HUFF

March-June 1998 Volume 1, Issue 5/6

Letter from the Editor

As you will be aware this issue is well overdue. In order to catch up I've consolidated the March/April and the May/June issues into one newsletter which you finally have before you.

This unfortunately will be the the last issue of HUFF with myself as the editor, as I will be overseas in Okayama, Japan for a year from the beginning of August. Organizational pressures before I leave will mean that I will not be able to edit and publish the July-August issue.

If you would be interested in taking over from me as Editor, please contact me directly. The newsletter will require about 10 hours per issue if you are just cutting and pasting articles, and a little more time if you have to do any writing. Contact me directly at 02-6241-4354 (evenings) or karl@dart.anu.edu.au if interested.

And remember to keep those articles coming in...

Regards, and farewell for now,

Karl

A home-built recumbent diary

by Gary King

The following article was taken from Gary Kings web page at http://www.oceandigital.com.au/bent. The learning process involved in building and riding a recumbent will probably sound familiar to a number of OzHPV members.

This is a project begun early December 1997 in Perth, Western Australia, (the far flung western outpost of civilisation). I knocked up this web page just to show a few friends. But since then it has become a monster with a mind of its own. I frankly don't see where its going to end.

But I'm enjoying the feedback I'm getting and the interest it is generating. Maybe it will spur more 'bents to be seen around Perth so I don't have to be the only nerd out there copping the ridicule.

16-January-1998

I always wanted a recumbent ever since I saw them reviewed in the "Bicycle Guide" back in 1993. I forgot about them until I found them on the net recently and got the bug again. This is a design inspired by Don Boose's effort. I did not use commercial plans.

This SWB (short wheel base) recumbent is made with 1-3/4" tailpipe. I chose a stainless steel pipe because it was lighter. It has 1.4mm wall thickness as opposed to 1.6mm for mild steel. Naively I didn't know this has implications for brazing. As it happens, brazing with stainless requires different brazing rods. This wasn't a problem and the so-called 'added difficulty' of brazing wasn't such a big deal after all (touch wood!).

Note the rear triangle is from a cannibalised 'wedgie', an aging Bianchi racer, its tubing was straight gauge chromoly. The Bianchi's top tube is utilised as the steering column.

The yet to be completed Bent.

I chose to have a reversed fork with steep head angle (85 deg). This is because I don't want to have the ultra sensitive steering other SWB's have. (So I'm told - I still have never ridden a bent yet!)

Rear view 'modeled' by Madeline.

When in doubt, overbuild. I added some triangulation to the back seat support. It is designed to be adjustable by moving the seat back and forth.

Since taking these pictures I have welded the BB to the boom and the final stage is to figure out where to put the idler pulleys for the chain routing. For this design of recumbent I need three of

Head Up Feet First is the newsletter of OzHPV Incorporated. OzHPV can be contacted via Paul Segal at pauls@atrax.net.au, or via the editor at karl@dart.anu.edu.au. The ever developing OzHPV web page can be found at http://sunsite.anu.edu.au/community/ozhpv. You can contact OzHPV by mail at OzHPV Inc, 25 Wilkins Street, Mawson, ACT 2607 or phone (02) 6286-4092 (evenings).

them, it's not a simple solution and made me realise this design of bent is not the easiest to attempt. However, it is only my first effort and it is early days yet!

26-January-1998

Alterations

I re-welded the seat supports because I decided it was too upright, now the seat back is 36 deg. (instead of 50 deg. in the picture), nice and aerodynamic. What's the point of a recumbent if your not in a 'recumbent' (as in lying) position I reasoned. I also had to re-weld the bottom bracket to the boom. Brazing with stainless steel is proving to be a hassle (I take back what I said above). With stainless, if the brazing material doesn't 'flow' from the beginning, its not going flow properly for the whole joint and you have to grind it all off and start again...

I welded a section of the left over seat tube to the top of the BB for the front derailleur mounting.

Drive Train.

I welded on mounts for three idler pulleys on the frame and noticed the front caliper brake and cable interferes with the chain big time. With the reversed fork I can't have the brake facing to the front because the pads can't reach the rim from there. So I altered the fork by adding a piece of steel tubing, made a new hole to mount the brakes from, closer to the rim. now the sidepull is on the left side of the frame away from the chain.

The rear wheel is a Dura Ace 8 speed job borrowed from my carbon fibre upright, and shifters are grip shift from one of my MTB's. Kinda classy components for a backyard built bike I think. The cranks are triple road cranks, RX100 with 52/42/28 from the old Bianchi frame (which I cut up).

Test Ride!

While the bike was in a 'semi-ridable' state I was, like, jumping the gun, and tried it out a few times in the backyard and was falling off every time. This did not augur well. I had heard SWB bents took a little while to learn to ride and I was beginning to think this could be too difficult.

After I fixed the chain/brakes problem (above) and adjusted the rear derailleur (haven't bothered to install the front derailleur yet), I announced to my 3 year old son (Louis) that I was going for a ride and rolled the machine out to the driveway for the momentous occasion. Gingerly settled in to the very reclined canvas seat, lifted my left foot up to the pedal and pushed....

It worked. Believe it or not, this was the first ever ride on a bent. I rolled out of the driveway, pedalled up the slight incline of my street and around the corner. A bit wobbly with the steering and the first thing I noticed is that the steering set-up basically sucks. Too much tiller effect for one. Next observation is that this is really comfortable! Like sitting on a couch pedaling at the same time. I cruised another 100m down the street and did a U-turn, no problems, this is handling ok, the steering is heavy but works.

Then I hear a strange sound, something bounces onto the road behind me and the chain feels strange. Instead of stopping, I turn to look behind me at what had fallen off. Now looking behind on a recumbent is a difficult thing to do, with your body from hips to shoulders pretty well fixed into position by the seat, you would have to do a Linda Blair in the 'Exorcist' head rotating trick to achieve this. This is why other recumbents have rear view mirrors I guess. Well, to cut a long story short, I fell off, at low speed, in the middle of the street. Luckily no-one was around to view this debacle (which is the important thing!).

A tip: When going on first test ride of home built, wear jeans and shoes. (not shorts and thongs)

What fell off was one of the idler pulleys. No damage to me, just some scratches.

I walked it the 200m back home.

Mods I could do.

The seat is too wide at the front, makes it difficult to put your feet down and easy to scratch your thigh on the corners. I'm seriously considering brazing in another head tube in the main beam to change the fork geometry to leading/front facing with 68 deg. angle. This will eliminate the tiller affect of the steering. Using a handlebar stem at the bottom is not good either (it moves), have to do some brazing there to eliminate that. Also, I'd like to replace the rear wheel with a 26" MTB one, so as my carbon racer can have its wheel back. That would require I weld canti bosses to the Bianchi stays. Strength shouldn't be a problem as I have one of those U shaped canti braces lying around.

The front part of the seat is held by a 2" x 1/4" bolt through the main beam & fastened with a wing nut.

Looks like I've got another 5-6 hours work on it before I can say its finished. At least make it safer.

03-February

Re-inventing the Wheel

Since I'm building this bike without a using a proven set of plans, I tend to waste a lot of time changing things around and fixing mistakes. I figure I've spent 10 to 15 hrs more time on this project than had I'd gone with commercial plans. That's the nature of building prototypes I suppose. I had another ride and decided the tiller effect of the steering had to go. I was moving the bars left and right like making a milkshake just to counter steer (mind you I was still a novice and very unsteady at low speed). Although I did appreciate the super stable steering at speed (anything above 10 kph), this kind of steering geometry would work better with USS (Under Seat Steering) which is a complication I wasn't prepared to deal with. Also I measured the weight distribution with me sitting on it and 60% was on the front wheel. I preferred it were at the most 50%.

Fully assembled sans front derailleur. Looks very military in its primer gray duco.

So I brazed in another steerer tube. Now the fork is front facing with 68 degree angle which lengthened the wheel base by about 6 inches and solved the weight distribution problems and eliminated the tiller steering.

Before assembling the parts again I decided to empty a can of gray primer paint onto the frame.

While spending all this time on the project I was sometimes having doubts about whether I'd like the finished product or not. Also I hadn't been overly impressed with the handling so far. But when I added a coat of paint, it goes from being an ugly black weld spotted, flux coated heap of pipes to almost a thing of beauty. It changes everything, for the first time I was beginning to realise I might pull this off!

More Ride Impressions

Yes, I'm out to inflict myself on the local neighbourhood again. "Oh my gaaawd..." I remember was one female sound I heard while buzzing around. Australia can't be ready for me... But no tumbles this time.

The change in steering geometry made a radical change in handling. Just a slight movement of the bars sends the machine reeling across to the other side of the road. This is sensitive stuff! It is great cruising on though, because of the seat & position. When hitting the hills you gotta make sure you plan ahead with the gear changes. It's much like mountain biking on steep or technical ground, make sure your in that granny gear fast. Maybe its because of my form (poor) or my noviceness, but I can't really 'stomp' up short hills on this thing like I can on my racer (upright). The lowest gear is 29", a 24" gear would be usefully.

I checked the head angle and it was 66 degrees, which explains why there is so much frame rise and fall when turning the bars. The bike tries to go anywhere but straight ahead. It is a bit of a problem above 35 kph. Above 50 kph its dangerous!

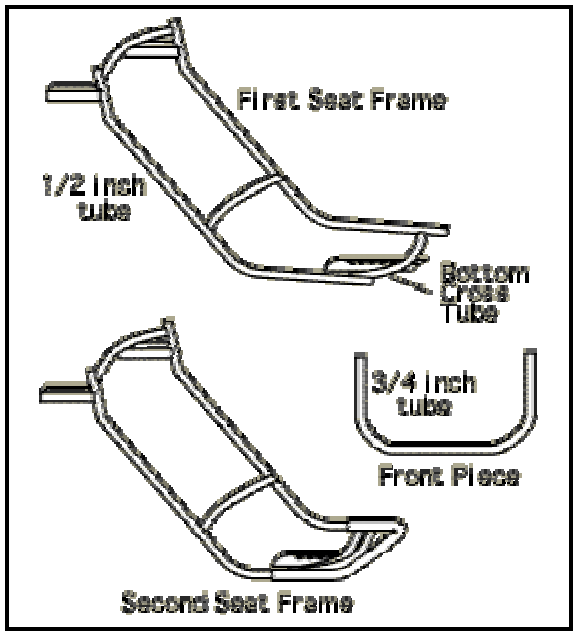
Steering Dilemma (bit technical)

Two ways I can fix this, to make the steering more neutral. One is bend the fork blades to increase the rake, which decreases the trail. That ought to fix it but there is no room left behind the pedals, they are almost touching as it is. So that idea is out.

The second solution is to 'de-braze' the head tube and re-insert at a steeper angle - 69 or 70 degrees. I know where I made the mistake in the first place, the hole I cut in the boom was 1.5mm larger diameter than the steerer tube. With the amount of slack in there, I have since worked out that the angle can vary as much as 3.5 degrees depending on which way I hold the tube while brazing.

04-February

The Seat



Before I go any further, just a quick explanation of the seat. (Since I've had some e-mail queries about it.)

I originally used 1/2" mild steel tubing for the sides and the three cross bars. The tubing was too weak for the bottom cross bar, it was bending under my weight. I brazed on a second cross bar right next to the first (using 5/8" tube I had lying around).

Test rides showed that having the side tubes ends exposed wasn't very comfortable when putting a foot down at

intersections and when climbing in and out. Even with chair leg knobs attached.

I fixed this by adding a front piece with curved corners, cutting the seat and sleeving it over the 1/2" tube then brazing.

Obviously it would have been easier to build the whole seat from 3/4" tube in the first place. But with the side tubes still being 1/2" tubing, they flex under load adding to comfort.

For covering I use some weather resistant canvas I picked up at a tent factory. Using 24 brass eyelets it is strung up with nylon rope. But I don't claim this to be the best covering, I would use mesh if only I can find some heavy enough.

However I plan to alter it again. At 43cm the seat is unnecessarily wide and also have it narrowing towards the front. Also it would be better to have the front piece bent down out of the way as my hamstrings hits it with every pedal stroke. This does get annoying.

Commuting!

Yesterday was the longest ride yet. I commuted to work, 16km each way. The bike held together well. It is not an easy machine for city riding. Putting it this way, a mountain bike is very good commuter, a racer is tolerable and the bent is far less tolerable. Going up some of the hills in the summer heat, a couple of times mountain bikers blasted past me. It was during this ride I decided the seat needed modifying (see 'The Seat' above) as stop and start traffic is a bit of a chore. At least, with all the spinning I was doing, I was getting a great workout. Not to mention the attention I was getting out there...

Fooling around the back blocks

As a contrast I decided to take the racer to work today. All I can say is that it is hard to beat 30 years of acclimatisation. Though I'm not arguing the diamond frame is a better design, its just that this is what I've been conditioned to since childhood. The racer fits like a glove, (I don't mean comfortable, just used to it), perched over the pedals like a coiled spring it feels easy to just 'take-off'. The racer utilises the largest muscles in the body, so pedaling feels effortless. In contrast the bent makes demands on muscles that don't seem to exist yet. Looks like I will need at least a thousand km under me on the bent to get anywhere near that kind of speed/skill level. The climbing speed on the racer, at this stage, is more than double that of the bent. Of course, rolling out of the house this morning, I felt my sore neck almost right away...

This does not discourage me at all. It is like learning to ride again, I'm not supposed to be able to match upright performance immediately. At this stage the bent is great fun to buzz around on and 'bent fitness' will come.

05-February-1998

Fitness !?

I don't think I need 1,000km to get used to pedaling this thing.

Today's ride was much faster, less tiring and more enjoyable. Averaged 19 km/hr from work as compared to 20km/hr on the wedgie. The first time on the bent I averaged only 14km/h. Significant improvement. I put it down to the fact that actually riding 4 times in one week is shocking my system into a rare state of, well,.... fitness. :-o

It helps to pedal in circles too, (yes Virginia, cleats are essential, IMHO).

10-February-1998

Seat & Head Tube

I'm determined to give the recumbent style of bicycle a fair test. A part of that is making sure that the bike is up to scratch, it is useless to judge a whole scene by riding a bike which handles incorrectly. Also I wasn't about to make any judgements before I've learnt how to ride it properly.

Three days ago, I did the big job, de-brazed and ground away the the brazing material from around the head tube and re-inserted it at another angle in a difficult 2-1/2 hour operation. Now with fresh fillets circling the joints it doesn't look like the operation ever took place. Head tube angle is now 73 deg., too steep? Nah, when I eventually swap the back wheel for a 26" MTB one (which has 4cm smaller diameter), the angle will drop to 71 which is near enough to target. The bike is now cured of flop steering... yay!

The seat is completely altered now. It is 8cm narrower and comes to an even narrower blunt nose at the front.

If I had commuted on the racer today, I could not have gone faster. With the alterations the bent feels like a new machine yet again.

- I can handle traffic and intersections far better.
- My pedaling style has changed, adapted and improved.
- Confidence in riding this thing is better than ever.

Pedaling

Expanding on this pedaling thing, the bent has believe it or not 'forced' me to improve my pedaling. I found that I can't 'leg press' everywhere because it hurts my knees big

time (I don't suffer this on the upright). Now I exert more, or as much power in the down and bottom parts of the stroke as compared to the top stroke - this keeps the pressure off the knees. Resulted in much better average speeds. I'm sure this is what they mean when they say 'bents need a new style of pedaling.

The Crowds

Many folks in Perth commonly freak when I cruise by. This is similar to experience I've had while travelling in far flung parts of China, Korea and rural areas of Taiwan in the eighties. Folks out there don't get to see other races of people too often and a 'white ghost' often gets to be centre of attention. So riding a 'bent here has reminded me of that. Used to it already. Can't help raising a smile though.

'Bents and Mobile Phones

I got a call on the mobile while 'benting home today. I'm the first one to agree that people look ludicrous walking through shopping malls yapping into those infernal devices. So I must've looked the real dork parked on the side of a busy highway on a ludicrous looking bicycle with a mobile stuck in my ear. I could have looked an even bigger dork, I shouldn't have stopped pedaling...

13-February-1998

160km

That is a very significant distance. I cycled that far in the past 6 days. The significance is that I haven't cycled that far in a week in 5 years. All I can say is this 'bent has rekindled my passion for cycling which in itself is an achievement. Now that my skill level is much improved, I have really begun to enjoy riding this machine and am looking forward to a longer ride on the weekend.

I reckon, by the previous paragraph, this project has been extremely worthwhile.

Now that the bike has been thoroughly ridden I can see room for improvement. The chain line over the pulleys is not straight so the gearchanges aren't clean and the front derailleur wont move the chain onto the big ring for some reason (I need the 52 ring sometimes!). I need to add a retaining guide to prevent the chain from coming off the back idler pulley while back pedaling. The cleats are wearing out and sometimes is very difficult to disengage from the pedals. The canvas is not cut to the right shape to fit the altered seat frame. Also, I'd like to build a small cage for the mobile phone ;-) out of alumium and velcro. Finally, I need a visor for the helmet, 'bent riding has your face in the sun (presently I ride with a baseball cap under the lid) and I'm going through the sun block real fast.

I tested the bike with the 26" wheel (and 26x1.5 IRC slick) on the back (without the rear brake) and found it to be far better suited to riding the sometimes rough streets, makes the 'bent feel more 'bomb proof'. Looks better too, with the front and rear tires similar size.

One last thing, I never used to get sunburn on my shins riding a wedgie!

17-February-1998

Wheels

I recycled a pair of cantilever brake bosses and welded them onto the bent's stays so I can use a 26" wheel on the back. With the 11-28 freewheel and smaller tire the gearing range is now 25.5" to 120" (As opposed to 29" to 108" with the 700C wheel). Which is better. With the 26x1.5" tire the bike has some offroad capability which I have tried out already. It is actually good on hardpack trails. The criticism I have, and nothing to do with the bent design, is that wide tires are never a match for skinny tires on the road. I noticed that I do have to work slightly harder to keep speed up. So when I saw a Continental 559x25 road tire at the bike shop, I weakened, and snapped it up. I run Contis on the carbon racer so I know they are great tires. This tire has an outside diameter of under 24", so now the gearing range is 24 to 113 spread over 24 gears, which is, in my book, ideal.

One day I'll get rid of the 406x1.75" tire on the front for something better, but being in Perth, the world's most isolated capital city, availability is sometimes a problem.

22-March-1998

Well, well, haven't added anything to this journal for awhile. Been a bit busy lately (with life). But have been clocking up the miles on the 'bent just the same. 880km so far and it has been faultless.

Steering (again!)

The last time I "fixed" it I was changing from having too much steering flop (caused by having too much trail). Then it became a steeper angle and the steering flop vanished, but this time there was a total lack of flop to the extent the bike wouldn't lean steer. Some people even claimed the bike's front wheel wanted to turn the "other direction" when leaning into a corner. Not very intuitive steering!

So the other day I put the forks in the vice and with the help of the oxy torch, bent the fork blades 5 degrees back which added about 20mm to the trail. Forks now have 10mm offset instead of 25mm. I can safely say the bike's front geometry is now sorted, it now leans intuitively and tracks stablely through corners.

Final (?) Modifications

I have now painted the frame and fork (Road Kill Red!) and did a re-furbishing of the seat. Using shock cord instead of rope to tension the canvas (much better) and altered the mounting to bring the seat back angle up to 45 degrees (from 36~39 degrees). This has resulted in a slightly more "closed" position (meaning the angle your body makes at the hips while seated is more acute). This

position makes it a little closer to what it is on an upright (knees come closer to the chest while pedaling). There is a theory (debatable) that a closed riding position is a more powerful pedaling position and from riding 80 km so far, it seems to be the case. I like 45 degrees better.

It's looking damn spiffy at the moment....

26-March-1998

Noviceness Lost

The purpose of this journal was to record my experience as a novice recumbenteer since you are only a novice once and I expected my opinions to change in time.

Looking over the journal I see the experience of my first commute to work. I can't believe how hard it was. The hill that I laboured up at 10km/h and was passed by others that first day, I now fly up at 25 to 30km/h and any wedgie riders who happen to be there had better get outta the way! The last hill home which is the steepest, on that first commute, I didn't tell you, but I walked it up, I was so wasted! The other day I flew up it without bothering to go into the granny.

The comments I made about the difficulty of the 'bent in city traffic seems equally amazing now. I could be riding with one hand and the other holding a beer and I still would be doing figure eights between the cars. (That was a question I was asked at traffic lights once "Where do you put the beer?")

Handling is far easier because of my skill level has improved so much. I needn't have worried. I'd argue it's better for commuting than an MTB because while you're waiting at lights, at least you have a comfortable seat .

I notice that I'm getting faster and fitter. All I can say is, wedgie riders, beware.

Oh yes, I did commute on the wedgie recently (while the 'bent was being painted). Cars gave me far less room, that was noticeable, in fact it was dangerous. Cruising at "bent" speed on the flats was no fun. Lots of weezing and legs'a'screaming and no thrill, it was plain hard work. I does seem to be that the 'bent is less work on the flats. Uphills were the same as the 'bent, suppose I could've gone faster but that would mean more weezing and suffering. However I will concede the upright bicycle is a hill climber, but IMHO the 'bent can be quite close. On short hills there is no speed difference.

I might have a carbon fiber road bike for sale...

contact Gary at gary@oceandigital.com.au

Some idle thoughts on recumbent chains

Wayne Kotzur (a.k.a The Bikecologist)

A first comment on first seeing a recumbent is that is has got an awful lot of chain, and isn't that a problem? Despite your head shaking (and a secret desire that there was a better system) they persist, and you once again have to go through the various means for drive and routing.

While chains are relatively heavy (perhaps 600-800gm) and greasy, they are very efficient transmitters of energy - they don't slip, wear very slowly and are very strong. Most chains will carry about 1000kg - far more than the thrust created by the rider. A lot of alternatives have been tried over the last century, and most have become novelties rather than practical drives. Unlike much machinery bicycles have unusual requirements dictated by their relatively flexibility and joint construction.

Shaft gearing has its advocates, but the need to achieve wide gearing and low weight tends to rule this one out. On single speed and hub-geared utility bikes, they are possible and commercial examples are found extensively in Japan where the completely enclosed drive is stylistically favoured. Unlike a motor cycles where a rigid frame can allow single sided shaft drive that is both strong and stiff, bike flex on small finely meshing shaft cogs isn't ideal. the skewing and twisting of the alignment will create wear. Wheel changing also becomes a problem.

Endless toothed belting is also touted, considering that it is relatively light and grease-free. however belts are quite wide so they cannot be used as a derailleur system directly. This limits their application to utility hub geared bikes and folders where the clean drive is especially desirable. They have potential as a partial drive to the rear of a conventional geared recumbent to keep the system clean and safer at the cranks. They need special wrapping arrangements around the small receiving cog as slip under the relatively high torque can occur.

Where weight is an absolute premium, such as pedal powered aircraft, special cable drives are used, but are very expensive and usually rely on a secondary gearing if speed changes are desirable. They are under continuous tension, and so any flex has to be very carefully controlled to prevent loosening.

Often front wheel drive is used to keep the weight down for chain-driven race machines. This reduces the length requires. While there have been some successful machines, the limited turning ability and lack of space for a wide range gearing system are problematic in bikes, though less in trikes. Which tends to bring us full circle again.

Chains are chiefly controlled by idler roller wheels or guides. When I first started making recumbents in the early eighties, I let rollers go to my head - if the frame was in the way, the chain was routed under, over or though the obstruction. the frame looked more like flow diagrams rather than practical simple vehicles. Unfortunately, rollers have problems - they don't control chain slap created by rough bouncing roads or harsh shifting, mounted on the

strongest widest cross-section of the tube they push the chain below the tube , and they cannot be easily mounted on lightweight tubing where the chain pull is high.I have repaired a few recumbents (not my own) where the jockey wheel stub have pulled a neat hole out of the frame tubing. Some overseas models use through-axles that connect both sides of the tubes to strengthen the connection.

My eyes were opened when I test rode a Radius SWB during the Sandowne Easter meet quite a few years ago. Unlike its LWB cousin, it used some sort of slippery plastic contained in a free-floating aluminium tube. The ends were bell-mouthed to gently encourage the chain in, and the tube hung by cables so that it could move to the appropriate position for the gear selected. I though the idea had merit, especially when you consider that a lot of motorcycle chains use plastic tensioning and containment blocks running directly on the chain. Of course the Teutonic thoroughness of putting an aluminium tube over the plastic tube was perhaps a little overkill. I've tried quite a few sizes and materials. Close to ideal is a 5/8" x 1/2" tube - this accepts both standard and BMX/3 speed chain but its best to leave off the master link. I've found high density nylon to be the best material. It can be shaped carefully with a heat gun to give the appropriate shapes. A lot of homebuilts cope with irrigation tubing and plastic conduit. These tend to wear much more quickly and have a lot more friction. There are some even slicker tubing materials available - but these are very expensive and are not required unless the angle is excessive or for spare-no-expense construction.

I've also refined my desire to route the chain extensively. If you can keep the chain relatively flat and close to the centre line of the frame the actual frictional forces can be kept low. The low component of chain thrust in a slight bend and the very low friction of the material combine to make this form of chain routing efficient as well as practical. An example of how insignificant the pressure can be was demonstrated by one of my customers who snapped the side plate roller on his x-over drive SWB in a crash.It had a very slight bend and acted as a tensioning point. He replaced it with a short piece of ordinary reinforced garden hose that rotated on the steel stub mounting where the roller normally fitted. It lasted two months before he bothered to replace it. So I now prefer to design away the stress rather than use rollers and acute chain angles. There are places rollers must be used, such as some trikes and low profile bikes where chain routing is torturous.

Until some better drive system comes along, the tubular containment of normal drive chain is efficient, protective of rider and equipment and prevents chain deraillment. I'll stick with it and try to contain myself when the next person expresses reservations on chain drive.

For further information Wayne can be contacted at:

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OzHPV Challenge -1998

Karl Nissen

The annual OzHPV challenge will be held on the weekend of the 7th and 8th of November 1998 at the Sutton Road driver training facility near Queanbeyan.

We hope to see you there...

The OzHPV 6-hour event

Wayne Kotzur

OzHPV has been considering the creation of an annual cycling marathon in the ACT for some time. This would bring to the one venue a large crowd of dedicated cyclists from all disciplines, as well as keen general riders. Achievement is based on the greatest distance ridden in the time, as well as intermediate goals such as greatest distance in an hour, first to cover 100km. It is to be divided into individuals and teams.

The following gives the general shape of the event...

- Closed Venue - Driver Training Course Sutton Rd Queanbeyan -clockwise direction
- 6 hour event
- $10 entry / $25 teams (Family & open)
- Sunday 12 July 1998 9 am start
- Four classes - individual open/team/veteran/junior in both men/women (we may establish more age groups in the categories established by Vet.s)
- Any weather start
- Food and drink available on course (Sea Scouts)
- Camping permitted
- Medallions/plaques awarded with some special prizes
- Drafting acceptable
- Special team changeover and mechanical repair exits
- Disqualification for dangerous riding
- Electronic & manual scoring systems being used

The 1998 event will be a trial for a much wider event to be run each Autumn on closed public roads. OzHPV believes that this has the potential to attract a wide cross-section of cyclists, especially if it has the backing of the local clubs and tourism authorities. Sponsorship could see the future event, envisioned as a 12 hour marathon, attract good prize money. The inclusion of celebrity riders, AIS riders and shorter family goals would help it raise cycling's profile, and attract good publicity for the ACT clubs.

It is intended that the event would be run by OzHPV in conjunction with other local cycling groups. If you are interested in either helping out, or the ride itself contact Wayne Kotzur

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Tasmanian Recumbent Riders

Timothy Smith

Enthusiasts in the Devonport Tasmania area are seeking interested parties with the aim of setting up a HPV club. With no Tasmanian manufacturers or stockists (that we know of) of recumbents the club would place some emphasis on home-built machines offering assistance to those keen to give it a try.

Builders of the existing five cycles would be available to give advice and practical assistance. These include 2 SWB Tadpole style trikes, 1 RWS FWD trike and 1 LWB USS bike. Although recumbents are the usual starting point for new builders there is local interest in all forms of HPV's including an existing HPA in Burnie called the sky-cycle.

Although so far it's only a small group we are keen for any contact with like minded people so if you are touring by recumbent or you are an enthusiast visiting Tasmania by other means please make contact and we will make you welcome.

Our name has not yet been agreed upon but Tas HPV Pedal Power Enthusiast Group is one possibility. Any ideas?

Phone Richard Hoad on 0364 247210 or email Timothy Smith on timotsc@vision.net.au

For Sale

Recumbent Bike. Converted Moulton set up for commuting with rear carry rack. Canberra $800 firm Contact Don Thomas 02-6241-6819, or email donaldt@netinfo.com.au

Melbourne Come and Try Day

Steve Nurse

The inaugural Melbourne Come and Try day will be held at 10 am on Sunday, 12th of July, 1998 on the banks of the Yarra, opposite the Tennis Centre, Melway Map 2G, Ref. 8A.

I hope that this will be the first on many monthly meetings or recumbent riders in Melbourne, later meetings may include rides to places like Scienceworks, Ceres Environment Park,etc,...

Steve can be contacted at:

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e-mail cesnur@eisa.net.au

Recumbent Contacts

Sydney Recumbent Riders

Contact Ian Humphries
ph 02-9845-3988 (w) ph 02-9550-2805 (h)
Email IanH@nch.edu.au

Brisbane Recumbent Group

Contact Ray Hembrow
ph 07-3843-2729 (h)
email RHembrow@qcomnsh1.telstra.com.au

If this newsletter cannot be delivered, please return to

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