would you consider writing up some activity you are a part of. I'm sure many will be interested in what's happening in your 'neck of the woods' Please note the new mailing address: OzHPV Inc, Post Office Box 1662, WODEN ACT 2606

Rumors

The spies have been out and come back with this report.

◆ Ian Sims at Greenspeed is developing a new, lighter and sleeker Greenspeed high performance model... Rumor has it that will also be on show at the next SRR meeting. I also have heard that Ian Sims is working on prototype leaning design, which will be thoroughly tested in a 24 hour pedal prix race at the end of March 1999. It will be interesting to see how it compares..... *Continued Page 5*

SameSpeed - A Kotzur Tandem by Paul Segal.

A while ago Lindsay and I decided we wanted a Tandem Recumbent again. We'd had a Tandem Recumbent a few years ago and we enjoyed riding it. Things changed in our lives and we stopped riding for a while, then we needed this bit, or that bit off SameSpeed for other bikes and eventually all we had left was the frame.

We spoke to Wayne Kotzur, who built the original SameSpeed, about what we wanted to do. We had some ideas, Wayne had some suggestions, and there was some technology around that was much improved on 'the old days' of a few years before.



SameSpeed on the way to Orbost from Lakes Entrance, only 45 km to go

About a year before our decision Wayne had built me a MWB recumbent. My ideas on tandem gearing are drawn from what I fitted on Blue Bike, which has 63, 44, 32 to 11- 23. SameSpeed uses 62 46 24 with 11 - 28 on the rear. The gear range in inches is around 17 to 112.

Most of the gears on SameSpeed tend to be sequential, that is, little ring, then middle and then big ring. The little ring goes from about 6 km/h to about 14 km/h max, higher than that and we spin

a little to fast for continuous pedalling. The middle ring goes to the low 30s, the big ring will spin out around the high 70s.

Most of our gear changing is done using the Cadence sensor, we've found that if spend too much time below about 78 rpm we start getting numb feet.

In this issue

Rumors	1
Samespeed - Kotzur Tandem 2 wheeler	1
Melbourne Feb Ride Report	5
For Sale	5
Recumbent UK Magazine Review	6
Bycycle Magazine Review	7
Comming Events.....	7
Fairing Mould On Offer	8

Fortunately Lindsay and I tend to naturally pedal in around the mid to high 80 rpm range if we can, though we can spin somewhat faster if we want to, like 'investing' for that next hill.

The front end of SameSpeed is based on the front end of Blue Bike as well, that is the seat to crank relationship. The front end geometry is also rather similar, moderately quick.

On SameSpeed I sit slightly closer to the ground, and the handlebars are a little wider to allow for greater steering effort with ease. Steering is still quite light, though not like the feather light Blue Bike with its' 1 3/8" rims and 1" Primo tyres. SameSpeed uses wide Sun Mistral rims fitted with 1.75 Tioga Comp Pool tyres lined with Mr Tuffies.

The rims and front forks on our new tandem are recycled, with some adjustments, from the original SameSpeed, we decided it would be hard to improve on them for brute strength. Excellent 'structural integrity' was one of my requirements as SameSpeed this time was essentially only to be a touring bike for Lindsay and I. This time SameSpeed was built just for us, the seats do not move. This meant Wayne could use his 6 point mounting method, giving a very rigid but light assembly.

Ease of stopping was another important point to me, and Lindsay as well..... Blue Bike seems to be as fast or quicker than most conventional tandems down hill and I was pretty certain SameSpeed would be faster again. I'd heard a couple of stories about 20" wheeled tandems popping tubes on long descents. I thought about getting some of GreenSpeeds remanufactured drum brakes but then they also supply discs as an extra on their trikes. Discs were the way to go, if we could justify the extra money to ourselves. We did.

The brakes are Hayes Brakes hydraulic discs, twin piston, self adjusting, designed for high temperature use and extraordinarily powerful if you need them to be. Generally one finger

is enough, sometimes two. A third brake is not needed for long descents, unlike rim brake systems. I was a little concerned about having plastic hydraulic brake cables until one day I had to cut them. They are reinforced with something rather like Kevlar I suspect, very difficult to cut, or damage mechanically. The front disc is another reason we kept the forks off the old SameSpeed, brute strength.

Wayne also recycled some other bits, with adjustments. The rear triangle was slightly redesigned with original tubing, as was the rear pannier rack. Another piece of tubing recycled was the feather light 2" main bottom tube from Hawker Siddely.



Rory on Blue Bike at the Come N Try session, 1997 ACT HPV Challenge.

SameSpeed?

The name says it all, if you know why. Paul and Lindsay like going for rides together. On their own bikes it's more like going for rides at the same time. Couples who ride together may know what that means. You know, one's waiting at the top, ready to go, just as the other is arriving.... So when do you get to talk?

Any sort of tandem will solve most of that problem if the appointed stoker and captain are suited to the roles, gear changes at just the right time, no scaring the daylights out of the stoker, co-ordination for take off etc.

On most tandems however the Stoker doesn't get a particularly panoramic view of the countryside, for that you need either a semi or fully recumbent tandem. I wanted to be the Captain, I had also grown used to idea of a couch rather than an ouch (a saddle) so a fully recumbent tandem it was to be again.



Myles on Blue Bike, Twin Drags, 1998 HPV Challenge, the fairing makes a distinct difference to speed, as well as a handy boot.

We arrive at the same time and chat along the way whenever we like, and seem to use a lot less energy in the process, except up long hills maybe. There always seems to be that turbo charger ready to cut in just at the right time.

Perambulations

Wayne finished SameSpeed a fortnight before the Round The Bay In A Day ride last year, a ride I'd been meaning to do for a while.

Lindsay had no particular desire to cover 210 km in a day. Fortunately a friend of ours, Duncan Cleland (also a Bent Tandem owner) knew of a lady in Melbourne, Heather, who liked the idea of a 210 km ride.

Heather was a little longer in the legs than Lindsay so she would have to squeeze in. Heather came to Canberra the weekend before for a test ride, that went quite well. We learnt that Heather preferred later gear changes than I did, I guess she likes to pedal that 10% harder.

Semi. We missed the beginning, but with 8000 plus cyclists the start went on for quite some time.

T'was a windy ride. On this ride we learnt about the importance of using the gears for the hills. Yes we were slower up the hills than some, but given enough headwind or undulating terrain we would pass them again, we would play this game until they ran out of longer hills to pass us on. This was rather reminiscent of the rolling hills into Geelong from Queenscliff the weekend before.

Around one headland near Coal Cliff we ran into the proverbial brick wall, 6 km/h down hill, pedalling. Many people were walking, the wind was gusting, the cliff edge down to the boiling ocean was steep and on our side of the road. Those higher lighter wedgies were getting a severe buffeting.

There was one short cliff in the road that we had a short break before tackling. Lindsay eventually decided to take my word that a 17" gear would make for easier pedalling than walking up it. About half way up she agreed. The bloke beside us must



Lindsay at the lunch stop on the way to Buchan from Orbost

Apart from not eating or drinking enough along the Geelong Road into Melbourne the ride went well, apart from one 'off' caused by a tired captain not quite coordinating a take off at an intersection, oops. Generally quite a comfortable bike over the distance.

The next weekend was the Sydney to the Gong ride, 93 km. Lindsay and I stayed in Wollongong and caught the early morning bus to Sydney, all the bikes went on the back of a

have been hallucinating I think, he asked Lindsay if pedalling so quickly was hard work, she said it wasn't and then asked him how he was. "My knees hurt like mad" or something like that, and he really meant it. Maybe he didn't know what gears were for? He stopped at the top, we just kept troddling along. Lindsay had never ridden anything like 93 km before, let alone in that kind of wind. While we were both tired at the end it wasn't that traumatic for either of us.

Having a lower profile was a real bonus that day. I spoke to some trike riders about the wind. Generally the response was "What wind?" I guess being lower than the armco and everything else really pays off at times.

In early December we went down to Bairnsdale to do a 5-day ride on part of the Howitt Trail.

This was the first time we had put anything in the way of camping gear on SameSpeed.

As it happened we had plenty of room for our gear. If we'd wanted to we could have slung more food under the front seat and also put bigger bags in front of the rear panniers. The bags there are actually a pair of old front panniers.

What's it like to ride? Very stable at almost any speed, even very slow. In very tight situations, (like The Yarra Trail in Melbourne with its hairpin bends and attic steps) we developed some new techniques. I take my feet out of the pedals and concentrate on steering while Lindsay pedals, in a low gear. Doing that allows for tighter turns than I could normally do, with extra balance from the dangling legs. (For all those Tandem Stokers out there, Lindsay loves to say "He's not pedalling on the front!")

When we start off we have opposite feet on the ground which might make our balance a bit easier and also means we pedal with opposite strokes.

SameSpeed hangs together well, possibly the only shortcoming is that I prefer to use slicks. In sandy or soft conditions this can



Almost finished packing, the morning of the first day of our ride along the Howitt Trail, in the Caravan Park at Bairnsdale.

One of the neat things we have on SameSpeed is a kickstand. Definitely better than sliced bread. Unloaded the centre of gravity is about where the derailleur post is, the post that also supports the back of the front seat. To fix the one puncture we had we took the sleeping bags and panniers off and put a pannier or two on the front seat. The rear wheel is neatly jacked up to work on.

We carried water in Platypus water bags, Lindsay's water is in the insulated white bag strapped on behind her seat, mine is inside the bag at the top of my seat. Each bag can hold about 2 ¾ litres.

make control exciting with our greater mass than a single bike. On one occasion we experienced the plough effect, instant stop, on another the sand parted for us when we were moving across the road to get on to smoother tracks.

The only other problem I can think of is that we have managed to break 2 chain links over time. As another Tandem Recumbent owner observed, starting off is rather like having 2 people doing a bench press. Links only break as you push off, and like other tandems, it's only the rear drive chain that suffers. I always carry a chain breaker anyway, in the past I only ever used it on other people's bicycles, now I get to use it for myself. Is that a plus? Maybe not.

SameSpeed does what we asked for. Lindsay and I can go riding together, arriving at the same time, and have a chat along the way. It's also rather comfortable, exceedingly fast when we want to be, which is usually only downhill or if I want to burn someone off for fun (but only when we are fit). It also has low enough gears so those longer hills aren't too hard. On the downhill run we have no fear about being able to slow down with ease if we want to, regardless of how much gear we are carrying.

We also seem to be able to ride further than we could by ourselves, or just arrive with plenty left in the tank.

Tandems, way to go.

Recumbent, there is no other way is there?

Paul Segal

Vic Feb 99 ride report

We met at Ferntree Gully Train station in the middle of showers of rain for a short ride to Ian & Kaye Knox's house. New bikes were:

* Ian Simm's Solar / Electric assisted Greenspeed. The trike had a 24V in-hub electric motor, 4 batteries and a solar panel of about 0.4 sqm. The single chain ring had 80 teeth: nothing smaller is needed as the motor is used to get up the hills!

* Mark Wroe's under-seat steering bike, reported to have started life as the first recumbent that Ian Simms built, and now much altered. Mark has some great ideas about recumbents including his "heal clips".

* My tandem driven with my son Ewan. Front and rear wheel drive and great fun.

At Ian & Kaye's place we watched their videos of OzHpv98 and the 1995 European Championships, passed round some photo albums and magazines on 'bents. A barbecue was held afterwards, and a few more riders turned up including a couple on Moultons. Talk was about

* the small size of sheds and the ability of junk and bikes to fill them.

* Upcoming Pedal Prix at Wonthaggi.

* Whose chop was whose on the barbecue etc, etc.

Thanks from all who attended to Ian and Kaye Knox, your hospitality was greatly appreciated.

Steve Nurse

Rumors Cont

◆ A prototype Tandem is being tested by the Trisled team and a 14 speed version of the Trisled Cool Cruiser is on sale for \$1580 till the end of March.

◆ There's a new Sydney 'bent rider, Weng, who has a very lovely new 406/559 Seat of the Pants/Burrows Windcheetah. Another was sited at the last Qld meet that makes it 3 known in Brisbane as well.

◆ Michael Rogan (Swift manufacturer) is building a human powered snowmobile.

It's a 4-wheeler, and the idea is that you sleep in it! Geoff plans to take the whole thing to Greenland to try it out in July and then on to Antarctica at the end of the year. Yes, the whole thing goes ok on soft sand. The mobile is meant for very cold conditions where the snow is very hard, so there's not the tendency to sink you would get in soft snow. Each of the four "wheels" has 2 bike wheels with a bare car inner tube sandwiched in between.

◆ Reynard Enterprises from Melbourne has imported 20 BikeE's, one RANS rocket, and a Comfort Cycle trike). He said he can import a RANS tailwind for \$1900 and also has the Quetzal C-90 by Procycle of Canada LWB (Long wheel base recumbent bicycle) with a Tribi Kit (tricycle conversion assembly). There's a Tour Easy Replica for hire and they are looking into other brands, such as Human Power.

<http://www.melbourne.business.au.com/?ReynardEnterprises>

For Sale

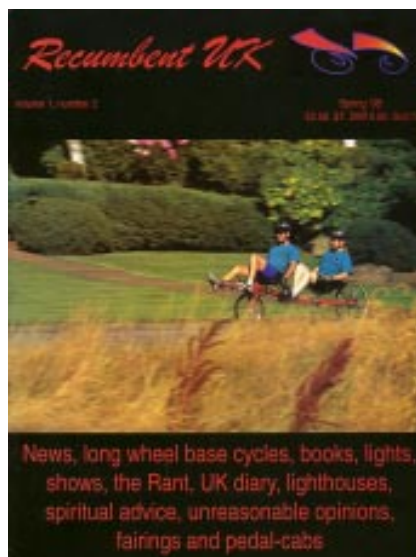
RECUMBENT - Wayne Kotzur built short wheelbase design. All cromoly space frame - folds / disassembles for transport. Mesh seat. Front suspension. Mostly Sachs components. Great brakes! Very comfortable and very stable. 2x20inch/406mm wheels, slick tyres, Sachs 3x7 hub (21 speeds), 20watt rechargeable light system, mirror, rack and speedo. Excellent for touring or commuting \$1700 ono. Contact Ian Humphries (02) 9550 2805 AH



2 Magazine Reviews

Recumbent UK

There's another new HPV magazine on the scene for 98, this time from the UK and it shows itself to be quite promising. I've had a look at the second edition printed as Spring 98 and found it informative and a useful resource. It has quite a lot of general information on the industry and of course is UK centred with a very different feel to Recumbent Cycle News, its counterpart in the US. Most of the articles have internet addresses and email contacts which make it very handy if you want to take anything mentioned further, much more like the current computer mags really. It's slightly smaller in size to most mags being 18.5 cm x 24.5 cm which is slightly smaller than A4. There's a Glossy color front and back cover with the body good quality B&W print, all high quality recycled glossy paper. The news section covers the UK, Europe, Hong Kong and a little Aus (Greenspeed) in this edition. Right through there's a touch of comedy, although not easy to pick at first glance but works for the mag. It comes out especially in the pics and drawings which shows that the Editors like to



have a bit of fun. An example would be a pic in the article on mirrors with a scary dinosaur head shown as a reflection in the mirror. Gives a bit of a chuckle and brightens up some of the technical stories.

I can't help comparing this mag to RCN and notice a very different, and dare I say it, less opinionated feel. It's not that they don't allow themselves to pick out what doesn't work so well but I guess it comes across to me less like someone is trying to force their views about their likes and dislikes. They have no commercial links with any builders or dealers, so natural bias apart (chips on both shoulders) you can expect fair comment.

You can see more about them at their Web site or purchase a copy from Greenspeed for \$8 individually. Subscriptions \$35 a year and it comes out 4 times a year.

So how would I rate it. I'm not sure if I can give an 'out of ten' figure as there isn't much to compare this mag to but I would say if you have a few spare dollars it's worth the purchase.

<http://www.btinternet.com/~laidback/recumbentuk>

Tri Sled

Every Tri-Sled is made to the customer's specification with their body size, component preference, intended use and of course budget all taken into account. We offer a range of both Mild and Chromoly steel models for touring, commuting, racing and just plain fun. We are more than willing to do one-off machines for disabilities, load carrying, novelty etc. Please contact us for more information.



TRI-SLED.
57 Boundary Rd.
Dromana Vic, 3936
Ph: (03) 5987-2696,
Mobile: 0412220854

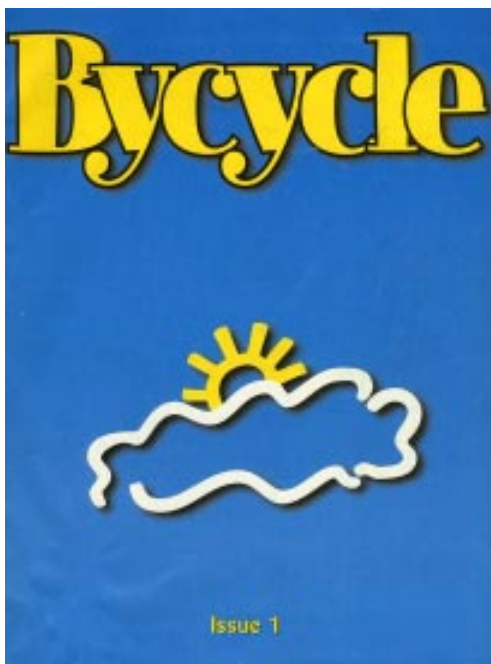
Bycycle Issue 1

This is quite a large mag in size, certainly bigger than A4 with mostly color throughout. Open Road UK has taken it up along with their previous offerings, Bike Culture Quarterly and Encyclopedia. In this edition there's a lot of regional UK information but would be less relevant to Australians (although this isn't their aim of the mag). My guess is the author is trying to capture the attention of the reader to cycling as a lifestyle, riding to work as well as recreation. It's mission orientated having large portions discussing a hope of change in the public's attitude so they take up cycling for a better lifestyle and reduce the nasties inherent in the transport system like accidents and pollution. I guess it's targeted at cyclists who are into community change. If you're wanting a mag that features recumbents this isn't the one for you although it does include them as a viable mode of travel and mentions them briefly. There are positive ways forward to effect change in the community attitude to cycles and appears to be on similar line to Bike Greenway and the National bike Strategy revision here in Australia.

There are 2 articles written about a judge and a doctor who use cycles as their sole mode of transport which was interesting and gave it a different feel to other bike mags I've read. I guess it's wanting to have a different way of approaching cycle reporting "Our product review section is based not on what manufacturers send us but rather from feedback from a panel of cycle shops who have hands on knowledge on how products are fairing out there in the real world. We also bring product reports from individual readers" "Bicycle is not a news-stand magazine"

So who's it for?, maybe the more mature, politically aware planet saving cyclists.

You can see more about them at their Web site or purchase a copy from Greenspeed for \$8 individually, Subscriptions \$55 postage \$1.50 and it comes out 6 times per year. <http://bikeculture.com/>



Coming Events

Melbourne Recumbent Ride Sunday 14th March: City of Moreland Annual Bicycle Festival, 12 to 5pm. to be held at Ceres Environment park, Lee St East Brunswick ph : 9388 1707 Featuring the famous "Green Prix" no holds barred Celebrity Tricycle Race at 3pm. BMX wild riders, antique bicycles, guided tours of merri creek bike path, helmet decorating, black rose cycles, camel magic performance troupe, children's music workshop with "bike sounds" parade, critical mass chats, bike tune-up and advice from ceres bike group, second hand bikes for sale, unicycles..... and lots more. Greenspeed will be there offering rides on trikes and giving a demo on the nearby velodrome: I've spoken to the organisers and they'd be delighted to see as many recumbents and alternative bikes / trikes there as possible. Entry is \$5/\$3 or \$10/\$6 for families.

Monday 15th March: - Big Canberra Bike Ride - Organised by Pedal Power Decided to meet at start and ride enmasse (critical recumbents) Contact Paul Segal pauls@atrax.net.au for more details.

Melbourne Recumbent Riders 19th-21st March: Steve Nurse is organising accommodation at Glen Forbes for the Wonthaggi HPV Grand Prix, staying at the old Primary School there for 1 or 2 nights. (His son's primary school owns the Glen Forbes School as a camp and family have booked it for the weekend). Melway Ref for the Glen Forbes is Map 284 R10 and to get to the school take the turnoff to Glen Forbes on the way to Phillip Island, take the last turn left before the Glen Forbes shop. Steve & family will be at the school from about 5pm on Friday the 19th. Cost for accommodation will be \$20.00 per adult per night .BYO food etc. please, fridge and cooking facilities, showers, available. The weekend will naturally include a visit to the Prix, with plenty of chances to ride your recumbent and tourist around a bit. The 24Hr race should start on Saturday at 1pm Ben Goodall has said that Trisled will enter a team in the event, Michael Rogan (M R Components) will also enter in conjunction with the YHA. If you are interested in staying at Glen Forbes on the weekend, please let Steve know ASAP on (03) 9481 8290.

19th to 21 March - Bike Friday get together in Canberra. OzHPV Canberra riders have decided to join up with their rides coz we got little wheels too! Camping, caravan or cabin accommodation and rides. Organised by Green Gear supporters in Australia, there will be a SatRday folding recumbent there to test ride. Saturday ride to Federation Square (Cockington Green plus other attractions) via Lake Ginninderra (very scenic!). Lunch and a look around there then back with an optional stop at the Bicycle Museum. About 40 km. Sunday ride around Lake Burley Griffin including the Carillon, an interesting market at the old Kingston Bus Depot, lunch at Manuka (lots of restaurants), Old and New Parliament House, Art Gallery and Sculpture Garden, Coffee at Yarralumla

Nursery (yummy cakes also - we had to sample), Scrivener Dam and back home. About 44 km. The masochists can do mountains and harder/longer rides if they want. We'll have maps available. Let Des know if you're going and if you want to be included in the dinner on Saturday night (\$20). Contact Peter Heal for details 62884103 or Des, butlew@ozemail.com.au

Wonthaggi HPV Grand Prix 19th -21st March. Planning is well underway, with Bass Coast Shire Council having been asked for a seeding grant to develop the track at the Rec. Reserve, and donations and support being so far offered. Further detail can be obtained from HPV Grand Prix organiser Terry Earl (5672 5258), Peter Hanley Assistant Principal of Wonthaggi Secondary College (5672 1344) or Tony Guzzupi of Wonthaggi Business and Tourism Association (5672 1722). Applications are currently being taken.

OzHPV Canberra's ride Sunday 11th April - Family ride Meet 9.00am at Kambah Adventure Playground and ride to Gordon adventure playground and back. Contact Duncan Cleland Duncan @ CES.com.au

Sydney Recumbent Ride Saturday 18th April: Grade : A social get-together and ride for recumbent owners and those interested in HPVs. Centennial Park and beach ride. Contact: Ian Humphries (02) 9550 2805 (h) (02) 9845 3988 (w)

Melbourne Recumbent Ride on Saturday 10th April: Meet at 10am on the banks of the Yarra opposite the Tennis centre, boat shed side. The ride will go along the bike path up to Collingwood, visit a large Op-Shop where there are often interesting bikes for sale and end at Café Yak, 160 Hoddle St. Abbotsford about 12 O'clock, lunch there, about a 20 minute direct ride back to the start point. See Steven Nurse for further details. Ph 94818290.

Canberra 6 Hour Challenge on Sunday 9th May at the Sutton Rd course. This is a race over 6 hours for individuals or teams as a relay. Competitors may ride any form of road going HPV, eg upright or recumbent bicycle or tricycle or

tandem, or triplet etc..... this is a good chance to see some sophisticated HPVs in action as well as to try to achieve your own personal km goals.

The Biggie!! OzHPV Canberra Challenge 6th & 7th November. Venue Sutton Rd Driver Training Centre. More details soon.

The meeting place for Freemantle recumbent riders is every second Sunday at 8:00 AM at Gino's Cafe on South Terrace, Fremantle (it's on the cafe strip). If you are in the Perth area and have a recumbent or are interested in recumbents, be there! We're there a couple of hours eating breakfast, drinking cappacino and talkin' bents. E-mail Geoff Law geofflaw@bigpond.com or Gary King gary@oceandigital.com.au Ph (08) 93411381 if you have queries.

Queensland Recumbent Enthusiast Group Contact Ray Hembrow 20 Murchison St Carina 4152, Brisbane 07 3843 2729 after 6.00 pm or email David Johnston davej@ecn.net.au or Phone Darryl Shelswell Ph 0732033025

Tasmania Recumbent Enthusiast Group Contact Timothy Smith Devonport Ph 0364234559 or Richard Hoad Ph 0362787247 in Hobart.

Fairing Mould on offer



Peter Heal is offering this mould to any trike person who wants to pay for a fibreglass specialist to make one. It was made for some Wayne Kotzur-built trikes doing the Norfolk Punch Tour De Nullabor from Freemantle to Canberra to raise money for the Make a Wish foundation. Ph H 0262884103 email: heal@cyberone.com.au

If this Newsletter cannot be delivered please return to:
OzHPV Inc
Post Office Box 1662,
WODEN ACT 2606

