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From The Editor – Stephen Nurse

Hello, and welcome to December Huff.

The OzHPV Annual General Meeting was held during the Bendigo OzHPV challenge on December 9 and a new committee was elected. President and Secretary's positions remain vacant and if you feel you can contribute to OzHPV please contact Richard Ferris, secretary@ozhvp.org.au. The OzHPV committee are Richard Ferris, Simon Watt, Stephen Nurse, Dome Deli and Tim Corbett. More on the challenge to follow!

HPV records come in all shapes and sizes and this issue includes descriptions of 3 recent record attempts. Macquarie University competed at the World Human Powered Speed Championships in Nevada, Amanda Coker completed the world's highest annual mileage, and we report on Frank Dose's world's heaviest bicycle.

Happy Christmas and a safe rolling start to 2018.



ARR Christmas Parade (with Belinda Pierce via Facebook)

Adelaide recumbent riders got into the spirit of things in the Woodside Christmas Pageant. Fourteen recumbents riders met for the annual evening parade on December 19, and the combined flotilla won the Business Float of the Year for Organisers Ray's Trikes. Congratulations!

OzHPV Challenge 2018



Paddy O'Sullivan in the Go to Whoa, Steve and Kevin on the Spring Gully bike path.

This year's OzHpv Challenge was held in Bendigo and the idea to have it there began when attending the "Cycling Innovation" event there in November 2016. Bendigo seemed keen to promote cycling, and it's accessible by train, so I started looking round for venues that could host a Challenge.

During the innovation festival I stayed at an inner city backpackers, and while everything else there was fine, my bike got trashed by others staying at the hostel who partied till 4 in the morning and intimidated another peaceful guest who was visiting the Bendigo Buddhist Temple. So I wouldn't be recommending the backpackers in a hurry and reasonably priced accommodation was on the list of venues to look for. Pete Heal had successfully organised an OzHpv event at the Pax Hill scout camp in Ballarat, and I've stayed there a couple of times since then, so looking for a Bendigo Scout Camp seemed like a good option.

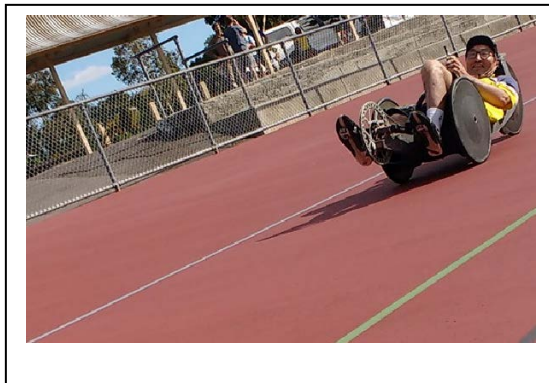
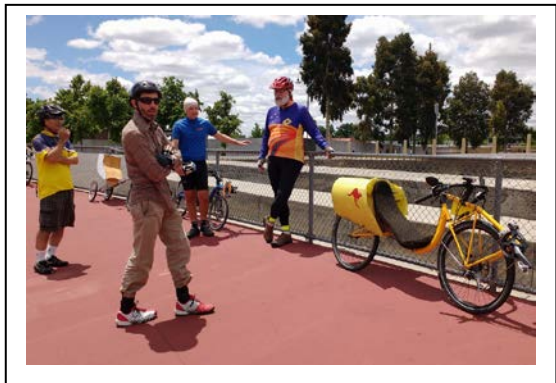


Peter Fountain at One Tree Hill, and Graeme, Kevin, Richard, Steve near Axedale.

Gradually a plan for the challenge was formed involving several train-and-bike trips to the Tom Flood Velodrome, the Koolamurt Scout Camp in Spring Gully and venues for racing near Spring Gully, as well as meeting a few Bendigo locals like Kevin Crockett and Rob Kretschmer. Kevin is part of the Barec (Bendigo Amateur Radio & Electronics Club) which supports local marathons and events with bike-and-trike- mounted radio communications and has a clubhouse at Longlea on the outskirts of Bendigo. Rob Kretschmer is part of the Bendigo City Council and helps run Bike Bendigo, which promotes cycling in and around the town. He is on the committee of the Australian Cycling and Walking Conference which is coming to Bendigo in Spring 2018.

As for the venues, One Tree Hill road was a great find, it makes an ideal hill climb venue as it runs through bush, is well sealed tarmac and is closed to car traffic. Surprisingly several cyclists

I spoke to knew the hill climb route and had used it for training. The Tom Flood Velodrome is large, has a smooth surface and is already in use by local schools for Pedal Prix training. The challenge itself went well. Attendance was up on the last time the Challenge was held (Corriong, 2014) but was still small. It was the first opportunity some keen OzHpv members had to visit a challenge, and see what its racing and social culture was all about. When I first visited an Ozhpv challenge in Canberra about 1998, I already had a recumbent myself, but became really enthused and enlightened to see so many different models which could be ridden, discussed and observed. I'm still enthused and it has been good to pass the culture of the challenge on and keep it happening.



Aki Kubota, Paddy, Richard, Simon with Simon's Albatros bike, Aki tries Tim's carbon trike.

The early arrivers at the scout camp were treated to a ride in to Bendigo and out to Axedale along bike paths and led by Kevin Crockett. The paths are pleasant, meandering and shady and we stopped at Kennington Reservoir for a short time. In Axedale itself we had a great afternoon tea at the Axedale pub, (3 OzHpv'ers and 4 Bendigo locals) before riding back to town along the main highway. Kevin is building his own velomobile complete with electric assist and radio gear, and is planning to help his mate Graeme build a trike next year. We had a mutual friend in Lloyd Charter from Albury and even discussed using the Barec clubrooms for accommodation at a later challenge.

Later at the Spring Gully pub, we caught up with Simon Watt and his friend Dave who had toured from Bendigo to Geelong over 3 days, Simon on his Albatros bike, and Dave on an electric assist tourer. Simon is getting keen on the electric assist idea, as Dave's return journey of 180 heavily laden kilometres was knocked off in 8 hours or so.

Next day, races were held at the Tom Flood Velodrome in town. We had 2 unicyclists among the recumbents. Racing with them was fine and everyone participated enthusiastically in the come and try sessions. Low racer recumbent? Check. Front wheel drive moving bottom bracket tourer? Check. Front wheel drive, fixed bottom bracket leaning trike? Check. Rear wheel drive recumbents with Pete Heal carbon seats & tailboxes? Check. Racing trike chassis from carbon fibre? Check. Fat tyre and large wheel unicycles? Check. Dome Deli paid for 3 race entries and used the most appropriate of his bikes for each race, knowing full well he wouldn't accumulate points when he switched bikes.

Highlights of the first day's races were the Go to Whoa, the 40 minute lap race and the miss and out. Paddy O'sullivan had 2 goes at the Go to Whoa on his oversize unicycle. For the first go he had his pedals set on the small crank diameter setting and couldn't balance properly but managed to get through on his second attempt with a wildly gyrating action caused by the slope of the velodrome.

After a few laps of the circuit in the 40 minute race, it was clear Dome would win and sweep the field on his lowracer, and the rest of us just settled in at a steady pace and not getting too ambitious about busting a gut or overtaking. This included Peter Fountain on his Unicycle who happily, slowly circled the track, singing, whistling and generally inspiring as he went.

The Miss and Out race was an experiment that went well. We started off as a pack and went round the track until we were more or less going at the same speed and in a line at 100m before the finish. Then there was a sprint toward the finish line with the last one across declared

“out”. After a while we settled into a routine but it normally took us 2-3 laps to get in order for the next sprint. In the end Dome Deli won by a wide margin. It’s a good race that needs tactics – its better not to lead by much at each stage to preserve energy for the later rounds. Late in the day Tim Corbett arrived with his carbon trike needing a sprocket spacer to function properly – and one of his mates from Bendigo dropped in and supplied one, so the trike had a few laps of the velodrome with various riders before stumps was called.



Tim, Graham, Dome, Richard, Peter, Steve on One Tree Hill.

The OzHPV annual general meeting was held successfully at the Koolamurt Scout hall on the Saturday night (members should have minutes and reports by separate email) and on Sunday we were up early ready for more racing.

The off road was held in the scout camp grounds up and down a deeply rutted sloping track with a short bushland detour. It was tough enough to completely eject the chain from my trike! The chain was never to be found again but Tim lent me a replacement to use in the next 2 races. After the off road, we moved on to one tree hill for the hill climb which was fun, gut busting and exhilarating.



Graham Signiorini, Open and Masters Champion.



The last race of the weekend was to be the road race but here were a few problems. Despite the presence of marshals on the course, most riders went astray. One marshal felt faint and was in his car when the race went past and another turn point was obscured by a camera crew filming the race. There were other issues as well. Overall, the course was probably too complex, and maps, signage and briefings weren't up to scratch, and the race was too late in the day. An earlier race would have meant less heat and traffic! This was disappointing but lessons were learnt (the hard way!) for next time.

The road race results were scrapped but the results from previous races were enough to declare a Challenge Winner. TaDa: Graham Signiorini won the event overall as well as winning the Master's trophy. Dome came second after winning every event but on a variety of bikes, and our newly elected treasurer Richard Ferris was third.

Overall Bendigo proved to be a good place to hold the challenge. Due to a low turnout, OzHPV lost a small amount of money with the minimum overnight fee at the Scout hall of \$300 per night being the major cost. Should the Challenge be held next year at Bendigo? It needs more input from more groups to get crowd and participant numbers up. There are many Bendigo local Pedal Prix trikers and keen Albury and Adelaide triking groups who could be involved in the social and racing aspects of the challenge. A first step could be consulting and setting a date. December 10 was 2 weeks after the big local [Pedal Prix](#) event and a 6 hour velodrome event could be a good addition to the racing part of the challenge.

For more information and result details, click through to the [OzHPV](#) website. Photos Courtesy Stephen Nurse, Dome Deli, Struan Little.

Macquarie's MQ1 at Battle Mountain, Nevada 2017

The last issue of Huff contained a brief report on Macquarie's MQ1 speedbike trials at the World Human Powered Speed Championships in the USA. The team has since returned with a fuller report and photos courtesy of Joanne Stephen. The Macquarie Speedbike page is at <https://www.facebook.com/MQSpeedTeam> and more event details are at the [WHPSC website](#).





Macquarie University this year became the first Australian University to compete at the World Human Powered Speed Challenge. This competition requires universities or private entries from around the world to develop a vehicle powered only by the legs of an athlete to surpass the current world record of 144km/h. MQ Speed have been developing their first vehicle MQ1 over the last four years. The aerodynamic shape of the vehicle was optimised through more than 100 computational fluid dynamics simulations that were validated using the University's wind tunnel. The internal structure was developed by the students in collaboration with industry partners Bastion bikes and the Race Engineering Academy. Construction was also completed by the engineering students using a CNC mill that they constructed. With financial support of Hyundai, Allnex, PACE and the school of engineering, the team travelled to Battle Mountain, Nevada where they challenged the world's best teams from Italy, Netherlands, Canada, Japan, Mexico, England and America. MQ1 set an official best speed of 89.75km/h with their student rider Charles Easton-Berry at their debut event. The men's winners this year were from Canada with a speed of 128km/h. Charles ranked 13th out of 25 riders with the speed that he achieved. This result, and the team's professionalism, earned the respect of their competitors and the event organisers. With the lessons learnt at this event, the team plans to return home to Sydney to begin developing their new vehicle which they believe will challenge for victory at the 2018 competition.



Heavy Metal!



After seeing many articles about HPV records about bikes which involve physical exertion, it was a welcome relief to read about a sort of anti-record, the world's heaviest bicycle. Most standard notions of sensible cycling were thrown out the window for this one.

There's a few blogs I follow on the internet and these include Biking in a Big City

by Jun Nogami in Canada (City cycling and advocacy with Speedbike and Battle Mountain coverage, and [Six Wheels in Germany by Auntie Helen](#) which covers pootling around in Germany on a Velomobile and the various characters and cakes encountered along the way. During [this month's blog](#), Auntie Helen visits the Dresden Transport Museum where she encounters the "world's heaviest bicycle", a whopper at over 1000kg (and you thought 20kg was heavy). The bike was built by Frank Dose and features tractor tyres. It has luggage capacity and with a stylish touch, the seat is supported by a beer crate. Riding the machine is part of achieving the record apparently, and the bike was ridden about 100m through its oversize pedals.

Frank Dose is from Schacht-Audorf in Germany. The tyres are 1.53 meters in diameter and the bike was estimated to have cost \$4,700. Dose's wife Astrid is his biggest fan. She said, "I think his bike is sensational. I am proud and pleased that he has done it."

Links to [video](#), and a [report](#).



Amanda Coker's Highest Mileage Records



On May 17 this year, Amanda Coker broke the all-comers record for the furthest distance travelled on a bicycle in a calendar year, with 139,326km covered on 3 different bikes including a Schlitter recumbent. Amanda went on to be the fastest to cover 100,000 miles (160,934km) in 423 days.

Kurt Searvogel held the previous annual distance record, with 120,085 km covered up to January 4, 2016. Kurt rode the last days of his record ride on an 11km loop in Flatwoods Park, Florida, USA, (not surprisingly!) a mostly flat park sheltered from the elements by forest. He had crashed on the open roads and wanted to avoid a repeat of that, and Amanda received encouragement from Kurt when she tagged along on his rides.



Amanda has used the mileage record to help her recovery from injury after a bike accident and had the constant support of her family during her ride. Cyclists from around the world came to ride with Amanda, forming a small community, many of them completing their own personal bests for time and distance cycling.

Riding on loops closed to traffic might become the new normal for Highest Mileage Distance Attempts, with Flatwoods the current “go to” place. While these loops can’t ensure perfect weather, they can ensure relative safety away from automobile traffic.

Sources and Further Reading

<https://www.strava.com/athletes/10033054>

<https://www.bicycling.com/rides/records/is-amanda-coker-for-real>

<https://www.bicycling.com/rides/people/kurt-searvogel-breaks-the-year-mileage-record>

<https://www.ultracycling.com/2017/08/30/amanda-coker-100000-mile-record/>

<https://www.facebook.com/tarzanrides/posts/1891557274419310>

Your Huff!

Huff is the newsletter for members of OzHPV inc. and in 2018 will be published on or around Mar 15, June 15, September 15 and December 15. Write for us please, all suggestions and literary works welcome, huff@ozhvp.org.au

State Groups and Coming Events

2018 Easter Speed Trials at Ford proving ground near Geelong, Vic: The OzHPV team are again working toward an Easter speed trial event, and will release as soon as details are confirmed with Ford. Feel free to contact Tim directly if you would like to attend - tscorbet@yahoo.com

Geelong Recumbent Riders: Meets first Saturday each month. Notifications via [ozhvp facebook](https://www.facebook.com/groups/OzHPV/) (<https://www.facebook.com/groups/OzHPV/>)

Adelaide Recumbent Riders next ride is March 26, details via ARR facebook (<https://www.facebook.com/groups/1536252520007893/>)

NSW Recumbent Riders Dome has Jan 9 and Feb 3 rides listed, details via NSWRR facebook (<https://www.facebook.com/groups/519493954898058/?fref=nf>)

Perth Recumbent Riders can be reached via facebook. (<https://www.facebook.com/groups/498654353665784/>)

Brisbane Recumbent riders are active and held their last ride on December 17, facebook (<https://www.facebook.com/groups/986598251399938>)

Canberra Recumbent Mob via facebook, <https://www.facebook.com/groups/256191544754773/>