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From The Editor – Pete Heal

Hello Recumbenteers.

I've been away on a cycling trip with a difference, but it seems the Recumbent World keeps rolling along. In this issue of HUFF there is lots of interesting stuff and contributed articles, including details of a new 24 hour record, an Around Australia record, a very long recumbent bike

Thank-you to regular contributors and new ones. Newsletters don't just happen without a fair bit of work. How about contributing something for the next issue yourself? Feedback and contributions always appreciated.



Jeff's 24 World Hour HPV Record Taken Back!

Jeff Nielsen's 24 hour record of 1109kms set in April 2010 has been taken back with a vengeance by the previous record holder, German rider Christian von Ascheberg, Riding a fully enclosed three wheel German Milan SL Velomobile, Christian travelled 1224km around the test track in Germany (of course – think he used German tyres too). Christian averaged 50.8 kmh for the 24 hours.



The questions now are can someone beat that high mark and is a three wheeled fully enclosed vehicle the ultimate 24-hour record setting vehicle?



OzHPV Speed Challenge – Canberra – 22nd to 24th October 2010

The Canberra Mob are organising a weekend of HPV and recumbent racing between Friday 2nd and Sunday 24th October 2010 on the fantastic Stromlo Forest Park Criterium Circuit located just out of Canberra.

Planning is proceeding at present and it is hoped the entry form will be available very soon.

The draft program includes events for both recumbents and fully faired HPV vehicles.

There will be classes for individuals and teams with various races from criteriums to a 6 hour race.

It's hoped there will be HPV teams coming from Victoria and elsewhere for some exciting racing.



Queensland Recumbents – Hugh Wilson

Having reached 'a certain age' I decided to try cycling again, and dug out my old, 1990, Apollo Delta, with an off-round Bio-pace crank, for a few training miles. A 'few' was all I managed as my back ached, bottom got sore and arms and neck felt stretched.

There had to be another way to get fit again, surely? As chance would have it, having a raised interest in cycling,



I was scanning through a copy of *Australian Cyclist* in the newsagent and found an advertisement for Greenspeed trikes. This was 'it', a sort of Morgan with pedals, a 'sports' without the 'car', and what an exciting prospect it promised to be. The Internet soon produced Greenspeed, and then vast amounts of information from the UK and USA, including the prices, which were not what I had expected, although just what I had expected, I was not too sure. They have to cost something, after all. As luck would have it, my trawling of the Internet had thrown up Fuse Recumbents, in Canberra, who had a GT3 for sale, second-hand, which I bought over the phone from Michael. I used this as my commuting vehicle to work, and then signed up for my first Brisbane to Gold Coast *Bicycle Queensland* ride.

I completed the ride but found that the folding section had cracked and broken. Michael and Greenspeed were very good and I ended up with a Mk2 frame kit, with Epic Cycles of Brisbane swapping over all my Mk1 running gear. I now know, for sure, that the MK2 is a big improvement on the MK1, at least as far as braking is concerned.

Shortly after the changeover, I bought a SRAM DualDrive as I found the hills around home needed both lower and higher gears to tackle more effortlessly, although 81 'possibles' is just a little overboard.

As the trike took over my spare time, I joined with others here to recreate the lobbying power of the local BUG, as I was finding that our roads were not as safe as they could be. I had already joined the BUG social rides, and was taking the GT3 out into the wild yonder on a regular basis, not just commuting anymore. Years ago, when we got married in the UK, Judith and I had ridden my old BSA tandem, circa 1934, from Oxford to Athens and then loaded it up back to Brisbane. The bike still hung in the garage, and we decided to get it going again.

Before it was ready, the Brisbane - Gold Coast ride, which we were hoping to do, was on us again, so we borrowed a tandem and took off.

Satisfied that we could still co-exist on a tandem, but both painfully aware of saddles once again, we gave a Greenspeed tandem a test run. Here we disagreed on its good points. To me, it was just the logical extension of my GT3, but Jude felt quite vulnerable on it, and maybe, since we were flying down hills only a few inches off the ground, the risk seemed higher than I was experiencing, with a long time at that height, and place on the road. Anyway, we agreed not to buy it, but if a more comfortable tandem could be found, that was not an inch off the road, well, maybe we could think about that?

Lo and behold, with the Internet to the rescue, I found both the Rans Screamer and the Longbikes Gulfstream recumbent tandems, and its predecessor the Ryan Duplex, and read all I could about them all.

For me, the choice was simple. The Greenspeed underseat steering made sense, and was comfortable. The Rans did not have that feature, but the Longbikes did. A few phone calls to the US, and emails discussing the merits of various add-ons, and I had ordered our new recumbent tandem. In the meantime, I had borrowed a Roulandt and an Infinity, both solo recumbents, to get a feel for riding a bike again but from roughly the same position as the Longbikes offered.



Finally, it arrived, in two massive boxes, and we had it assembled in no time at a friend's house. Riding the tandem, which has a 106 inch wheelbase, for the first time, solo, at night, was an experience I could have done without, but I got home with no incidents.

Since then, 2008, we have been doing the BUG rides together, undertook the 2009 Brisbane-Gold Coast effortlessly and have now booked in for the *Bike Qld* Yeppoon to Bundaberg ride in September. Last year, I did this *Cycle Queensland* ride, from Toowoomba to Toowoomba, on the GT3, with another rider, Brian from Sydney on a near identical GT3 and Rob, on his brand new Anura, and our fellow 997 'ordinary' bike and tandem riders.

We have completed only one longer solo ride outside of the BUG rides, from Toowoomba to Allora, overnight at the Blue Cow, and home the next day. This was a doddle of a ride, albeit only 76 kms each way, but allowed us to make some vital adjustments to our seats, which seem to have an infinite number of tiny adjustments that need to be made to be absolutely comfortable. The simplicity of the GT3 has to be commented on here, with no seat adjustment, in over 600 kms of the *Cycle Qld* ride, I was never uncomfortable once.

The future beckons, and we are discussing a return to Europe, with a LEJOG a real possibility, as well as, maybe, a EuroVelo6 journey to the Black Sea, and thence to both Odessa and Istanbul, maybe even with a return trip via Greece and Italy again.

The Longbike Gulfstream was bought with Phil Wood hubs, Tubus Cargo rear rack and mudguards. I had Greg, the builder, make up an under-stoker-seat rack for Ortlieb panniers, and I have added a

Dahon front rack. Ortlieb front roller classics grace the front end and underseat rack. The handlebar bag required a set of handlebars, cut down, to be fitted, and I've now added a Carradice Pendle to the rear of the stoker's seat, for rain gear and tools. It has Avid cable discs fitted front and rear and a 11-34 rear cassette, originally 11-32. I recently changed the inner chainwheel to a 26 tooth, from a 30, with the original 42 and 50 still in place. Other than that, I have added an Airzound, also one on the GT3, which I do suggest everyone buys for their bikes, a beautiful sounding European style Ding-Dong bell, the sort that Pashley fit as standard fare on their bikes, and a Cateye cadence counter.



I have also put our cranks out of sync, which, we think anyway, seems to have made life on hills easier, but given the hills we have as our daily bread here, that might just be a placebo effect at work. I am open to opinions from others before I start bothering with exhaustive tests to see if it really does make a difference.

More photos here: <http://longbikes.ning.com/photo/albums/longbikes-southern-hemisphere>
Longbike Gulfstream: <http://www.longbikes.com/Sitell/Bikes/Gulfstream/Gulfstream.html>



Around Oz – Pete Heal

Not content with having set a record for cycling 4,000km Across Australia in 12 days from Fremantle to Bondi in 2009, our man Pete recently completed the fastest “lap of the block” solo and unsupported riding his Velokraft VK2 recumbent almost 15,000km around the perimeter of Australia in just under 49 days. You do the math but that’s over 300km a day, every day for 49 days. (*Editor shifts out of third person mode now*)

Yes, it’s hard to believe, but you can cycle around Australia and you can do it fast and comfortably on a recumbent. I’d followed previous cyclists attempts at very long distance records off and on over the past few years. The Around Oz Record was particularly interesting and tantalising. Eugene Schiliter got it on his first attempt. I watched Dave Byrne have three unsuccessful attempts and Danish rider Erik Straarup also making three attempts and being ultimately successful with a record of 51 days in 2008.

My long distance efforts including my regular Audax rides and the 2009 Across Oz Ride reinforced my belief and faith that I could successfully complete this ride and beat the record with one attempt on my trusty Velokraft.



I decided that an early in the year start in May would set me up for the best weather up North and I'd previously found cooler weather across the "bottom" of Oz suited my riding style.

To cut a long story short, I completed the ride more or less to the plan and itinerary I had set and arrived back in Sydney, my starting point, overlooking the Harbour and Bridge on Saturday 17th June 2010 to be greeted by a small crowd of friends and family and some confused park dwelling onlookers.

The Around Oz Record has some pretty simple rules:

- Human powered
- Solo and Un-supported
- Sealed roads as close to perimeter of Oz as possible
- Pass through certain "control points" such as major towns, bridges or intersections
- Document route travelled by GPS and photos
- No outside assistance (apart from minimal mentioned below)
- You're on your own!

So I set off that late Saturday night at the stroke of midnight to the applause of one – my mate Alex, who had taken the trouble of driving me up from Canberra and being a sole witness to my departure. Not exactly a spectacular event but others were watching...

The Velokraft had a specially modified carbon tailbox in which I was able to carry what I thought I would need for the next 7 weeks on the road. I was able to post parcels to strategic locations for collection and re-supply and the contents of these bags included: tyres, some spare parts, clean clothes, food bars, drink supplements batteries and a chocolate bar or two. These food drops proved to be perfectly placed sent to Cairns, Katherine, Perth and Albany.

The "rules" allowed for minimal support in the form of accommodation or guiding on four occasions and I had tee'd up four such meetings prior to leaving with various "recumbent" friends and acquaintances. The meet-ups were big moral boosts and it was great to stop in with a friendly face for a night even if I did drift towards passing out any time after about 8:00pm. Apart from the meetings with friends, I arranged my accommodation on the road and this mainly involved motels and roadhouse accommodation, and I did make use of my very basic camping gear several nights when conditions dictated or suited.



In my tailbox I carried a minimal amount of gear and food. For camping there was a small nylon tarp I had sewn up into a basic shelter, a space blanket type sleeping bag, a bubble wrap ground sheet. I carried some lightweight “street clothes”, spare tyres, tubes, tools, 2 x pumps, food bars jacket, thermals and two water bladders. Pretty much the standard Audax kit for a long ride, take away the tent and clothes. On the bike equipment included a water bottle under the tiller, cycle computer, Garmin mapping GPS and SPOT Tracking GPS. It still wasn't light.

Lighting arrangements consisted of a basic front flasher up high on the bars and two high power LED's, one powered by a SON dyno hub and one by C-cell Batteries. On the rear two of the new Tioga Dual Eyes did most of the work along with a spare flasher. The tailbox was suitably adorned with fluoro and reflective tape to increase visibility, although some of the tape I selected faded to white being out in the sun for 7 weeks.

I had food pockets built in to the tailbox behind my shoulders from which I could extract muesli bars, bananas and chocolate bars as required on the move.

On a trip like this where you are riding for at least 15 hours a day, you need to eat lots. I had trouble keeping up the intake across the top and down the west coast at roadhouses. The cost of food is exorbitant at the roadhouses but you just have to accept this. Getting nutritious and sufficient food .is quite difficult. Reaching a town with a supermarket is a joyous event and the riding leading up to this generally involves making mental shopping lists followed by buying frenzy and binge. There was only limited spare space inside the tailbox and generally a loaf of bread, muffins or similar might end up hanging outside the tail box in my famous 2007 Audax Oz PBP musette bag. The mantra after such a supermarket binge was “If it doesn't fit – Eat it now!” No food was left behind I assure you. I lost about 3 kg from my former Greyhound stature over the course of the trip.

On the road I made good progress up the East coast with favourable tailwinds and initial high fitness and enthusiasm. My average riding speeds gradually reduced from the early 27kmh to 24kmh. Still not too bad but just shows the ride was having an effect as the ride went on. Good road surfaces and kerb side lanes were prominent until about Broome. From there to Perth it seemed that rough chip seal “spray and wipe” techniques were the go for resurfacing roads and this combined with headwinds made for some frustrating impediment to forward progress. In some cases, the kerbside lane was so rough that the dirt verge was smoother and faster to ride on. Did I mention headwinds? They plagued me off and on along the West Coast. My “followers” could tell I was having trouble keeping up the momentum and short text messages from me confirmed what they fancied were the problems. The wind on the Nullabor was generally not in my favour unlike in 2009 when I enjoyed mostly following winds and resultant big daily distances. This time I had headwinds. Some days involved pedalling without hearing the freewheel clicking once for 12 hours straight. But there was “Turbo Tuesday”. One of my new Canadian friends, Mark, a follower, was sending me some great Weather Intelligence. Don't know where he was getting it but he accurately predicted a major wind shift on Turbo Tuesday. Imagine the lone cyclist sitting at a desolate roadside stop making a sandwich after a frustrating cold early morning ride of about 100km so far. Right on que, pieces of paper start blowing about and heading in the direction of travel. Yeehaa! A strong tailwind blows me

another 200k or so kilometres to Nundroo RH arriving soaked and freezing by the resulting rain storm right on dark. Wet Wednesday followed Turbo Tuesday and it too was forecast.



Speaking of my “followers”. The technology I had arranged enabled pretty good communication with the outside world and I ended up having many people follow my trip on a minute by minute basis. It felt like I was in a reality TV show at some times. I changed to a \$79 Telstra Next G phone before the trip which provided far better coverage than my old Optus unit. I also had my Hotmail directed to my phone and could web browse and search for up to date weather whenever there was coverage. I set up a Yahoo group and posted messages there when I could so followers could get up to date information or make it up if they felt like it. I purchased my own SPOT Tracker which is basically a GPS that sends a “blip” to a satellite every 10 minutes and ultimately shows my exact location on a Google map. I took this one step further by arranging for a more sophisticated GPS tracking to be done by TrackLeaders.com which turned out really well, providing not only a daily track but statistics like average speeds, elevation climbed, overnight stops of more than 4 hours. Using a SPOT tracker has it’s drawbacks as it really only benefits the followers unless you need to send an SOS message. I had to pull up my followers a few times when things got out of hand discussing my every move and aspects like what I was buying at a certain shop I stopped at. Ewen an avid “follower” whipped up a screen saver which would overlay my SPOT Track with a Google Street View so followers could have the “complete experience” sitting in their armchair, seeing what I was seeing while I rotated along. I never saw any of this of course. Anyway it was all good fun and very morale lifting when I came into mobile range and the phone started chirping to indicate new messages had arrived. It would have been quite lonely without this.

The Good

- meeting up with friends on the road, like: Rick, Brad, Perry, John, Andrew, Val & Paul, Simon, Rob, Ian, Stephen, Takeshi.
- friends coming out on the last day like Duncan, Alex, Steph & little Alex
- greeted by my girls and friends at midnight in Sydney
- strangers finding me on the road from my SPOT Tracker
- the "stunned mullet" look on peoples faces when you answered their question "where have you ridden from?"
- isolated roads where there are no trees anywhere
- the big 400km wind assisted days like across the desolate Barkly Tablelands
- respect from professional truck drivers
- support from my many “SPOT followers” from around the globe
- manager at Port Fairy YHA suggesting I should join Audax – “they do crazy stuff like that”
- being able to eat anything

The Bad

- heavy, hurty rain near Brisbane all day
- grumpy back packers behind counters in roadhouses
- spray and wipe chip seal roads in the West
- broken spokes
- indexed headset bearings
- riding past regional airports on remote WA coast with over half way still to go
- \$7 pies and \$4 Mars Bars on Nullabor
- Melbourne's Western suburbs traffic at 0600 in the morning
- 8,000m of climbing on the last two days



So, reflecting back on the journey now it all seems like somewhat of a dream. I can't believe I was out there pedalling those distances for all those hours, every day. I never felt unsafe or threatened. I never felt I wouldn't get to the end of the trip. It didn't seem to be a super human effort – just an average bloke with a commitment to succeed and good planning.

Would I do it again? Maybe under different circumstances. It's a huge commitment in time and expense as well as the effect it has on your family left behind. Such a ride takes a bit out of you physically and mentally and it takes a long while to recover. You experience withdrawals when you do get back to normal life and work.

The push for the record means there is never time for sightseeing or relaxing – I only saw the ocean a couple of times.

See all my photos at this website:

<http://s81.photobucket.com/albums/j211/PoiterH/Around%20Oz%202010/>



New Members

Welcome to the following new members to OzHPV.

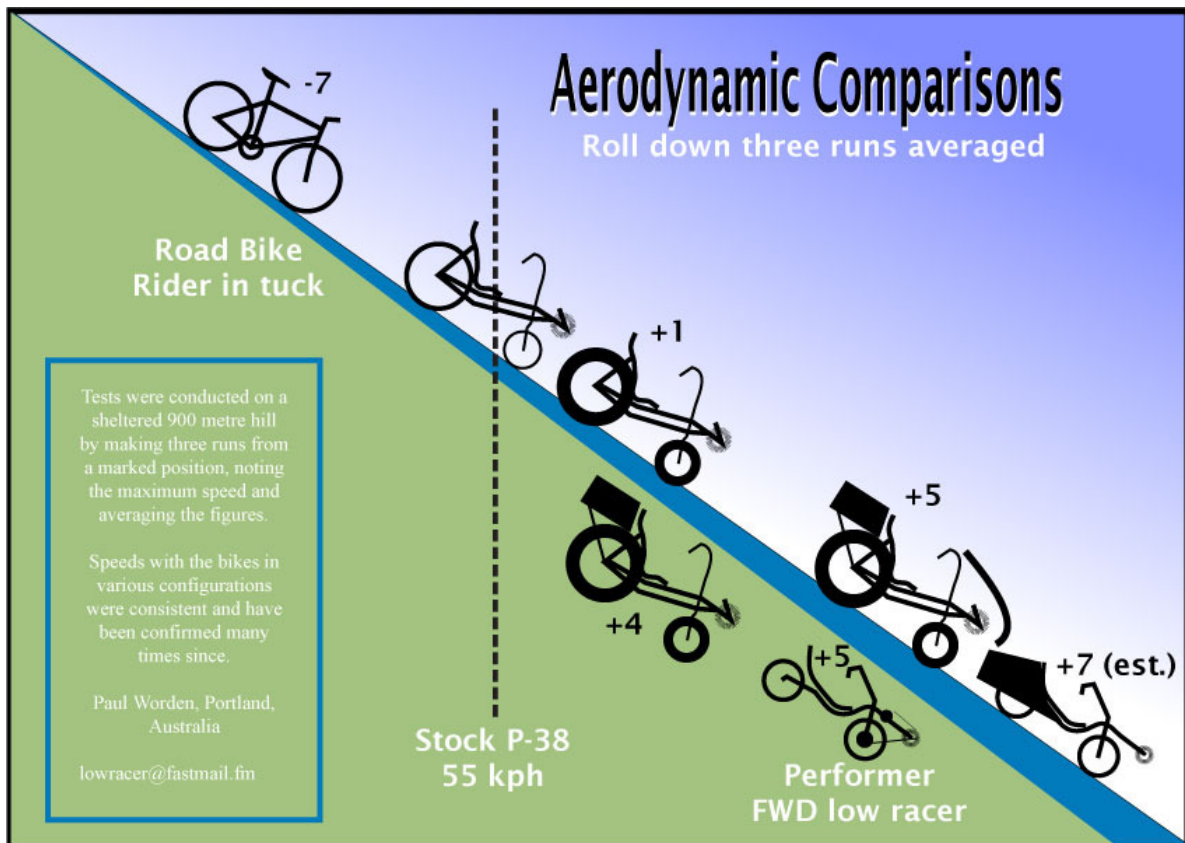
Colin Phillips – Warradale SA
Hugh Wilson – Toowoomba QLD

Current membership for OzHPV sits at 54 including a few Family Memberships.



Roll Down Testing

Our man Portland Paul can't leave his love of statistics and going fast to prove his experience of what makes a faster bike alone and has provide the following graphical diagram for the max speed capacity for his current or past fleet of bikes.



Cycling Forum at "State of Design Festival"- Steve Nurse

This event was held in July at Melbourne's BMW Edge Theatre which is beautiful and modern and looks out over the Yarra River and Botanical Gardens. The event almost filled the theatre despite a \$22.00 entry fee and the attendance was a credit to Melbourne and its cycling public.

The main speaker was "Denmark's Cycling Ambassador", Mikael Colville-Andersen with his presentation "Four Goals for Promoting Urban Cycling". I still don't know what the four goals were so maybe just plain old "Promoting Urban cycling" sums it up better.

We were invited to park our bikes in the theatre and the bikes formed part of the interest and discussion before and after the formal part of the event. There was a tall bike, a Pedersen, a Gazelle Load Bike, a Moulton, a dual suspension bike from Target and one and only one recumbent, mine! Yes that's right it was an eclectic mix.

The main speech was about Copenhagen's and other cities' experiences of how to go about promoting cycling. He called the current cycling revival "Cycling 2.0" and drew some interesting analogies along the way.

Cycling as normal behaviour.

Mikael pointed out that in a society where cycling is integrated into everyday life it is silly to label people as cyclists. We all use a vacuum cleaner but none of us would call ourselves a vacuumcleanerist would we? A vacuum cleaner is a tool we use and it shouldn't and doesn't define us. The same thing should apply for cycling, it should be an absolutely normal and everyday thing for most people.

A to B ism

The transport share in Copenhagen is about 1/3 cycling, 1/3 automobile and 1/3 public transport. To get the "market share" of cycling so high, all the government had to do was make cycling a simple, economical, safe and efficient thing to do. For example, taxes on cars are high and bike traffic has been given good, separated and safe bike lanes which help give cyclists priority. And the reasons Copenhagen cyclists gave for their cycling were

56% "Simply the best and simplest way to travel"

1% "For the Environment"

19% "To improve my health and fitness"

24% "In order to save money"

Mikael called the first reason given here "A to B ism" and used his efficient state run recycling system as an example. He likes using the system (which gets households to separate out batteries, plastics, cardboard) because it's simple, it's good, it works and it's kind of fun. The fact that it's good for the environment and gives a warm fuzzy feeling is secondary.

Health and Costs

Mikael quoted some statistics on the costs to society as opposed to car use. Bike use was benefitting Denmark through

Reduced Absenteeism

Cyclists living longer and being sick less

Less wear and tear on roads when people travel by bike.

Marketing

On the marketing of cycling, Mikael showed some old cycling posters which show cycling as liberating. The car ads of today are like that, they always show cars as safe, enjoyable, non threatening and above all fun. Modern cars have features such as internet access, bluetooth for mobile phones, and Ipod connectivity. One car spruiker went so far as to describe his brand of luxury cars as allowing "personal emotional mobility". Mikael suggested that this guy "connect to the fuXXXXX planet for once". Mikael wants "personal emotional mobility" back as a way to describe cycling.

A panel discussion and question time chaired by Michael Douglas followed, there was discussion about helmet laws (contentious at the moment, see article below) and who funds and builds bike paths. But for some of the time I was content to zone out and read the handout literature and watch the cyclists and pedestrians and skateboarders meander along the Yarra bike paths.

To help sell my book I gave copies to Mick Douglas, Mikael Colville Andersen and a few others. It was an enjoyable and pleasant afternoon.

Here are a few web links:

Forum Website: <http://www.stateofdesign.com.au/events/Design-For-Everyone/melbourne-cycling-forum>

A blogger from Hobart who took a camera with him:

<http://healthytransporthobart.org/2010/07/25/four-goals-for-promoting-urban-cycling-melbourne-july-24th-2010/>

Mikael is a bit of a fashionista and favours fairly plain roadsters for commuting as well as load carrying bikes. He runs this famous website <http://www.copenhagencyclechic.com/>

as well as his bicycle consultancy at <http://www.copenhagenize.eu/>

Helmets and cycle hire scheme in Melbourne with 250 comments:

<http://www.theage.com.au/victoria/helmet-law-makes-nonsense-of-bike-hire-scheme-20100722-10my2.html>

Look Ma, my bike's on the internet: <http://www.stateofdesign.com.au/gallery/Four-Goals-for-Promoting-Urban-Cycling>.

Not to forget the upcoming design competition: <http://www.melbournebikefest.com.au/better-by-bike>



New Tri Sled Velomobile

The Roto Velo is a rotational moulded plastic velomobile being produced by Ben Goodall of Tri Sled. Same process used to produce plastic canoes and wheely-bins..

This project was secret until a few weekends ago and has involved a significant investment by Ben to produce the moulds and associated tooling.

The complete velomobile will weigh somewhere in the vicinity of 23kg and early rider reports suggest it is very fast.



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Next Newsletter

The next HUFF will be produced November 2010.
Please send your contributions to huff@ozhpv.org.au

