

September 2009 Volume 12 Issue 4 - Number 63

Contents

	Page
From The Editor	1
Race Across America 2009	1
New Book – The Cycling Zoo	5
Simon Watt's 15 Minutes of Fame	6
Mr Bianchi Man	6
2009/2010 Speed Trials at Lang Lang VIC	8
Recumbent Flappy Paddles	7
Just a Ride Across Australia	8
Canberra 2009 Winter Race Series Results	12
Canberra Summer Racing 2009/2010	13
Personal Energy Transportation (PETs)	14
OzHPV Members Doing Good	14
Andrew's N+1 Bike	15
The Wally World Recumbent	16
Maryborough Time Trial and Race Weekend - Results	16
Paul's Quest for Speed continues	17
Rochester/Stanhope Weekend Away – 27 th to 29 th November 2009	18
Quotable Quotes	18
Coming Events	19
OzHPV Committee Contacts	19

From The Editor – Pete Heal

G'day.

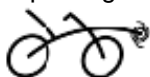
Sorry this edition of HUFF is a bit later than promised. I was a bit busy during July and August. In any case there is lots of interesting content in this issue including some words about why I have been busy.

Glenn Druery confessed RAAM addict has provided a story about his most recent team effort. Makes you want to just go out and sponsor him, doesn't it?

There is information about previous events such as the Maryborough weekend and Canberra racing and also details of coming events involving racing and just plain social riding.

I hope you enjoy this issue and I would be pleased to receive any feedback, articles or suggestions for future articles.

Please send your articles to HUFF rather than posting them to the WWW.



The Race Across America (RAAM) 2009

Most of you have heard of The Tour de France, one of the oldest and most prestigious bicycle races in the world. The race distance varies from year to year and covers anywhere from 3,000 to 4,500 km. Racers compete over three gruelling weeks, in daily stage races of varying lengths. Sounds tough, doesn't it? And it is.

The Race Across America or RAAM is an altogether different epic. RAAM racers cycle over 5,000 kms. Solo racers take nine days and teams about seven days. That's like cycling from Melbourne to Sydney or Sydney to Brisbane 5 times in about a week. Impossible? No, not for the several hundred cyclists from around the world who complete RAAM, arguably the toughest bicycle race in the world. Of course not all who start RAAM finish it. There's a very high attrition rate.



Glenn messing about on a Rans Xstream

On the Tour de France, riders start and stop each day, with relaxing meals, massages and warm beds provided. But on RAAM the rider or team doesn't stop at the end of the day. If you want to finish the race, you get on your bike at the beginning and you keep on cycling, day and night, until it's over, 5000kms later. In team RAAM, one member of the team is always cycling on a tightly regulated roster with the other team members.

So if it's so hard, why have so few Australians heard of it? It's hugely well known in America and very prestigious, but not many Australian cyclists compete in it and it doesn't enjoy media coverage like The Tour.

RAAM has been operating since 1982 and runs from the west coast to the east coast of the United States. This year, 2009, it started in Oceanside, California, north of San Diego and finished in Annapolis, Maryland. There was a little over 5,000 km or 33,500 metres of climbing – the equivalent of almost four Mount Everests.

2009 was my third RAAM. In 2005 I was the first Australian to compete* and in 2007 I raced in the two person division which was tremendously hard, being a roster of one hour on, one hour off, non-stop for seven days. We came second that year and set a new race record in that division.

RAAM presents a unique opportunity to compete against some of the best ultra distance racers from all over the world. This year's race had a record entry with over 300 riders ready to depart Oceanside on June 20th. I was in a four person team this time and my team mates were Americans. With twelve RAAMs between us, we were very experienced. As the only Australian in the team I was proud enough, but this year I was the only Australian competing in RAAM. I wanted to do well. Aussie, Aussie, Aussie!

Our team divided into pairs, each pair cycling at time trial pace for 20 minutes on, 20 minutes off for four hours. Then we'd have a four hour break in the support vehicle and the other pair would do the same, and so on in rotation, for the duration of the race.

So how do you prepare for a race like that? I train in excess of 20,000 km a year and compete in regular racing events. This not only strengthens muscles but also hones my racing skills. In recent times I've added racing as I cycle to and from work. I'm just a naturally competitive person and I look for other cyclists to race against as I commute. I even race cars and trains if there aren't any cyclists around!

As a member of Audax Australia I have many friends who regularly participate in long rides of 200kms plus, and I join them when I can as a break from the harder and faster races that form my regular training. This takes a lot of time - time away from family and friends - but to be seriously competitive in RAAM it's essential.

RAAM isn't just about the cyclists in the race. A good support team is critical. This year we had a crew of 14 individuals, four vehicles including an RV where the racers ate and slept, as well as the follower car, which kept close behind us as we rode, protecting us from the traffic behind us and providing light for us at night.



Tim Woudenberg (left) takes the handoff from Glenn (right)

During RAAM you can burn up to 10,000 calories a day so you need to eat - a lot! People ask me what I eat during the race. Apart from my weakness for Gummi bears, I fuelled myself with a variety of mostly natural foods – grapes, yoghurt, nuts, berries, tomato/V8 juice, bread, sandwiches, pasta, protein drinks, choc milk, and masses of water - all prepared by the support crew. Even so, I lost around 3 to 4 kg during the race, and remember that's in less than a week!

You don't just participate in RAAM, you live RAAM. Like all endurance athletic events the test goes far beyond the physical. You learn about yourself: what motivates you, what your limits are, physically, mentally and emotionally. At times I felt tired down to my toenails. Through sheer physical exhaustion RAAM pushes your body to the absolute extreme. It'll grind you down one day and the next day give you a high like nothing else in the world. It's confronting. It can be spiritual. It strips away your superficialities until you're faced with what you're really like. You face your demons! More and more, as the race progresses, life becomes a sleep-deprived RAAM blur. Sometimes it feels as though there is nothing else in life but RAAM – and no way to escape.

You might well ask why someone would participate in such an event. I often wonder that myself. My answer is always the same, RAAM has become a part of me, and I love this madness!

After the 2005 RAAM I was quoted in the press as saying:

- *"I wouldn't say I was hallucinating, but at one point I was talking to my dead grandmother. I logically knew that she wasn't there but it was nice talking to her so I kept chatting for a while."*

And also:

- *"Somewhere in the middle of Indiana, I started looking for a small cliff to ride off. Nothing too big; I didn't want to get seriously hurt, but I thought breaking an arm or something would be worth it if I could just get some sleep."*

This year the days were generally hot, but it got very cold in the Rocky Mountains, especially above 10,000ft. We had a temperature range of 46c-3c over the race. Hot or cold, steep or flat, simple things would boost morale, like a superb sunrise or a motivational word from the crew.

The words of the great Don often ran around my head:

"When you play test cricket, you don't give the Englishmen an inch. Play it tough, all the way. Grind them into the dust."

Don Bradman
Australian Cricket Legend

Did I mention climbing? We certainly did! From the Sierra Nevada Mountains and the Rockies of the West, with their enormous uphill slogs, to the short but brutally steep killers of the Ozarks and Appalachians of the East – we climbed. The rewards were exhilarating descents, incredibly fast but far too brief.

But there was more to the route than just climbing. We enjoyed the sparse scenery of the desert areas of the Southwest, and the boundless farm fields of Kansas and Oklahoma, refreshed by the varied terrain and small towns of Illinois, Indiana and Ohio. RAAM's route traces the building of the United States in reverse. Someday I'd like to go back and visit all those places again, spend more time studying what I saw from my bike - but not this year.

This year I was racing.



Team mate Tim – Cruising along

After all this talk about the race, where it went, what I saw, what I ate: how did we do? What was our result? Simply this: we won! Our team, Team RANS, finished in first place, ahead of all 18 of the 4 person teams. We even succeeded in beating most of the 8 person teams, whose members were obviously more rested. We finished in a time of 6 days, 3 hours and 40 minutes, which is an average riding speed of around 33kph over 5,000km.

Apart from the primary goal of winning, the secondary goal of our team was to set a new 4 person race record. We didn't quite achieve that goal this year, but we came close, awfully close. We were a little disappointed, but we realized what that meant: we'd be back.

The only Aussie in the race and now on the podium at the finish line in Annapolis, I was indescribably proud and happy and I remember crying. I felt ten feet tall; invincible. If I could do this, I could do anything. I looked at each of my team mates, smiling and accepting the accolades of the crowd, and I was already thinking: now we're the team to beat. We may as well be wearing giant targets on our backs. Next time we'll have to do even better.

Glenn Druery
Team RANS
RAAM 2009
RANS Bike <http://www.ransbikes.com/X-Stream.htm>

**Ed's comment: "First Australian to compete"- apart from Aussie Gerry Tatrai between 1991-1995*



New Cycling Book – The Cycling Zoo

After an effort that's spanned several years, the book I've written, "An Illustrated Guide to the Cycling Zoo" is now available. A couple of chapters have been printed in "Huff" so regular readers should already have an idea of the style and contents of the book.

It is self-published and the expense of getting multiple copies made has been about the same as the cost of a well appointed trike. It means I have now become a part-time bookseller so have been busy getting the book out there and into shops, submitting it for review and generally talking it up as much as possible.

Sales are coming from unexpected quarters. At a Ceres bike shed meeting I sold 5 copies and a display copy left at a local café was read by a Melbourne University Professor who then came to me directly and bought 6 copies for himself and his mates in England.

Self publishing is quite interesting, and I imagine it's quite different to being published through a publishing house. All the marketing and distribution is up to me but I get to keep or distribute the profits instead of getting only a couple of dollars per copy.

As time allows, I want to start talking about, selling and signing books at Bike User Group meetings, bike festivals and the occasional School fete. The plan is to donate some of the earnings to a cause associated with the event I'm attending, ie at Round the Bay in a Day, some money could go to the Smith Family or at the Challenge, some money could go to OzHpv. A bit like fund-raising chocolates!

Many Thanks to Adrienne Walker who has been most helpful in passing on contacts and getting a few ads up on the internet.

A few web links:

Book website: <http://www.modularbikes.com.au/book/>

The ads: <http://mc2.vicnet.net.au/home/vichpv/web/wanted/wanted.html>

And <http://www.cyclingpromotion.com.au/links/cycling-links/>

Best wishes, Steve Nurse



Simon's 15 Minutes of Fame

Simon our Geelong correspondent did his bit for promoting recumbency back in May by getting interviewed by "Geelong Newsbeat" on Community Channel 31 on Wed, 6th of May 2009.

It's part of YouTube history...

http://www.youtube.com/watch?v=sul9Ctupzx0&feature=channel_page



Mr Bianchi Man

I have a confession to make - I'm a very naughty, naughty, naughty boy
This morning on my way to work I was on Ffavnir, without the tailbox, and I upset Mr Bianchi-man.
He overtook me on Antil Street and I said hello.
He looked over his left shoulder and glared at me.
So I said hello again.
He glared more.
I asked him if he was well.
He glared more.
He then put his head down and pushed a bit.
So I pushed too.
From around 30 when he overtook me, we were doing just under 50 when we started to brake for the lights at the junction of Couper and Antil.
He tried to do the standing on the pedals balancing thing and had to put a foot down. Of course I had a foot down from the beginning.

When the lights changed to green, he set off. He took an age to get clipped in - several seconds of looking down at his foot. How embarrassing for him. I deliberately did not overtake.

He turned off in to Dickson and I went to the lights on Northbourne and turned left to head in to town.

I got stopped behind a bus near the ACCC and had to wait also when the cycle/pedestrian lights went to red for the traffic on Northbourne.

When I set off again, I spotted Mr Bianchi-man in front, dawdling along, so I snuck up behind him - well I didn't really sneak, I was whistling a Leo Sayer track called Work. He looked round and glared at me.

We both then got caught behind a bus as it stopped near to the Information Centre and when the bus pulled off, Mr Bianchi-man managed to clip in quickly and he stood up and really pushed, with that staccato swinging of the bike from side to side underneath him. I laughed, possibly out loud, and he headed off.

I gradually sped up and he slowed to pull over on the Southern side of the Wakefield junction so that he could head across Northbourne when the lights changed, so of course as I went by him I waved and wished him a good day.

He glared.

At the next set of lights another chap pulled up behind me - good looking, serious bike and he was dressed in cycling gear. I said hello to him and he responded very happily. We chatted about the weather until the lights changed and he wished me a cheery goodbye.

What a total contrast to the glaring Mr Bianchi-man.

I'm a very, very, very naughty boy for not knowing my place in life and daring to talk to such elite beings as Mr Bianchi-man.

Naughtily pop

Atholl



Flappy Paddle Recumbent Shifters

There are some new bar end shifters from SRAM that are being touted as being the next big thing and boast "features that only Formula One Drivers could enjoy".

The new 2010 RTC Bar End shifters are basically a 10 speed shifter that returns to centre after either up or down shifts. So, you push either up or down once for a shift and the lever returns to the centre position. The intention is on a triathlon bike that the levers are always pointing straight ahead for optimum aero, but if you think about it for recumbent use, it means that there would be less hand and wrist movement and perhaps the levers could be adapted to a very convenient "thumb-shifter" type position with a suitable mount.

At approximately \$500 a pair, I don't think I'll be trying them out just yet.

Pete H





2009/2010 OzHPV Speed Trials at Lang Lang Victoria

Tim Marquardt writes:

Folks & Folkesses,

I am pleased to announce that there will be more Speed trials run at the Lang Lang track.

I can tell you that there will DEFINITELY be an Easter 2010 event, over 4 days.

I can tell you that there will PROBABLY be a 4 day event over the Australia day long weekend (23-26 Jan 2010)

I can tell you that there is the POSSIBILITY of weekend usage during 2009/10, but notification will only occur 2 weeks prior!

I can tell you that there WILL BE an attempt on the 24hr solo HPV world record (currently 1050km) sometime within the next 12 months.

BUT, if you want to make plans & go fast, do them both!

For the Whoops team, we're working on a new LWB chassis at the moment, and have commenced the work on a head in configuration; no bubble or periscope. We'll have 2 x 2 wheel bikes there, with the thought of a wheels out trike (something like the Orion) if we feel really rich & time free (which is JUST SO LIKELY!).

I won't tell you who's going to have a crack at the 24, but I can tell you I work for KONA... Figure it out.

More news as it becomes available.



Just a Ride Across Australia

Close friends will know that I decided that I would ride across Australia several years back and it was only a question of when.

I wanted to do it with the minimum of fuss and in a solo and self supported manner. I didn't really want to make it a big thing. No support crew, no following motor home, etc. Just fly to Perth and ride home. Just like a very, very, long Audax ride.

Well, I did that between the 26th July and 6th August this year and had a great ride, achieving all the goals I'd set and putting up a high benchmark for anyone coming along behind me trying to better the record of 11 days 17 hours for the 4,000km crossing between Fremantle WA and Bondi NSW.



For the ride I'd decided my Velokraft VK2 was probably the most suitable considering all the issues and that turned out to be the case. Other options of different bikes, bigger tail boxes etc, might have

been marginally faster but brought in risk factors like visibility, safety on the road and carrying capacity for gear. The VK2 was fitted with a modest size Velokraft tail box, nylon fabric rear wheel cover and just my normal "Audax Ride" stuff like two tail lights, a front flasher on the tiller and a 3 watt Cree LED headlight.

In my pre-ride "desktop planning" I decided the minimalist - no tent - approach would be best for the long distances planned and that meant that I would have to plan daily distances to match the limited accommodation available particularly between Norseman and Port Augusta.

This meant days between 280km and 400km. Most days I would start very early around 3 or 4 am and I would arrive at a planned destination town around sunset so that accommodation and food would be available.

In reality this early start and finish worked well enabling me to be off the road before full dark and get down the road about 100km before second breakfast and the tourist traffic starting.

So, I would get into accommodation early in the evening, grab some dinner and food for the next day, wash out some clothes and hit the sack. On some of the shorter days, I even had time for a cider at the Pub before becoming fully recumbent. One unforeseen aspect of these early starts was the very cold temperatures. I'm a Canberra lad so I do cold mornings down to - 4C during the winter. I just don't do - 4 C for 4 hours straight like it was until the sun came out. I had almost everything on and stupid me had posted my second set of fleece gloves home from Perth. I ended up with frost burn on my snoz and my right hand still has some issues of numbness from "doing the Hamster" for over 160 hours. If I'd been camping I can't see how I could have got up and packed in that temperature every morning. Riding out the door of my motel each morning wasn't so bad. My hands were so useless in the cold that front chainring shifts were impossible after an hour or so. If I'd got a puncture early in the day I would have just crawled off the road and got some sleep in my space blanket till the sun came up.



The Velokraft bike performed flawlessly. No flat tyres. Only used the tool kit to make minor adjustments to handlebars and accessories. Pumped the tyres up three times in 11 days. An un-signposted cattle grid out of Coolgardie hit at speed in the dark put a ding in my back wheel rim, but this had no other effect as I wasn't using the brakes much. My tailbox was a light Carbon Velokraft style and by sending home three parcels from Perth before I left, I was able to fit in the required amount of tools, spare parts including two tyres, clothes, water bladder etc. It was tight fit though. I carried a cyclist musette bag which sat nicely under my left arm and could be reached while cruising along at 30kmh. You should have seen how much food was in that bag after a stock up. There were muesli bars, muffins, apples, bananas, chocolate bars, pasta takeaways – anything I could get. I ate a stack, probably didn't drink enough in the cooler conditions and lost a few kilos. Big Truckies Breakfasts from the roadhouses were something to hang out for and generally came after a few hours cycling in the pre dawn cold. Most times these breakfasts resulted in significant increases to cruising speed.



I experienced near perfect conditions with fine sunny days almost every day. The only threat of rain was late in the day on the stretch between Eucla and Nullabor Roadhouse where I surfed along in front of rain squalls coming in from the bite never getting wet and being pushed along by strong tailwinds. Fantastic fun. The winds were in my favour and I seemed to have struck in lucky during the 11 days with following Westerlies most days and a Northerly when needed coming down from Pt Augusta to Burra. The country looked great as there had been some recent rains in the weeks before my trip. The truck drivers were as professional as ever, I never had a problem. The roads in the West are wide, smooth and fast. The shoulder is OK for riding, but most times I'd be trying for few extra Kmh by hyper-miling on the smooth white line or the truck tyre slick line. Sometimes the sweet spot was in the middle of the road, but this was safe as I'd be checking my mirror more times that Grandma's Budgie and I could generally hear trucks coming or see their lights for many minutes before they came upon me. The South Australian roads were narrower with minimal shoulder but still nice and smooth. Turning off the main highways near Wyalong, the road surface got quite rough and speeds dropped off. There were no endless roo carcasses as so many people had warned me.



I only saw one other touring cyclist on the trip. John from Ireland on his big heavy touring MTB. He'd been feeling the cold also and said he hadn't brought the right clothes. Other notable meetings and confrontations included:

Kart Man – just outside Penong SA. Pushing his modified children's stroller with way to much stuff. His wheel bearings had collapsed and he was hoping to replace them if he got to Penong 10km away the next day. I asked him how long he had taken to here from Perth and he rattled off 2 months, 6 days. I mentioned in a low voice that I'd been riding for 6 days.

Ute Man – a nutty local in Poochera SA in a Holden Ute who cruised past me as I was devouring a bucket of pasta salad scored from the local pub. He came back and started talking third person about me punctuated by lost of swearing and my bike through the narrow gap in his darkened driver's window. He seemed upset when I said I didn't really want to talk to him. Time to get out of this little town. He cruised past me out on the highway again and then was parked off the road facing me as I rode past, but nothing came of that.

Indigenous Man – at Kyancutta store. "where you come from?" I told him. "where you going?" I told him. "where your support?" I told him I didn't have any. Just then a car and van came past with the

lady hanging out front window yelling and waving. I'd been passing the same vehicle last three days. "Is that you're support?" No mate.

Pub Man – late on a Sunday night in Burra, I ordered a big bowl of chips and the Pasta Bake. Pub Man said "the pasta bake is pretty big mate", "Bring it on" I replied. When he came back he was a bit shocked and said "you did well".

My focus for the ride as you might have guessed was: ride, eat and sleep – repeat, so I didn't have a lot of time to sightsee and most of my photos are from the bike at speed and usually involve a foot in the foreground.

Generally I tried to stay under the radar and not attract attention, but it's hard when you are on a bike the likes of which they may never have seen before and then you tell them what you are doing, have come from and are going to. You can see their minds struggling with the concept of riding all that way, on that bike, that quickly.

OK, here is the obligatory statistics for the ride.

Elapsed time for full 4,000km trip Freemantle to Bondi – 281 hours (11D17H8M)

Riding time 159 hours. Off the bike time was about 122 hours.

	Date	Dist	Avg.	Ride time	Leg	Start Time	End Time
1	26/07/2009	281	28.58	9:50	Freemantle to Meridan	0100	1330
2	27/07/2009	301	29.13	10:20	Meridan to Coolgardie	0400	1600
3	28/07/2009	359	27.4	13:06	Coolgardie to Balladonia	0500	1730
4	29/07/2009	340	28.25	12:02	Balladonia to Madura	0400	1830
5	30/07/2009	381	30.85	12:21	Madura to Nullabor	0230	1800
6	31/07/2009	296	27.03	10:57	Nullabor to Ceduna	0430	1700
7	1/08/2009	316	26.82	11:47	Ceduna to Kimba	0430	1745
8	2/08/2009	360	27.24	13:13	Kimba to Burra	0320	1850
9	3/08/2009	389	31.54	12:20	Burra to Mildura	0400	1830
10	4/08/2009	408	28.87	14:08	Mildura to Goolgowi	0400	2030
11	5/08/2009	301	23.73	12:41	Goolgowi to Cowra	0415	1915
12	6/08/2009	322	23.56	13:40	Cowra to Bondi	0200	2023
13	7/08/2009	66	20.52	3:13	Bondi to Campbelltown	1100	1430
14	8/08/2009	250	26.04	9:36	Campbelltown to Canberra (home)	0500	1730

For the trip I hired a SPOT Personal Communicator which is basically a bright orange GPS with flashing LEDs that drive you nuts till you tape them up and the ability to send a location message up to a satellite and down to a Google map every 30 minutes...allegedly.

Communication wasn't as regular as promised even though there was nothing but sky out there. Even so, friends and family were able to pick up where I was, where I'd stayed overnight, where I was having my lunch etc. Of course the word got out over various web forums and groups about my ride and progress that there must have been over 200 or more people watching. There were apparently work colleagues, family members, etc taking a keen interest in this guy riding across the country and the fact they could watch it all pan out in real time just got them in. Apparently productivity amongst various Government departments slumped to an all time low in Canberra with so many people watching my movements on the last day. Heck, even The Minister of Education and Sport in the ACT knew about the trip and congratulated me. So much for being under the radar. Towards the end of the last day coming through hectic Sydney on my "safe" backstreet route, watchers lost me about Penrith and it was apparently getting quite frantic with people scanning traffic webcams looking for me and ringing friends to go out looking for me. Of course the cityscape made the reception for SPOT who already obviously has some hearing problems, quite restricted considering all the GPS satellites are low in the Northern sky. Still I'm glad people could get that much enjoyment out of my trip while sitting at their computer screens and not having to even turn a pedal....

It was a great trip. I'm pleased that everything fell into place as planned. There were no disasters. The weather and winds were favourable. The Velokraft performed brilliantly and I arrived at Bondi Beach safe and well.

Thank you for everybody's support during and after the trip. The SMS messages when received boosted the moral as did the thought that so many people were watching my progress.



Somehow I don't think those long empty roads are quite through with me just yet!

Links

Simon Watt kept a Google map going with various daily statistics and events:

<http://tinyurl.com/kn7nsw>

My selected trip photos are here:

<http://s81.photobucket.com/albums/j211/PoiterH/Across%20Oz%202009/>

IF YOU WANT IT, YOU CAN!

Pete Heal



Results from Canberra Stromlo Winter Racing 2009

By Andrew Stewart

Following on from the success of Chris Curtis's "Second Saturday of the Month" 2008 winter race series at the Stromlo Park criterium circuit, a series was run on the third Saturdays of March to July 2009 (the TSOTM series). The series consisted of five rounds, each with three races: a one lap (1200 metre) time trial, 3 lap handicap race, and a 20 minute race. Points were awarded for the time trial and 20 minute races, with the handicap race providing some close and exciting racing for all.

Stromlo Forest Park is a wonderful place and has become very popular, with its mix of MTB, cross country, criterium and other facilities. Its popularity was the key driver for holding the series over the less crowded but cooler months, ensuring track availability. The Stromlo Forest Park website has some good info on the circuit (http://www.stromloforestpark.com.au/criterium_circuit/). Spot the recumbents!

Thirty degree temperatures and calm winds greeted competitors in round 1 – which was rather nice for a "winter" race series. The conditions translated into reasonably fast times (see table below). The handicap race came together beautifully at the finish line with the first 5 competitors finishing within 2 seconds. I was very pleased with this, having never determined handicap times before. To save Peter Heal from boredom while his handicap time ticked away he did 4 laps, while normal humans did 3 laps.

After a respectable period of recovery time, the 20 minute race was held. Duncan Cleland officiated which meant that I could participate. (I had not expected to be able to participate in all races, but managed to complete the whole series thanks to the generosity of Duncan, Atholl and others).

Beautiful weather once again greeted participants for round 2 in April. Generally times were faster

than the previous month. May turned out to be a different story, with blustery wind slowing us all down quite a bit. It was interesting to watch Pete's no-com going down the straight yet leaning significantly to the right, countering the wind. Our traffic cones around the timing gear needed to be taped down to prevent them blowing off the track.

The handicap races proved interesting, with the beautiful coming together of racers at the finish experienced in round one not being repeated again through the series. There must be more to this handicap caper than I thought...

June: Round four. The weather was once again kind, considering the time of year. Light breeze and a double figure temperature resulted in generally faster times than May. The emphasis was on quality, not quantity, with just four competitors and two officials. Thanks to Atholl and Duncan for keeping us informed and recording the results.

We were also fortunate with the weather for Round 5 in July, and, from the organiser's point of view it was very pleasing to get through the series uninterrupted by wet weather. Nine competitors availed themselves of the opportunity to race.

Overall series results: Peter Heal recorded a perfect 200 out of a possible 200 points in A grade. Attendance in B grade was fairly patchy, with Peter Button prevailing to take out that grade. Judging from comments throughout the series the racing and social aspects of getting together added up to the series being worthwhile and enjoyed by all. Having never organised this sort of thing before I really enjoyed doing that and finding out how easy it really is, and how willing many other people are to assist and run races.

Name	Grade	21 st March	18 th April	16th May	20th June	18th July	Total Points	Place
Pete Heal	A	40	40	40	40	40	200	1
Andrew Stewart	A	29	26	32	32	21	140	2
Daniel Oakman	A	26	0	26	0	32	84	3
Andrew Powell	A	0	16	10	20	12	58	4
Matt Heal	A	21	0	18	0	18	57	5
David Cox	A	0	0	30	0	23	53	6
Alex McNee	A	18	0	0	26	0	44	7
Atholl Reid	A	0	20	14	0	4	38	8
David McCook	A	0	32	0	0	0	32	9
Peter Button	B	23	16	0	0	33	72	1
Helen Curtis	B	0	40	0	0	0	40	2
Graham Teakle	B	36	0	0	0	0	36	3
Chris Curtis	B	0	32	0	0	0	32	4
Lloyd Cleland	B	29	0	0	0	0	29	5
Michael Priest	B	0	0	0	20	0	20	6
Duncan Cleland	B	20	0	0	0	0	20	6

Best standing start lap time in 2008 was 1:37.97 or 44.1kmh.

Best time in 2009 is 1:34.78 or 45.59kmh



Canberra Summer Racing 2009

When the sun comes out the "roadies" take over the Stromlo Canberra criterium track most week nights and on the weekends.

The always thinking Canberra Mob are planning some racing on the section of Dairy Flat Road near the Jerrabomberra Wetlands on a regular basis possibly in the evening during the week or on the weekend.

Feedback on the preferred times would be appreciated, so keep an eye on the Canberra Mob Yahoo list for details.

Pete Heal



PET's (Personal Energy Transportation)

Our website had the following message sent from a journalist suggesting that OzHPV consider making PET's. I'm pretty sure the writer mistook us for a commercial operation, but even so, the project and the end results are worth us considering either as a group or individually. Maybe OzHPV could make a donation to this very worthy cause?



A PET in use.

From: Fran Henke <fran.henke@fairfaxmedia.com.au>
Date: 26 May 2009 11:47:47 AM
To: "webmaster@ozhpv.org.au" <webmaster@ozhpv.org.au>
Subject: E-mail from OzHPV website

I attended a post polio conference in Warm Springs, Georgia last month and was rocked by the plight of children with polio in Africa and India dragging themselves around in the dust and mud. Have been pursuing information about P.E.Ts and hand operated trikes. was wondering if your organisation has considering making HPVs that take into account people in rural areas who have lost their leg power?

Here's a web address if you are not familiar with PETs.

www.petinternational.org

One of our local schools has been involved with making HPVs and am talking to them too. look forward to hearing from you.

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OzHPV Members Doing Good

Charlie Bell our illustrious Webmaster recently earned \$50 for the association by volunteering to be a Cycle to Work counter for the recent Bicycle Victoria cyclist head count. Good on you Charlie.



Andrew's N+1 Bike

By Andrew Stewart

Around 2003 I built my first* recumbent – *Da SCUD*, a SWB with 16" front, 20" rear wheels. Several modifications later and having moved slightly up the brazing competence curve, that bike has evolved into a reasonably efficient commuter and racer (*SCUD B*). But I'd taken it about as far along the improvement track as it can go, and wanted more. Ideas started forming in my mind for a better bike (faster, lower, lighter, not so ugly!) and thus planning for N+1 begun. Around the same time N+1 child also came along and this put N+1 bike on the backburner somewhat.



SCUD B

Nonetheless ideas were forming in my head and I settled on something along the lines of the Optima baron, which in my view is a really good design to aspire to. At the time Flying Furniture was selling a mandrel bent 1.75 inch diameter chrome-moly tube that could lend itself to such a design, so I forked out the cash for one of those.

With some advice from Peter Heal on fork trail and such I laid down a design on a Cad program, and started gathering bits and pieces together. I struggled with the design, getting the seat as low as reasonably possible (damn my stunted tiny legs!) and having the chain line work. I just don't think in 3D very well.

Having finalised the design it was time to cut, file, braze, etc – I procrastinated for ages over how to accurately cut the headtube hole in the curved part of the main tube, eventually just getting into it and slowly filing out the holes until the alignment was good. The rest of the bike went together reasonably uneventfully, but I did have trouble with getting good alignment on the rear dropouts. I used a nice flat slab of glass to check alignment and got it pretty close in the end, given my level of skill, and if this bike was ever going to be finished (it became known locally as the 'never never bike') I just had to get on with it.



So, finally, here it is – **Bike N**... A definite improvement over the previous effort: faster, lighter, lower, and most importantly, finished and accruing some k's. Now thoughts turn to the next N+1...



Racing at Stromlo

** ignoring the real first recumbent I "built" which dwells under the house like some sort of deformed monster, forever hidden from public view.*



The Wally World Recumbent

If you don't know who Walmart are you've not had much to do with Americans.

Think huge discount everything warehouse with branches in every major US city. Actually there are 7,437 locations worldwide.

Anyway, Walmart have come up with a very cheap recumbent and for US\$275 you can get yourself a 20" *Hyper Insight Fitness Bike*. So maybe it isn't a recumbent.



It looks to be a 20"/16" LWB with rear suspension and an oh so comfy seat. Had to happen I guess. Have recumbents come of age now?



Maryborough TT and Race - Queen's Birthday Weekend, June 6 and 7, 2009

OzHPV President Eric reports on this OzHPV, Maryborough HPV Enthusiasts event:

Inclement weather kept competitor numbers for the Maryborough Time Trial weekend, low, but we had some interesting competition and excellent times given the conditions.

Congratulations to 1st place winners Aaron Stewart and Gareth Hanks.

The event will likely run next year in the Goldilocks spot between sweltering Australia Day and cold, wet June.

Day 1

Overall Results

1st Aaron Stewart
2nd Roy Martin
3rd Gareth Martin
4th Ken Houghton

Flying 200m

1 Aaron Stewart 0.13.6
2 Roy Martin 0.15.9
3 Gareth Martin 0.19.5
4 Ken Houghton 0.20.7

1km Sprint

1 Aaron Stewart 1.06.6
2 Roy Martin 1.45.0
3 Gareth Martin 1.50.5
4 Ken Houghton 1.56.1

Pursuit

1 Aaron Stewart
2 Gareth Martin

Pursuit races not completed due to weather. Group race was not run due to weather.

Day 2

Maryborough-Avoca Time Trial

1st Gareth Hanks 1:09.47
2nd Jeff Nielsen 1:13.42
3rd Will Livesay 1:14.34
4th Aaron Stewart 1:18.22
5th Lawrence Hunt 1:23.19
6th Ken Smith 3:.40.50

Untimed: Ben Goodall, Ken Houghton



Paul's Quest for Speed (and Comfort) Continues

Our Portland correspondent continues with his latest effort to achieve the ultimate balance between speed, comfort and a positive bank balance. A lowracer has been sold from the fleet now. Let's see now...trike, high-racer, Cruz bike, low-racer, tourer...what could be next?



Now he is back with his favourite Lightning P38 which now sports a Windwrap front fairing and corflute rear wheel cover and tailbox, HED front wheel, Rotor Cranks and S-Lick tyres. Paul continues to baffle the local roadies with his speed on the flats and lack of a draft. It's been said he's a cagey old bloke and will ride out of site, pull off the road and let the chasing roadies follow his shadow into the sunset while he cruises along behind into the coffee shop relaxed and smirking.



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

From Steve Nurse:

Recently my wife Christine & I visited a private bike museum in Stanhope (near Shepparton in Victoria) and we've organised with the owners Stephen and Mika Rosenberg for a return visit with OzHPV folk. This will be an OzHPV ride.

Below is a sketch outline of the planned activities.

Stanhope motel accommodation is not all that crash hot, so the plan is to stay in neighbouring Rochester.

Friday morning depart Melbourne or wherever. Arrive at midday Rochester. In Afternoon visit Opperman museum & Rochester shops.

<http://www.rochester.org.au/showpage.asp?mainID=8>

Stay 2 nights at Rochester Motel or other Rochester accommodation

<http://www.rochestermotel.net/> or

<http://www.travelaustralia.com.au/city/rochester-accommodation-3110>

Saturday, ride to Stanhope and return, visit Rosenberg bike museum, cafe, nursery, junk shop and wood carver shop.

Sunday, ride to Murchison / Murchison East or depart direct from Rochester.

I've looked at the train timetables and I believe someone who's keen could do it by train.

Thursday or Friday Train to Rochester departs 15:15 or train & ride from Bendigo (about 60k Bendigo to Rochester)

Sunday, Train Departs 17:30 Murchison East, arr. 19:28 Melbourne

Please contact Steve if you intend coming.



Quotable Quotes

Eric Ball - A mini report from today's BeSpon. 11 recumbent riders and a new overheard statement –

"...they're like a pack of oompa-loompas..."





Coming Events

14th – 19th September 2009 - WHPSC Battle Mountain USA

31st October 2009 - Casey Cardinia HPV & Cycling Club 2009 Open/Senior Secondary HPV 12hr Race. See <http://www.cchpvcc.org.au/> for more details.

27th to 29th November 2009 – OzHPV Rochester Social Weekend – see article elsewhere in HUFF.

See also <http://racvenergybreakthrough.net/AboutCalendar09.shtml> for a program of HPV 'School Rules' racing taking place around the country.



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Newsletter Contributions

Always welcome. Please send to huff@ozhpv.org.au
Next deadline for material end of October 2009.

