

November 2010 Volume 13 Issue 1 - Number 65

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From The Editor – Pete Heal

Well, here we are again.

Yours truly remains the HUFF editor after the AGM in December 2009.

This edition of HUFF has a couple of rider stories for tours and endurance rides, there's a summary of the Annual General Meeting and details of plans the Committee are considering for the new year.

As always, this newsletter is only as good as the contributions from members.

If you enjoy reading HUFF, how about sending me a few photos or words of what you are up to?

I draw your attention to the Membership Renewal Details below on this page.

We (the committee) really do appreciate members support.



The OzHPV 2009 Annual General Meeting

The 2009 OzHPV Annual General Meeting was held on Sunday 13th December 2009 at 7:00pm. Once again we did the "SKYPE" hook up both Melbourne and Canberra with about 20 members participating at the two locations.

The Committee positions remain with little change as follows for 2009 -2010

President	Eric Ball
Secretary	Tim Marquardt
Treasurer	Peter Heal
Web	Charlie Bell
Public Officer	Andrew Stewart

The President and Treasurers report are attached for member's information.



Membership Renewals

Members are advised that all memberships fell due for renewal at 31st December 2009. This may be the last HUFF you receive if you don't renew your membership soon.

Annual membership fees remain as below:

Single Member	\$25 per year
Family Membership	\$30 per year
Extra for non electronic newsletter	\$15 per year

You can renew your membership by electronic means by following the instructions at this section of the OzHPV website. <http://www.ozhvp.org.au/membership/membership.html>



Sydney to Melbourne the Long/Wrong Way

Andrew Johnson describes his first Audax 1,200km randonee.



Earlier in the year I jumped at the chance to ride the Audax Australia Sydney-Melbourne 1200km (SM1200) bike ride when entries were opened – there was a field limit of 30 which then increased to 50 then to 60+. The inaugural event is to be held every four years.

The choice of riding machine was a long and difficult process. I had previously ridden a recumbent on a long but more relaxed trip and was very happy with the comfort it provided. I was not happy with the weight of it though and started to look at what I could obtain. Ian Humphries in Canberra showed me what he had available and I had another think about it. Finally after much deliberation I purchased a recumbent made by a company in The Netherlands - M5 Ligfietsen. The model is the M5 Carbon High Racer (CHR) with standard 700c wheels. The gearing I have is 50-34T chain rings and 34-11T cassette. I was keen not to have a triple chain ring set up. I might try to find a smaller chain ring with less than 34 teeth to make steep hills a little more 'comfortable'. As the name suggests the frame is carbon fibre with carbon fibre forks and carbon fibre seat – VERY, VERY light. Ian patiently made numerous adjustments to get my fit correct – the curse of having long legs... Getting up steep hills is slower and more effort is required than on an 'upright' bike. Flats are good, but there were not too many of those on this ride... Comfort in the seat is very good – initially I thought the narrow profile might have been a problem, but only after a short time it was fine. There is some road vibration whilst riding (depending on the surface), and as a result of feet numbness (not hotfoot), I reduced the tyre pressures and made some shoe and cleat position adjustments – this helped quite a bit, but I still suffered from some vibration to the feet. I suspect some people are just more prone to the numbness problem than others. Oddly enough I had a bit of a numb bum too from time to time from day 3 – again road vibration. But I had no other soreness what so ever, just general tiredness from the overall effort of riding long distances – neck, back, wrists, and forearms were all OK.

I received possession of the recumbent quite late and was concerned with my lack of long ride preparation. Some long day rides (including Fitz's Epic) and one overnight trip plus a bunch of shorter rides to sort everything out was the extent of the preparation – approximately 2000Km in 5 weeks, with no riding in the last week.



Andrew and his M5 Recumbent

My goal of the SM1200 was to simply finish the event with the body intact and within the 90 hour time limit (3 and $\frac{3}{4}$ days), nothing fancy. Every day you had to arrive at checkpoints (CP) by a certain time otherwise you were dropped from the event, there were usually 2 or 3 of these CPs every day plus reaching the overnight CP before time also. Roving vans, cars and a minibus were out on the course keeping an eye on proceedings and ensuring cyclists took no short cuts... and for our safety of course! You were responsible for yourself when out on the road managing any breakdowns, clothing and food requirements. There was no access to any clothing or equipment whilst riding – only at the overnight CPs. Anything you wanted you had to carry yourself.

Below is a daily account plus some statistics. The elevation data is really only an estimate. I used several different web based sites to calculate the elevation differences, but it seems it is dependent on what algorithm is used and how the GPS is set up that determines these differences. The elevation data in my opinion is too generous. I would be interested in seeing other rider's elevation data to compare. Anyway, the elevation information is just a bit of a guide – trust me, there were plenty of hills...!

Day 1 Sydney to Canberra via Mittagong, Goulburn, & Gunning: 360km

After bussing to Sydney and eating a large pasta meal prepared by Miles on the Saturday, it was a very early rise from a very comfortable bed on Sunday at 4:00am. Miles delivered me to the start line along with 63 other riders. Lighting checks were performed by the organisers. The most important instruction given at the briefing was if you pass your fellow cyclist you have to say hello – otherwise you might be disqualified... 6am and we were off and racing – well, OK not racing... We left from under the Sydney Harbour Bridge and made our way to Parramatta Road via Darling Harbour. Many traffic lights had to be negotiated but the traffic was not too bad for that hour of the day. Temperature was already quite warm. There was even another recumbent rider so I was not the only odd man out...

After a few hours we reached Picton having gratefully now missed out the Razorback, one less hill – this was omitted with a final revised route given to us a few weeks prior. It was now a gentle climb all the way to Mittagong via roads west of the Hume Highway. All was going well. The tourist drive to Marulan Truck stop was then ridden via Moss Vale, Bundanoon, and Wingello, all gentle undulations. A left turn took us down near to the township of Bungonia then up and out to Goulburn. There were some rain showers about near Goulburn, but the temperatures were still warm. The Green Grocer in Goulburn was a welcome break, having now travelled 237km. A fish pattie and a

generous slice of cheese cake washed down with a Coca Cola and some water saw me on my way heading towards Gunning via back roads leading onto the Old Hume Highway. Halfway to Gunning and the light had now faded requiring the AYUPs to be turned on. Several riders had passed me due to the numerous small hills that had to be climbed and my eternal fiddling around with clothing. Rain showers returned making the night riding a bit miserable. Reaching the Gunning Control at 9pm was welcomed as I now knew that it was only 3 hours or so riding to Canberra.

I saw nobody on the last stretch into Canberra except briefly at Gundaroo where a large bunch had stopped. At midnight I arrived at my house in Watson which is only a couple of hundred metres off the course. I planned to visit the Canberra CP in the morning prior to the cut off time of 06:23. I called Ann to come over who kindly offered (after I conned her into it, she had just that day finished the Hartley Challenge ride to Charlottes Pass and back to Canberra) to look after a few tasks – lubing the chain, checking tyre pressures and changing over batteries. The chain is 2.6 normal chains long so this can be a 15 to 20 minute process – sleeping time for me! After organising gear and food for the next day's ride, having a bite to eat, a quick shower, I tumbled into bed at 1am for a luxurious 3 hours sleep...

Day 1 ride statistics

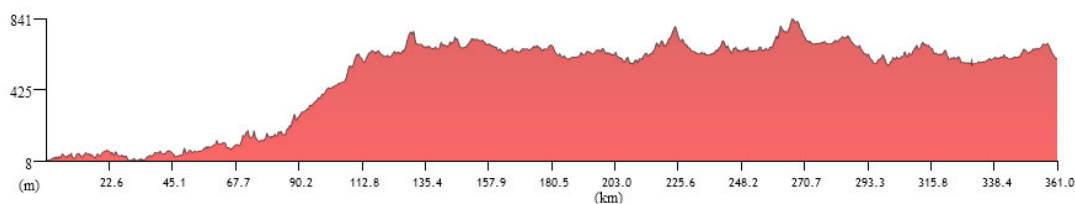
<http://ridewithgps.com/trips/8380>

Distance 361km
Total time 18:07:47
Moving time 15:31:33
Stopped time 2:36:14
Moving Avg Speed 23.2kph
Overall Avg Speed 19.9kph
Total Ascent 3931m
Total Descent 3340m

Timings

Departed Sydney 06:00
Arrived Mittagong 127km 11:53
Arrived Goulburn 237km 17:39
Arrived Gunning 301km 21:12
Arrived Canberra 366km 12:07
Bed 01:15
Awake 04:15
Total Sleep 3hrs

Elevation profile



Day 2 Canberra to Corryong via Cooma, Adaminaby, Kiandra & Cabramurra: 316km

And what a deep sleep it was.... But I still did wake 2 minutes before the alarm went off... I must have been looking forward to the day's ride. I first had to visit the Canberra CP in O'Connor before the 06:23 cut off. The ride then proceeded around the parliamentary triangle before finally exiting Canberra. I guided a couple of cyclists out to the Monaro Highway. The weather forecast in the Snowies was poor – thunderstorms and possible snow showers down to 1600m. I reached Williamsdale and the weather ahead looked very threatening. I knew if there was a lot of heavy rain I would not be able to keep warm enough. I phoned a few friends to sound them out about picking me up in the event I would not be able to continue. Ann kindly offered (again!) to act as the sag wagon driver should the need arise... The wind was from the SE and quite chilly. It was a real grind to Cooma, an unsavoury stretch with a lot of trucks and cars. There were several rain showers about and each time they passed I was left quite cold and would take some time to warm up again before the next one. I saw several Hartley cycle teams returning from Jindabyne back to Canberra – they were setting a cracking pace, easily in excess of 40kph – compared to my 15kph or less... About 15km out from Cooma, Paul and Peta had stopped their safety vehicle (they were assisting the Hartley riders) and gave me a wave – Paul asked “How is it going?” – my somewhat curt response (sorry) – “Tough”. I was happy to reach Cooma and get some food into me – sausage roll, Coca-Cola, cake, biscuits, and lollies – all the appropriate food groups!

I wasted a fair bit of time in Cooma – thinking about what was the weather going to do. I had a look at the forecast for the following day – all it said was “fine”. So I assumed at some point the weather must improve. I had a look in a few camping stores for some rain pants but found nothing suitable. I told my self to stop whinging and get moving. What is the worst that can happen I asked myself? I stop riding and wait to be picked up. Leaving Cooma and getting onto the Snowy Mountains Highway saw us with the wind now behind our backs – much more pleasant. Every time I looked in my rear view mirror there seemed to be a little bit more blue sky appearing in the east – so I was

secretly hopeful. Adaminaby was reached in reasonable time and there was a gaggle of us doing the tag routine – passing each other on a regular basis. There was an American – Vincent from Seattle who was wearing only a short sleeve jersey, whilst I was operating in Michelin Man mode. Perhaps he was waiting for the sleet to arrive before concerning himself about donning any warm clothing! There had been no rain since leaving Cooma – but the sky was still threatening ahead. Onward now to Cabramurra. From the turn off at Kiandra to Cabramurra was 20km or so – I was told not too hilly.... How wrong they were!! Big downs followed by big ups... Arrived at 20:45, now dark – weather looking much better – but chilly. Had dinner which included lasagne, salad, potato, garlic bread, more Coca-Cola and other drinks.

I waddled back out to the bike and continued on down into Tumut Pond Reservoir – a several hundred metre descent. This was made up for by the 450m climb out – steep too. I had to make two stops – one to jettison my Michelin Man garb before I boiled over and another stop to simply give the quads a break – there was still some riding left to do and I did not want any cramping to occur. After climbing out of Tumut pond (and putting the warm clothing back on again) there was lots of down hill to the Khancoban turnoff with the occasional rude bit of uphill in the way. My speed downhill was no more than 45kph due to wombat activity and other road roaming creatures interested in bicycle lights... My lighting whilst OK was perhaps not as bright as it could have been when moving along at pace – so another speed restriction for me – I was not confident of my ‘fast’ handling skills in response to possible obstacles – better safe than sorry. As a result numerous riders passed me (actually several already had whilst climbing out of Tumut Pond). After the Khancoban turn off it was about 20km to Corryong. But there were still 2 hills to get over before the long straight stretch into the overnight CP. My eyes had initially deceived me – I thought there was less than 1km left to reach Corryong, it was at least 5km! The town lights were so bright – they took forever to finally reach. I rolled into town at 3am – now desperate for sleep. Other cyclists who had already arrived were chatting away as if they had all the time in the world – all I could think of was getting into bed. Had some more warm food given to me by the very friendly and helpful volunteers, they could not do enough for us. Bedding arrangements were a little tricky – some had to share a double bed with other riders – thankfully I did not...! I finally crashed into bed at 4am.



Day 2 ride statistics

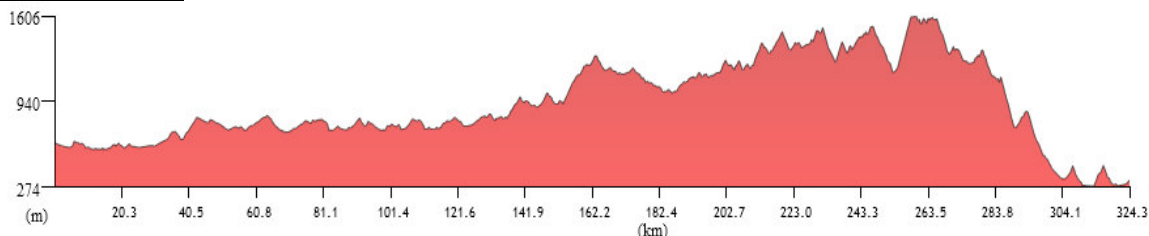
<http://ridewithgps.com/trips/8364>

Distance 324.3km
Total time 21:51:24
Moving time 17:39:54
Stopped time 4:11:30
Moving Avg Speed 18.3kph
Overall Avg Speed 14.8kph
Total Ascent 5040m
Total Descent 5333m

Timings

Departed Canberra 366km 05:00
Canberra 05:15 (organisers had me through at 05:05)
Cooma 493km 12:55
Cabramurra 600km 20:45
Arrived Corryong 682km 03:00
Bed 04:00
Awake 05:45
Total sleep 1hr 45min

Elevation profile



Day 3 Corryong to Euroa via Bellbridge, Yakandandah, Beechworth & Wangaratta: 335km

I was woken up at 05:45. Harsh. But I could not get back to sleep, so after only 1 and $\frac{3}{4}$ hours of 'rest' I got myself ready for yet another long day – but hopefully not as hilly... After a quick breakfast in the room I got myself sorted out and set off 1 hour after waking up. A beautiful day it was too – the sun was up and the sky was clear – happy days were here again! It was a long slog to Bellbridge where the Hume weir is – undulations following the River Murray for 140km. By now it was quite warm and several of us found a shop and wolfed down some much needed lunch – the sport bars were getting unpopular... Nothing like a meat pie, sausage roll, both washed down with a coke. Nice. Then off to Yakandandah. About 30 minutes out from Bellbridge I started suffering micro sleeps – I tried to 'ride through' them but quickly realised that was not going to work. I pulled over and laid down on the road side for a very broken 20 minute nap. Every stick and small rock dug into my body and ants would occasionally bite me. I set off wondering if the micro sleeps would come back later that day, but they did not. The climb out of Yakandandah was quite a long one – I thought it would never end. Then at a turn off to go to Beechworth I thought perhaps it would be a flattish stretch to the CP... Wrong again. More up and up and up. Rolled into the Beechworth Bakery – a very pleasant afternoon tea was again wolfed down along with a big Big M drink – very satisfying. Chris Rogers the event organiser wanted me to get my maps out so that he could show a small short cut to miss out a few kilometers – this shortening still made the event over 1200km for everyone. I announced that I was not carrying any maps. Awkward pause: "But!" I said trying to recover from what might have been a grave error, "I have all the maps on my GPS and tracks too!" Chris patiently explained what roads I needed to take. I must remember to carry maps...

Ahhhh, the ride to Wangaratta was fantastic – a good stretch of downhill at first followed by another long stretch of flat riding. I think I made it there in just a tad over an hour. I even managed to whisk past some of those pesky upright riders ☺ Check the ride profile below, the highest point is Beechworth, the lowest Wangaratta. I was on fire at last... well, just for now... I forgot that Wangaratta was a check point and did not see any of the usual signs. The volunteer manning the CP noted down my time as I 'flashed' by oblivious to what I had missed whilst listening to JJJ...

Night by now had again descended and the lights were switched back on. Other cyclists had caught up and slowly pulled away from me. We zigzagged from time to time down the Hume Highway with about a 12km stretch actually on the highway itself. Not too pleasant, but most trucks pulled over into the right hand lane as they roared past. The trucks rule the highway after sundown... I stopped in Benalla to get another milk drink and put some warm clothing on. I also had to change over the battery – in doing so I ran my hand accidentally over the exposed large chain ring and cursed myself for being so careless – grease on my hand too... The zip on my cheap wind breaker jacket failed for the umpteenth time so I got a bit angry and chucked it in the bin – after wiping the grease off my cut hand first of course – now one less item to carry... I took more time than I would have liked fiddling around with the bike and my clothing. I was desperate to get to Euroa before the following day. It would be a real novelty to arrive at my destination on the same day I departed... But alas it was not to be. 00:02.... Bugger.

Dinner again was served up by the volunteers – soup, stew and dessert, it was delicious, a pleasant way to finish off the day's riding. It was time to splurge and have a 4 and a half hour sleep. I fell into bed at 01:00. I did not notice anyone else in it...

Day 3 ride statistics

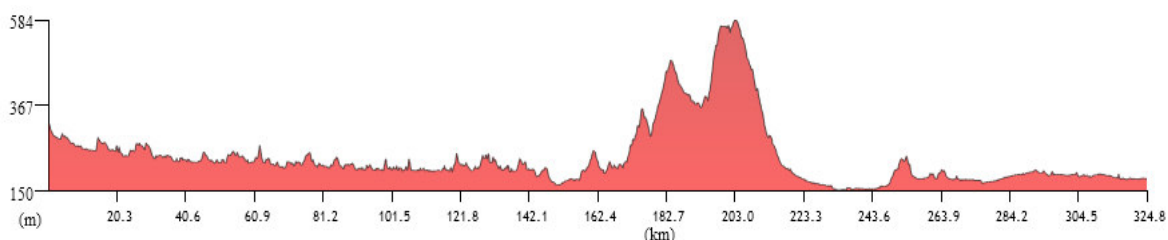
<http://ridewithgps.com/trips/8381>

Distance 324.8km
Total time 17:11:33
Moving time 13:57:52
Stopped time 3:13:41
Moving Avg Speed 23.2kph
Overall Avg Speed 18.9kph
Total Ascent 2073m
Total Descent 2217m

Timings

Departed Corryong 682km 06:45
Bellbridge 820km 13:15
Beechworth 884km 17:55
Arrived Euroa 1017km 00:02
Roadside sleep 20 minutes
Bed 01:00
Awake 05:30
Total sleep 4hr 50min

Elevation profile



Day 4 Euroa to Melbourne via Seymour & Lancefield: 203km

The alarm went off at 05:30. I looked around and no one else seemed to be in my bed. Maybe they had already been and gone... Threw some breakfast into me, packed the bag and set off for what was going to be another good weather day and great day's riding.

Seymour was reached quickly with the intent of performing in just as an efficient manner to Lancefield. But those pesky large undulations arrived again, all the way to Lancefield. Very pretty country side with lots of large boulders about in the fields – almost looked a bit odd – I imagined them coming loose, rolling onto the road and flattening me... It was a very slow stretch to the CP and I was quite happy to finally reach Lancefield by lunch time. And what did I have for lunch? Yup, a pasty washed down with a Big M coffee.

I was now on a mission. Get going and hope to arrive before 6pm. That would be a whole six hours before midnight! I set off for what turned out to be a very fast couple of hours riding with just a couple of short but steep hills in the way. On the gentle descent I averaged over 40kph – nice! I was now thanking the course setter instead of cursing him...

I was now on the outskirts of Melbourne, the CBD quite visible but still some way off yet to the finish. We had to get onto the Moonee Ponds bike path that would lead us all the way into town. I approached the bike path in such a way I had to perform a sharp right hand turn to get onto it. So sharp in fact my right foot hit the front wheel (a recumbent hazard) and... I had a little crash... at less than 5kph... (no broken wrist this time) It all looked very awkward but nothing was broken or scratched, it was only my pride that was hurt... The condition of the bike path was appalling; I had to be careful not to bounce right out of my seat! Later one of the other cyclists mentioned that any soreness he was already suffering from was amplified numerous fold on that path! We wound our way into town and then onto some busy streets through the CBD – I could smell the finish line... I finally reached Albert Park Lake at 16:30 but had to ride all the way round the lake trying to find where the sailing club was – I was slapped with a 30 minute time penalty it seems for not carrying maps...

At 17:00 I arrived. At last, I had actually arrived on the same day I departed! Had my brevet card taken away to be ratified by ACP - Audax Club Parisien. A quick (actually a long) shower, a seat and a few beers later made me feel a bit more normal again. As more riders came in each was given a hearty applause for their efforts. Audax Victoria held their Christmas dinner with us to compliment the celebration – it was a good turn out. Darren, a fellow cyclist himself, came in to pick me and all of my junk up and would deliver me to the airport the following day. Sleep that night never felt so good.

Day 4 ride statistics

<http://ridewithgps.com/trips/8382>

Distance 206.2 km

Total time 10:39:37

Moving time 8:47:33

Stopped time 1:52:04

Moving Avg Speed 23.4kph

Overall Avg Speed 19.3kph

Total Ascent 1379m

Total Descent 1548m

Timings

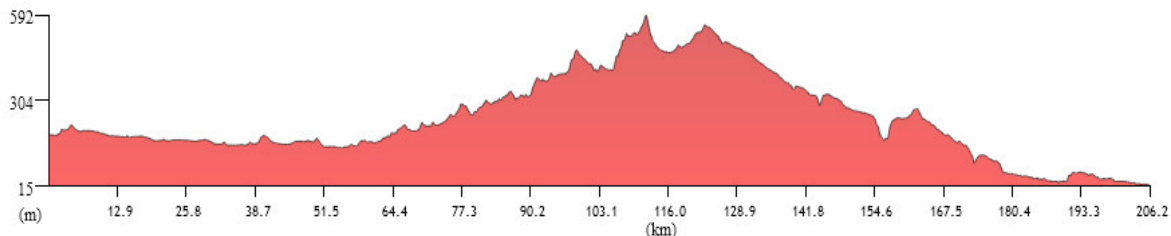
Departed Euroa 1017km 06:25

Seymour 1072km 08:35

Lancefield 1136km 13:30

Arrived Melbourne 1220km 17:00

Elevation profile



Final Wrap Up

Day 2 for riders proved to be the most difficult to successfully complete within the CP cut offs. I had reached Cabramurra by 20:45, only just a bit over 2 hours before the cut off of 23:00, and then Corryong at 03:00, again just over 2 hours before the 05:14 cut off. Riders who did not make the cut off either continued with the ride, or helped out at the CPs or a bit of both, so there was still plenty of riding to be had if you wished. There was an interesting mix of riders – four Americans from the USA, one from France and one from the UK. There were 3 riders from the ACT: Claire Graydon, Michael James and I finished the event. I found it interesting that several riders a good deal older than me successfully completed the event within the time required – a feat I would love to be able to emulate at their age – very impressive indeed. About half the field of 64 riders made the 90 hour time limit. I personally found the ride to be very challenging!

Would I do it again I hear you ask? Sure, just need a little rest first! Those that sent me SMSs, thanks, they were a real boost, especially on day 2. Unfortunately out of Cooma I was incommunicado due to lack of mobile phone towers until Corryong. Sorry if you were left wondering! Next time I would wear a woollen under vest to help me keep warm when the conditions are wet. My mail ordered rain pants arrived just in time for me not to have time to pick them up before going to Sydney...! Had I thought about it, the pants were in the mail box on the Monday – I could have collected them when I was riding through Canberra!

Audax Australia Cycling Club put on what I thought was a fine Brevet Randonneur Mondiaux. A lot of time and effort would have gone into organising this ride and without the volunteers no such event would exist. Congratulations must go to Chris Rogers and his team who ran everything like clockwork.

Clothing, Food & Equipment carried on the bike each day

Reflective vest for night riding (mandatory)

Gore-Tex rain jacket with hood

Rain resistant vest (RIP)

Dodgy cut off rain shorts

Leg and arm warmers

Long sleeved riding jersey

Beanie

Gore-Tex helmet cover

Wind and rain resistance booties

Warm gloves x 2 different pairs

Sports and muesli bars – various brands x 8 (per day)

Gu x 3 (caffeine)

Jelly babies

4 bottle's worth of powder for sports drink (I carried 1 x 750ml bottle)

Lava salt tablets (to reduce incidence of cramping)

2 litre water bladder

Garmin Oregon 300 GPS

Route instructions on cards (did not take the hard copy maps...)

Mobile phone

Spare tyre x 1

Spare tubes x 2

Puncture repair kit

Tyre boots x 2

Bike pump

Spare gear cable

Allen key set (includes a screw driver and Phillips head driver)

Chain breaker

2 quick links

Zip ties

Spare lights front and rear with spare mounting brackets (mandatory)

Spare batteries (mandatory)

Radio and MP3 player

Money and debit card

Sunscreen and lip balm

Toilet paper

Medicated eye drops

Special thanks to:

Daryl & Melinda Adams – transport to Canberra Bus Station.

Miles & Fenella Bastick – Sydney transport, accommodation and great food!

Ann Holden – Chief bike mechanic, standby sag wagon driver, Canberra.

Darren and Anna Brooks – Melbourne transport and accommodation.

Finally to You *crazy* SMSers! You know who you are!



Rick and the Murray Marathon

Once again our man Rick and his world record holding pedal boat design took part in the Murray River Marathon over the Christmas New Years period.

Rick is pleased to have successfully completed his second full Marathon placing 14th overall in Full-distance Open out of 40 finishers and 69 starters on age adjusted time and says he continues to get respect and support from the paddlers involved in the event.



You can read Rick's full story by following this link:

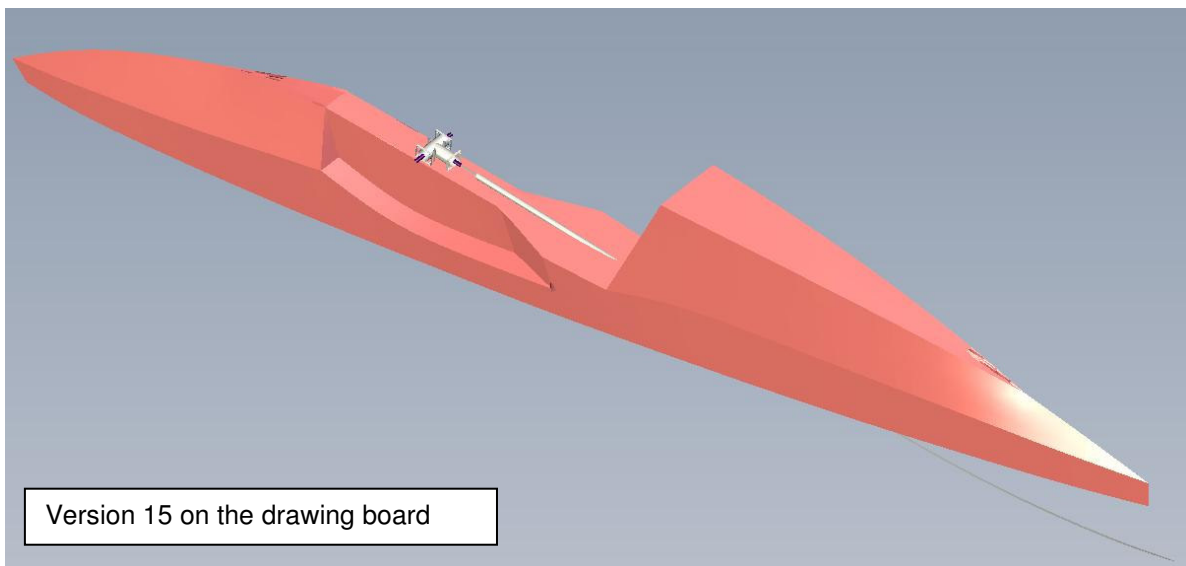
http://www.rickwill.bigpondhosting.com/MM_2009_RW.doc

A new development for this year was a folding propeller which enabled Rick to easily unfoul his propeller of flotsam on the move and avoid most incidents of damage with hidden logs



The Folding Blade Propeller

Rick is now working on V15 (yes that's version 15) of his pedal powered boats and says his sister wants a boat like his so he is working on an integrated hull design for her with a target weight of 15kg. It's Pink too. Note there is no chain – just a direct drive gear box to the propeller shaft.



Version 15 on the drawing board



Past OzHPV Events

Rochester & Stanhope VIC - Weekend Away – 27th to 29th November 2009

Steve Nurse decided to cancel this weekend away due to a lack of participants and other issues arising.

Canberra Come and Try – 14th December 2009

The Canberra Mob organised an afternoon Come and Try Recumbents event at the Stromlo Criterium Circuit and as usual it attracted many interested riders and members of OzHPV including a juggling clown complete with honking red nose.



Coming Events

A list of tentative events for 2010 follows.
Whilst these all have a racing "flavour" the committee would be pleased to hear from any member wanting to organise social or tour type rides or events.
If you have any ideas for events or rides please let the Committee know.

January 23-26

OzHPV Speed Trials for 24 Hour and other record distance attempts at Lang Lang. If you intend participating you must advise Tim Marquardt by the 15th January. There is a notice of intention form on the OzHPV website to complete and return.

February 6-7

Bendigo International Madison HPV Pursuit for Pedal Prix type vehicles

February Sunday 14th

OzHPV Maryborough Time Trial. Entry forms and more details available soon.

February 19-21

Wonthaggi 24 Hour for Pedal Prix type vehicles

February 21

Lake Wendouree Challenge 2010 – Ballarat VIC.

John Reynoldson is again organising a team for this event.

There may be spaces still available for riders, however anyone wanting to come along as supporters and pit crew would be most welcome.

Contact John Reynoldson ASAP raptordesigns@optusnet.com.au

March 20

6 hour event at Stromlo Forest Park Canberra for HPVs, Recumbents etc.

April 2 – 5

OzHPV Speed Trials for record distance attempts at Lang Lang track. Intention form needs to be completed as for January 23-26 above.

October

20th anniversary Australian HPV Challenge to be conducted by OzHPV at Canberra.

Changed format with focus shifting from "practical vehicles" to "speed".

Racing in classes by age and vehicle type.



OzHPV Jersey Competition

Design an OzHPV Jersey and Win A 50% Discount on the resulting clothing if your design is voted the best. The competition closes 5th February 2010, so get cracking!

Send artwork to John Reynoldson via email at raptordesigns@optusnet.com.au

Designs will be placed on the forum for a popular vote (and approval by the OzHPV exec).

Looking into getting them made like the "Reverse Gear" jerseys, with front pockets instead of rear ones.

For ideas of how the cut works, take a look at www.bluefrog.net.au examples. Design for both long and short sleeves.



OzHPV Committee Contacts

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Secretary – Tim Marquardt,

secretary@ozhvp.org.au

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Next Newsletter

The next HUFF will be produced April 2010.

Please send your contributions to huff@ozhvp.org.au