

From the editor

☞ You may remember us saying that it looks like Sunsite who have been hosting our web site for us is probably closing. David Henshaw has been doing some work on this and has now signed us up with a new provider, domain name and email address.

It may take a while to move over all the files and correct everything on the site so please be patient but keep the following in mind.

<http://www.ozhvp.org.au>
admin@ozhvp.org.au

☞ Last week I came across several recumbent trikes in Devonport so pulled them over to have a chat. To my surprise Ian Sims was part of the crew along with a couple from Germany who Ian was staying with. All were heading off to the annual Australian Penny Farthing Championships. (no recumbent race this year though)

The couple Ian were with live in Devonport just for our summer and are part owners in a German HPV business called Cab-bike <http://www.cab-bike.com>.

The machine they were on is a sheet riveted fully faired tandem and really looked the part. (shown below)
Small world hey!

Timothy Smith - tstrike@ihpva.org



The Canberra OzHPV Mob

Recumbents have always been popular in Canberra for a number of reasons including:

- * Wayne Kotzur “Recumbent Pioneer” being located in the region and organising the first 10 or so HPV Challenges.
- * 10 or so HPV Challenges.
- * The Canberra Bicycle Museum with it’s esoteric collection of all types of bicycles, recumbents and pedal powered vehicles.
- * The great cycling facilities such as on and off road paths and bike-lanes.
- * The good weather. (most of the time)
- * Formation of OzHPV in Canberra.

The Canberra Mob is a loosely organised group of recumbent enthusiasts held together by membership of OzHPV and an email list maintained by Peter Heal.



The Canberra OzHPV mob

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Peter has been organising the odd HPV get together and ride over the past few years and when it comes to organising something like the Challenge, helpers seem to come out of the woodwork.

The Mob list has around 30 members. Around half are just lurkers who have shown an interest or who we know have a HPV somewhere. New members seem to find us fairly regularly.

Following the OzHPV rally the Mob organised in October 2003, the enthusiasm level has risen significantly with regular rides being organised and well attended. At present we have three morning rides a week before work which include an easy ramble followed by breakfast, a moderate ride of around an hour followed by the optional ascent of Black Mountain and the Friday morning blast where the ride usually averages over 32km for an hour and a bit.

The enthusiasm is spreading to attending promotional events like ride to work/uni breakfasts, the Canberra Festival of Cycling, the Big Canberra Bike Ride and the Balloon Festival. The message is obviously getting out there, because new riders seem to be turning up all the time. Lots of new trikes and bikes seem to be appearing.

Another factor in the new bikes and riders appearing is Ian Humphries relocating his business *Flying Furniture* to Canberra last year. It's great having someone in Canberra selling specialist HPVs and related equipment.

The Mob mailing list was getting out of hand late last year so we set up a separate Yahoo Groups site which gets a lot of traffic with members organising rides and generally discussing different issues.

Anyway, Canberra certainly seems to be the hub of HPVs in Australia if the number of HPVs per population and the number of organised rides has anything to say about it.

Interstaters are welcome to link up with the Mob if they are coming to Canberra. Send an email and we will be pleased to show you the sights and bakeries.

Peter Heal - heal@cyberone.com.au



Athol Reid getting stuck into breakfast. Squidly pop!!

Building Wheels

Assuming you already have obtained the necessary components.

Whether you are building a 28, 32, 36, or a 40 spoke wheel, begin by dividing your spokes into four equal groups. Now sit down and hold the hub in front of you with the axle pointing down. If it is a rear hub, turn the gear side down. *Drop the first group of spokes down through the upper flange*, inserting one spoke though every other hole.

Pick up the rim and balance it on your knees, then twist it around so that the stem hole is in front of you. *Drop a nipple through the spoke hole immediately to the left of the stem hole* and fasten one of the spokes to it.

Now moving left (counterclockwise) around the rim, *skip three holes and put a nipple in the fourth hole*. Look back at the hub to locate the spoke immediately to the left of the first one attached and fasten that spoke to the nipple in the fourth hole.

Continue in this manner all the way around the rim until all the first group of spokes is attached to the rim, with a spoke in every fourth hole. Screw each nipple only a short way down each spoke (just enough to hold it).

Now rotate the hub counterclockwise (to the left) so that the first spoke slants away from the stem hole in the rim. That's the direction in which the first round of spokes must slant in the completed wheel.

Flip the wheel over and sight down from what is now the upper flange to the flange below that contains the spokes. Notice that the spoke holes in the two flanges are not directly in line but are offset from one another, so that a spoke pushed through a hole in the upper flange will hit between two holes in the lower flange.

Locate the hole in the upper flange, which is immediately to the right of the hole containing the first spoke you attached in the lower flange. Drop your first spoke in the second group down through that hole. Now skipping one hole between each spoke, drop the remaining spokes in round two down through the upper flange.

Drop a nipple through the rim hole immediately to the right of the one containing the first nipple used, that is, the second hole to the right of the stem hole. Fasten the first spoke in round two to that nipple. Now working to the right or clockwise around the rim, drop a nipple through every fourth hole and fasten a spoke to it. Continue clockwise around the hub and rim until all the spokes in round two are fastened to the rim.

Before flipping the wheel over again, drop the third group of spokes down through the remaining holes in the bottom flange so that they enter and exit the flange in the opposite direction to the spokes already present there. Now as you start to turn the wheel over, stop when it is vertical and force the new group of spokes to turn sideways on their elbows so they won't fall back out of the flange when you lay the wheel down.

Now lay the wheel down with the loose spokes on top. *Each spoke in this round will run to the left*, in the opposite direction to those installed in the first round. This is the time when you must commit yourself to a cross pattern. If you choose to use the popular three cross pattern, *each spoke in this third group will cross over two round one spokes and under a third before being fastened to the rim.*

Grasp any loose spoke and pull it to the left across the first two adjacent spokes and under a third one, then fasten it to a nipple inserted through the first available rim hole. Notice that the first crossing of spokes occurs right at the edge of the hub flange and the second crossing quite near the hub. Don't worry about the fact that you have to bend the spokes as you lace them or that they feel stiff when you are fastening them. After you have finished lacing all the spokes in round three, *drop the final set of spokes through the remaining holes in the lower flange.* Raise the wheel up into a vertical position while you seat the spokes in the hub flange and bend them at their elbows toward the rim. Then turn the wheel the rest of the way over and *lace up these spokes following the same pattern as you did in round three.*

Once all the spokes are fastened to the rim, you can begin to bring them up to tension. Fasten the wheel in a trueing stand and put a little oil on all the spoke threads to help the nipples turn easily.

At the outset you want to treat all the spokes equally, so begin by turning all the nipples down until you can see only the final circle of thread on the end of each spoke. At this stage you will find it easier and faster to turn the nipples with a screwdriver inserted into their heads.

When you can no longer use visible spoke threads as a reference point, start working your way around the rim, tuning the nipples with a spoke spanner to tighten the spokes. Work in increments of one-half turn of the nipple each time.

As tension begins to build up on the spokes, check to see how well they are seated in the hub flanges. You may need to press on the spokes near the hub to help them straighten out more quickly after they bend at their elbows. When the spokes finally begin to look straight and feel snug, you are ready to true the wheel. (See next column).

Once the wheel is true, your next task is to bring it up to optimum tension. Unfortunately there is no way to precisely describe what this is. An expert wheel builder can sense when that point has been reached. The best the rest of us can do is to locate a well-built wheel and compare the sound and feel of its spokes when plucked to that of the wheel we are working on.

As your wheel gets tighter, keep in mind that turns of your spoke spanner have an increasingly dramatic effect on the level of tension in your spokes. So work in small increments. Each time you complete a round of tensioning check you wheel for trueness and make any adjustments needed.

The final step in building a tight wheel is to grab parallel sets of spokes, one pair in each hand, and squeeze them to prestress them. If this causes the wheel to become too loose, then add more tension. If the wheel goes badly out of true, you may have too much tension on the spokes. Retrue the wheel and start again. If it will not stay true, the reduce the tension in the wheel, true it, and stress it a third time.

Trueing

Mount your wheel in a trueing stand and adjust the callipers so that their tips are close to the sides of the rim. Spin the wheel and readjust the callipers to move them as close as possible to the rim without hitting at any point in its revolution.

Start the trueing process by working your way around the wheel, beginning at the stem or some other reference point, plucking each spoke in turn to see if any are unusually loose. Bring each loose spoke up to level of tension similar to that of its neighbours.

Now spin your wheel to check for horizontal trueness. To pull the rim to the right at any point, tighten the spoke or spokes that run from the right side of the hub to that point and loosen the adjacent spokes that run from the left side of the hub. Reverse this procedure to pull the rim to the left.

Tighten and loosen opposing spokes the same amount and work in small increments of one-quarter to one-half turn each time. After working all the way around the wheel a couple of times you should have the wheel fairly true horizontally.

At this point you should check for vertical roundness in your wheel.

Set the calliper, or any other gauge provided on your stand, near the outside edge of the rim, then watch for changes in the distance between the gauge and the rim as it spins.

To eliminate high spots in the rim, tighten the spokes that meet the rim at those spots and to eliminate low spots, release some of the tension on the spokes in those spots. This time you should tighten or loosen the spokes in pairs, one right side and one left side in each pair.

Wheel trueing is made easier and more precise when it is done in a special trueing stand. But if you do not have access to one, you can use your brake callipers to check your wheel. Tighten the callipers until the brake pads almost touch the rim, then spin your wheel around. By sighting between your pads and the rim, you can see whether or not it needs horizontal trueing.

By fastening a straightedge to the frame, just above the wheel you can check vertical trueness.

Spin the wheel and sight along the straightedge to see if it is out of round.

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High Hills on a Low Trike The Audax Alpine Classic

* The Audax Alpine Classic - a name to make grown men shudder and little boys cry.

* The Audax Alpine Classic - a ride put on by sadists to give masochists a hard time.

* The Audax Alpine Classic - a challenge I had to accept.

Since a challenge is, by my definition, a bar set high enough to be uncertain of attainment but low enough to be just about possible, that meant for me the 200.

Phil Bellette has marvellously organised a ride for 1200 riders in such a way that there is no registration at the start of the event. Just throw the card into the bin at the start. (Not like PBP where you have to register the day before as well as just before the start.) Well done Phil.

Sunday dawned clear and cool enough for me to wear leg-warmers, arm-warmers and winter gloves. OK, I admit I prefer to be too warm than too cold.

At 6:20 am the ride started gently enough heading out towards Mt Hotham. Wearing white identification labels, what seemed like hundreds of road bikes, two recumbent bikes and one low recumbent trike - mine, an MR UltraSwift. (By "low" I mean my bottom is about 150 mm above the road surface.) So early we had the road to ourselves. By the turnoff to Falls Creek (6 kms) I had warmed up nicely. From the turnoff the road rose gradually, and my speed dropped correspondingly. At about 7:20 bikes wearing pink labels started overtaking.

Goodness gracious, these are the riders who started at 6:40. Let me see, they covered in 40 minutes the distance I covered in an hour, that means they will do... while I'll take... no, better not to think about it, that way lies madness. I'll just do my ride.

Carolyn (?), who was riding a road bike at the same 9 km/h that I was doing, assured me that our pace was adequate and we would make the distance in the time. She had done the ride before, so I took her word for it and twiddled on in my lowest gear. After what seemed a fairly short time but was in fact another 16 km the road took a sudden sharp right turn and plunged downhill.

Wow, trike country. Just lean hard into the corners and go. The thing about a trike is you can't lean it like a bike. But if you just sit straight and steer centrifugal force will try to tip the trike over, or at least raise the inside wheel. I am old and chicken and prefer not to ride my trike on 2 wheels. (In France Robert Reid-Smith was seen to take corners on two of his three wheels, but he is braver than I.) So the go is to lean into the curve like mad and hope the trike won't get thrown out of the curve. It makes

for a dramatic riding style. It also seems to make for speed; I had fun shouting out "passing" to roadies and then doing just that.

After some minutes of this, I realised that must be the infamous Tawonga Gap. Well that's all right, not too bad at all. Little did I know.

At Mt Beauty Phil had laid on a refreshment break, not obligatory but most welcome. Sunny and warm, by now I'm not wearing gloves or arm-warmers. Water, bananas and a power bar. Refill, toilet stop and back on the trike. We're not here to admire the view. Yes sure the lake looked lovely, the sky was blue, the trees were green, but we are Audax riders. Rides are grim; rides are earnest; we're not here to enjoy ourselves. So we pedalled on.

By now I'm being overtaken by bikes sporting the yellow stickers of the 130 km riders who started at 7am. Ah, I say to myself uncharitably, yes you're faster than me, but you're stopping at 130, while I'm going the whole distance. I know it's not fair, we all do what we do for our own reasons, but I felt I needed some consolation for riding slowly.

The view climbing up to Falls Creek was interesting. (On a recumbent you get to look at the scenery without craning your neck.) Although there were plenty of green trees, you could see where the fires had burnt through 12 months earlier, and could imagine what it must have looked like before the fires.

At the checkpoint at Falls Creek, stop long enough to drop in the throw and go card, record my time, toilet, fill bidons, talk to my daughter who did the 200 on her road bike, look at my watch and wonder how did that possibly take 20 minutes. Einstein's theory of relativity applies to randonneurs. It says that time speeds up at controls.

The air at Falls Creek at 11 am is cool, so back on with the arm-warmers and zip up the jersey. Then off. Look ma, no pedalling! Just 15km of sweeping bends, the road steep enough to get up a good speed (in my case average of 55 maxing out at 65 km/h) but not so steep as to require frequent braking. Lean acrobatically into the corners, straighten up, lean the other way, there's a cyclist in front of me slowing me down, scream "passing" and do so, cackling maniacally as we trikers tend to do on long fast descents.

The climb up to Tawonga Gap brought me down to earth with a jolt. Not only was it slow on my trike, it was long and grinding. Somehow Phil had moved the Gap toward Bright, so that the climb up was further than the flight down. How did you do that Phil?

From the top of Tawonga Gap to the main highway was pleasant, downhill, not particularly exciting, but a nice easy ride. The last six km to Bright was an ever so gentle descent, easy to keep up a decent speed, and I arrived at the 130 km checkpoint at 1:40. As the checkpoint closed at 3pm I thought I could maybe complete the ride in time. According to a sign at the checkpoint, the temperature in Bright was then 29 and

humidity a low 19%. So I breathed a deep sigh of relief that at least I would not be battling torrid heat and high humidity.

After another break of 20 minutes I grabbed a salad roll which was on offer, mounted my steed and rode off munching my roll. After eight easy kilometres the road started up to Mt Buffalo. A miserable slow grind. Somewhere in the next 20 km my body decided it had had enough and would go to sleep. I had trouble keeping my eyes open. I tried stopping and resting for a bit; it didn't help. I rode a bit more, rested again; it still didn't help. I dismounted and squatted like a garden gnome at the side of the road with my eyes shut. That helped a bit; I remounted and rode on.

Some k's further there was the welcome water stop. Peter Horsley sprayed salt water over my face. He may think he was spraying fresh water, but what dribbled into my mouth was salty. Surely I hadn't been sweating so? At his suggestion I lay down and shut my eyes for a few minutes more. But only for a few minutes, for I'm getting nervous.

Time is moving and I am not.

So, with 12 km to go to the top I set out. Time to break out the emergency rations. First, the tube of sweetened condensed milk. Jab the end into my mouth, give a big squeeze and gobble the goo. Then a fistful of lollies - jelly beans, dextrose tablets. Stuff them into my face, feel the surge of energy and think I'll do that again in half an hour if necessary.

The view here was even more interesting than Falls Creek in a sombre way. Looking down into the valley on the right as we climbed I could see the remains of what had been trees - bare and barren brown tree-trunks. The fire had been through here too, and unlike the hills near Falls Creek, here I could see no signs of re-growth.

What's happening to my legs, they won't work. So the last desperate method - I stopped every 1,000 metres, (truly, I rode with one eye on the road and one eye on my computer, just hanging in there till the next kilometre ticked over). It was a matter of stopping, keeping the brakes on, and then moving when my body (be still my beating heart) told me it was ready to move on.



Seven kilometres of that, followed by three of more or less downhill, and then the final two km climb. But by then I could smell the end of the climbing, and I managed it in one go. Dingo Dell. Hallelujah!

By now my stomach was in revolt. No more food. No more drink. I forced down a cup of water and left.

Pride goeth before a fall. The descent from Falls Creek had made me overconfident about my cornering ability. Hey, I'm good, I can do PBP, I can do the Alpine Classic, I can leap tall buildings in a single bound, I can do anything. Well, not quite. In the first steep bit coming down from Dingo Dell I took a corner too fast, went straight across the road into the path of a climbing cyclist - scared the bejabbers out of him. The trike ran into a ditch and rolled, buckling the right wheel rather badly, but not so badly as to prevent me remounting and finishing the ride. I was quite unhurt. If the corner had been the other way I would have gone over the edge. Sobering thought.

The 21 km run down Mt Buffalo was in a way something of an anti-climax even though I was looking worriedly at my buckled wheel doing a crazy jig reaching speeds over 60 km/h. But by then I knew that just about all the climbing was behind me, there was ample time left, just enjoy the

ride and the final few kms along the main highway to the control to finish at 7:10, for a total time of 12:50. As I had reset my computer during the day I don't know how much of that was ride time, but I think it was in the order of 11-11½ hours.

Quite unfairly, I've not mentioned the superb organisation of the whole event, the ample roadside signage, the provision of food and water, the vast numbers of ever-so-friendly and helpful volunteers at checkpoints and water points, the reassuring presence of the motor-cycle patrol, all these enabled us to concentrate on just doing the ride, without having to worry about all the housekeeping. To all the organisers and volunteers I say "thank you and well done".

Footnote - approximate altitudes in metres:

Bright - 300
Tawonga Gap - 800
Mt Beauty - 300m
Falls Creek - 1,500
Dingo Dell - 1,400

Peter Weiss - peterweiss@ozemail.com.au

What's on in....

Sydney

For Sydney people or those that are prepared to come to Sydney you CAN race a recumbent in a lot of races against roadies here.

* ATTA do a Time Trial on the first Sunday of every month <http://www.atta.asn.au/>

* Globle Elite Events have been letting me race my Baron for the last 12 months <http://www.globeliteevents.com/>

* Gravity Fittnes have some good races, I've been racing with this mob for about 6 months <http://www.geocities.com/gravityfit/>

* Bici Sport will let recumbents race in Time Trails next race in on the 15th Feb <http://www.turramurracyclery.com.au/documents/Summer%20Programme%202004.pdf>

If you would like to participater in the Triathlons or Duathlons and can't run or swim then think about a Team.

Here are some events I will be doing over the next couple of months

February

Sunday 1st February 2004 RACE 3, Nepean River Multisport, Team or Individual Endurance Race, Kayak/Run/Road Cycle. Format : 1) K 6km 2) R 4.6km 3) B 17.2km 4) K 6km 5) R 4.6km 6) B 17.2km

Sunday 1st February TT Calga 25km or 43km

Sunday February 8, 2004 Race 2 Star City Series

Sunday 15th 10 km Time Trial Temko Rd 7am

Sunday February 29, 2004 Race 3 Star City Series

29th 10km Time Trial Tepko Rd 7am start

March

Challenge VIC, Saturday 6th March 2004 RACE 4, Multi-sport, Team OR Individual Endurance Race. 6-stage Kayak/Run/Road Cycle

Sunday 7th March TT Calga 25km or 43km

Sunday 14th 10km Time Trial Tepko Rd 7am start

March 21st Start 8am Corporate Games events Individual. Triad Relay Women & Men Open.-30.30-39.40-49.50-59.60+ Women, Men & Mixed Open

Dates: Sunday March 21 Start 8am
Venue: Sydney International Regatta Centre, Penrith
Format: 400m Swim . 15k Cycle . 4k Run
Regulations: Triad Relay Team consists of 3 persons each completing one leg
Fee. \$50 per person, \$30 per person for Triad

Sunday March 28, 2004 Race 4 Star City Series.

April

Sunday 4th April T.T Calga 25km or 43km Sunday April 11, 2004 Race 5 Star City Series.

Training Rides Tuesday, Wednesday Thursday- Homebush.

Day

4km circuit around Homebush Bay Olympic site. Departs near train Olympic Park station Between 5.55am and 6.45am then a slow-medium ride for about 30km, Intensity-Easy-medium-High

Night

4km circuit around Homebush Bay Olympic site. Departs near train Olympic Park station BETWEEN 6pm & 7:00pm until 8.15pm-8.30pm (or when you've had enough), Intensity-High

Canberra OzHPV

I've started working out some dates for later in the year based on some of the responses.

11-12 Sep	Dungog PedalFest
17-19 Sep	International Pedal Prix - Murray Bridge
25 Sep - 10 Oct	School Holiday (ACT & NSW) - Some of us have kids.
24 Oct	Around the Bay in a Day - Melbourne (Date TBC)
31 Oct	Fitz's Challenge - Canberra
31 Oct	AUDAX Recumbent Ride (Mick Webster) - Beechworth
6-7 Nov	AUDAX Opperman All Day Trial - Various
7 Nov	Sydney to the Gong (Date TBC)
13-14 Nov	
20-21 Nov	
25-28 Nov	RACV Energy Breakthrough

If anyone knows firm dates for the TBC let me know. I'm going to put dibs on 13-14 Nov for a Canberra Event.

Peter Heal - heal@cyberone.com.au

2004 Greenspeed OzHPV Challenge March 6/7 Broadford Vic

Below is a summary of the last meeting held regarding the Challenge. Present were Damian Harkin, John Kulgos, Ken Houghton, Steve Nurse.

* **Selling HPV's and other items at the Challenge:** If you want to sell an HPV or other items at the challenge, we suggest leaving the bike locked up with your name / mobile phone number and the asking price clearly stated near the room at the top of the camping ground. This will be where we'll be gather on the Saturday evening and a good place to show off what you have for sale.

* **Banners.** We could do with one or 2 extra OzHPV banners: could anyone coming from interstate with access to a banner please bring it along? Thanks.

* **Camping** is available on-site Friday, Saturday & Sunday nights for a small fee. Entrance to the track (Reg Hunt Park / State Motorcycling Centre) is on the right side of the Flowerdale road out of Broadford. Directions to track are signposted from the Hume Highway. There should be OzHPV signs to follow from the track entrance, but its RIGHT at the entrance gate, then follow the road around to the left, over the big hill and down to the bottom, then soft left through the entrance gates, camping area is on your right.

* **Saturday night entertainment:** I am organising a trivia quiz for the Saturday night of the event with topics including music, recent news, HPV trivia. Starts from 8pm.

* **Trophies:** We are promised the return of all the Perpetual trophies, Men, Women & Junior's, so these will be distributed after the event.

* **Sprint event:** We will have a large speed indicator sign for the event and it is proposed that instead of a 200m sprint, the sprint event be based on the flat-out speed past this sign. Advantages: simple, results immediately seen by the crowd.

* **Public Address system:** This will be in the form of a short-range FM radio broadcast. We will attempt to make informed commentary on events and interview contestants & participants whenever possible. Please bring an FM radio to the challenge if you can.

* **Catering for lunches.** The local Broadford scouts will again provide lunchtime food at the track on the Saturday & Sunday. The scouts should be providing more & better healthy food this year, ie Salad rolls and fruit as well as the barbecued sausages & chops.

* **Still needed:** We are looking for volunteers to operate stopwatches, set up timing gear and enter results. Also we need a grate (like a half 44 gallon drum) if we are to have a campfire. If anyone can help, please contact Damian, damianharkin@fastmail.fm

That's about all the news that's fit to print. Any comments, questions please email or Steve Nurse on (03) 94818290

More Challenge info at:

<http://sunsite.anu.edu.au/community/ozhpv/2004challenge.htm>

See you there!, Steve Nurse - cesnur@austarmetro.com.au

HPV Championships around the world for 2004

World HPV Championships

The World HPV Championships at Cyclevision in Lelystad, Holland 5th-6th June. Details to be announced soon.

The European HPV Championships in Telfs-Tirol/Austria

Details of events at the European Championships (below) are provided courtesy of Charles Henry of Future Bike, Switzerland.

European Championship for Recumbent Bicycles 2004 in Telfs-Tirol/Austria)

Date: 20th - 22th of August 2004

Organizer: RV-Telfs

Schedule (provisional):

- * Mountain race Telfs-Buchen on friday, starts at 14:30
- * Time trial Zirl-Telfs (11km) on saturday, starts at 13:00
- * 200m-sprint in Telfs on saturday, subsequently
- * Round-race approx. 80 km, Telfs-Hatting-Flaurling-Pfaffenhofen-Telfs on sunday, starts at 10:30

Overall ranking with European champion title given for categories: partly-faired recumbents, fully-faired recumbents and provided there is enough interest, for multiple-track vehicles.

The complete competition advertisement including rules can be found from March on the internet at <http://www.futurebike.ch/em2004>.

Industry News

Greenspeed

After the article about the GT3 Folding Greenspeed Trike in last edition of HUFF I thought I'd include a web address containing newly released information.
<http://www.greenspeed.com.au/newsletter3.htm>

Bikecentric Pty Ltd

New for us in Australia is the seven seat circular Conference Bike imported from Germany in September/October 2003.

It is a bit of a novelty item priced at approximately \$15,000 (excluding GST) or offered for hire.

Director - Michael Lockrey
info@bikecentric.com.au
<http://bikecentric.com.au>



Conference Bike



Conference Bike

For Sale

Current model Shimano Ultegra Crankset. ("Octalink"). 175mm, 39t & 53t chainrings. Reason for sale: Now using triple chainring cranks. Excellent condition. \$220 ono. Matthew Elliston 62591489 or mpe@air.net.au.

Also for sale:

65 tooth ECG chainring, little use (too big for me!). \$70 ono. Matt 62591489 or mpe@air.net.au

If this Newsletter cannot be delivered please return to:
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