

## May 2013 Volume 16 Issue 2 - Number 77

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### From The Editor – Pete Heal

Hello Bent Folks.

Sorry for the delay between HUFF newsletters, but it gets hard pulling together a newsletter from thin air when there are no submissions from members.

Rebecca and Steve have again helped out with articles on recent activities.

We read about recent record attempts conducted by a select team from TriSled at the FORD proving ground.

I'm sure there is a whole lot more going on that members are taking part in and I'd be so happy to get an article or two from some different sources.

I was going to do a long "Pete's Rant" article about the future of OzHPV and where I think it could go if we just got a little organised, but that will have to wait for another day : ).

Membership numbers are running at about 50 at present whilst "non-members" on our various discussion lists run into the hundreds. I often read about non-members going along to OzHPV events and having a great time, but they still remain as non-members. What should we be doing about that? How do we get them more involved with OzHPV?

There is significant interest in recumbents in other capitals away from Melbourne and Canberra and small groups get together for rides and meet-ups. Why can't we engage these people and form small groups of OzHPV and maybe organise some regular activities like rides, gatherings and race days.

It seems Steve Nurse and I knock ourselves out keeping events going. Rob W does his regular Come & Try at St Kilda and the Canberra Mob just keeps doing what it always does, but there is little support from members and you have to wonder if it is all really worth it?

I look forward to a rush of articles from members for the next HUFF due by end of June 2013 to try and catch up again.

Pete [huff@ozhpn.org.au](mailto:huff@ozhpn.org.au)



### World Record Attempts – Easter 2013

After a partially successful 6hr WR attempt by Tim Corbett at the Ford Proving Grounds Constant Speed Track in October 2012, several OzHPV members were given the opportunity to have a ride on the 4.782km oval circuit, as Tim re-attempted the 6hr multi track WR. Ford had given permission for a run to occur on Sunday (31/3) or 1 day either side. With the weather gods doing their part, we agreed 4 days out that Monday April 1 would be go day.

A small team from Trisled turned up at 8 in the morning to officiate whilst Tim C prepared & eventually, started his run. Tim was riding a very low, narrow tadpole trike he had modified extensively since his October attempt. More air inlets, wheel spats on the front wheels, a modified nose and stronger carbon disk wheels. All improvements had been thought through & tested with time spent in the Ford wind tunnel. Tim was confident he could maintain the 57kmh average speed to break the WR which stood at 342km, set by Christian Aschenberg in 2010, whilst he was riding

during his 24hr WR of 1213km. Tim started off with consistent 5 min laps, enabling him to slowly gain about 5km on the record by the 3 hour mark.



**Tim Corbett - Rotating**

Conditions were good, with a light westerly wind crossing the main straights. The track is a 4.8km oval, with 1km straights & 1.4km bends. There is a moderate fall in the track on the home straight, and obviously, a small rise on the back straight. Most riders noted roughly 5-10% speed variations between the 2 straights. The surface is concrete & reasonably smooth, though there were several sections which were a little bumpy. The track is in a very open area, so is susceptible to winds, though on the day, these were light enough for fully faired 2 wheel riding.

Anyway, not long after 3 hours, Tim's lap times began blowing out badly, losing 10-20 seconds per lap. Shortly thereafter, he stopped for a massage & fuel top up, and re-started. However, 2 laps later, he stopped his attempt, with one of his legs unable to continue! Much sadness for Tim & his team of helpers.



**Tim Marquardt squeezes into Whoops**

With conditions holding steady, the Trisled team saddled up & headed out for a few runs: Jeff Nielsen rode for 3 hours, testing several tyres to ascertain the ones with least rolling resistance. Tim Marquardt: (ME!) I had been building a less than perfect 2 wheel speed bike, based on Matt Weaver's Kyle Edge, over the previous months, and I had finally got it finished (the night before!). As with 2 versions before, I named it Whoops. So, just before 5, I set off for a 1 hour ride. I had no illusions of breaking a WR, but I felt the Australian Record of 61.81km was within reach. Whoops



was a very basic RWD design, with vision by periscope. Riding with limited vision was actually not that difficult, unless the road got too bumpy, which was challenging. The added bonus, was that all airflow into the bike was directly on my face, which was great, if a little strong! Anyway, I managed to ride some consistently good laps & break the AR with a total of 62.3km in the hour. The only real concern was the cross wind on the home straight, which required what felt like a massive lean to maintain straight steering. However, after a few laps, you got used to the odd angle!



**Ben Goodall:** Riding his Nitroglycerine 2 wheel speed bike, Ben set off at about 6pm, having the track to himself for about 4 laps. He started very strongly, but an overly tight helmet restricted his breathing & ultimately restricted his ability to maintain his early 70kmh average, ultimately leading to an amazing 65.5km run, braking my 80 minute old AR!



Gareth Hanks: Having broken the trike flying 200m WR at Battle Mountain in September, Gareth was hopeful of breaking the trike solo WR. He set off just before me & punctured. Fortunately, he had enough time to replace the tube & tyre, and set off an hour later. With no balance issues, Gareth

was able to supply full power for his hour, finally reaching 71.5km, a new WR, and an overall AR as well!

Bryce Marquardt: Last to start was my 14yr old baby, Bryce, who had helped me in building Whoops, and had shared plenty of velodrome time in the months leading up to this day. Bryce was, happily for him, almost exactly the same height as me, so we both rode the exact same bike. So, with a push off just before 6pm, Bryce headed out for his first full speed bike ride. I was thrilled: he launched easily & rode away quickly, safely & in a straightish line. About 5 minutes later he came around for the first of his 12 laps, riding with apparent comfort. 6 laps later, a clear cry was issued as he whizzed past: "CAR!!!" Bryce was running out of light, as the periscope loses about 5-10% of reflected light. We had one of the Ford Rangers head out trailing him, lights on full beam, hoping to give him a little more vision. At the end of his next lap, we heard another shout, but could do no more to help. Fortunately, he was able to continue, and despite the limited light, completed a full hours run, clocking 54.8km in the hour, thus creating a WR for U15 riders!

So, all in all, a really successful day: 2 World records & 4 Australian records! (*Unofficial- Ed*)

As a result of the success, it appears that Ford may be willing to allow another session on the track later in 2013 (Oct/Nov). So, if you interested in making & riding a speed bike (which really needs a traffic free large venue) later this year, please let me know ([themargs@netspace.net.au](mailto:themargs@netspace.net.au)) so I can keep you in the loop. I believe we will also be running some flying 200m runs, as well as a 24hr attempt.

Have fun out on the roads.

Tim Marquardt



## 2013 OzHPV Challenge

After a few years at Wodonga the annual OzHPV Challenge may move to Melbourne this year. Steve Nurse writes the following asking for expressions of interest from members willing to assist.

The Geelong series at the Belmont Criterium track last year had a few people along, so maybe the challenge could be held there if there's no enthusiasm for Wodonga. We could try for races on Saturday afternoon and Sunday afternoon with some activities on the Sunday morning. There is one weekend (August 31, September 1) when there is a 50k Audax ride out of Teesdale, 35 k from Geelong). If that were incorporated in the challenge as a race it could make it interesting!

Anyway, just a few ideas, I would like to hold the Challenge again this year, I think we need to maintain at least one or two gatherings each year.

Ok, would like to hear other peoples 50 cents worth

Contact Steve if interested [Steve @ OzHPV](mailto:Steve@OzHPV)



## Way Out West

Rebecca Edwards

So you're thinking of heading to Perth, and you're not sure if you should bring your recumbent or not? Well if you don't have the time to ride it here (it's a great ride across the country, I look forward to doing it again), then at least pack the bent, because when you get here, you will be spoiled for choice.

The powers that be in Perth seem to realise the old adage that if you build it, they will come. While the city may be known for taking their time with things, they are certainly on the ball with building better cycling facilities throughout the greater region. Almost any major public works going on involve a bike path. From freeways to railway lines, to new estates, bike paths are an integrated part of the planning, not just something to win a few green votes. While you can find paths that stagger around trees like a drunken walk home, there are also well planned commuter paths, which are wide, well maintained, and with very few road crossings. Personally I live down the coast, about

80km from Perth itself, but even for me, I can make it into the city on bike paths, and only spend about 1km of that on road. Not bad going if I do say so myself.

Whether it be nice flat touring along the banks of the Swan river, a race along the Mitchell or Kwinana freeways, or even a nice day out doing the Railway Reserves Heritage Trail, you find what you are looking for. A quick internet search for Perth Bike Maps, will direct you to the Department Of Transport, where you can access one of their many highly detailed maps of where to ride. You can also purchase these maps from retailers, if you prefer to have hard copies. However a word of warning, for the cost of these maps, you would get better value buying popcorn at a cinema.

So now that I've tempted you with some of the delights of riding in Perth, how about a few brief rides you can do, which I've experienced for myself?

#### Kings Park.

Kings Park is right on the Western Edge of the city. There are numerous shared paths, and certainly some hills to get the legs pumping. With it's stunning views in and around the park, a day of exploring is easily done, and still leaves you with more to discover.

#### River Loop.

Not a designated bike route as such, but certainly one that can be enjoyed, by combining parts of many of the routes around Perth. From the city, you can cycle clockwise or anti-clockwise, but for now we will go clockwise.

Starting at the Bell Tower, follow the river's edge to the Causeway, or for more of an exploration up to the Graham Farmer Freeway. Cross the river and head along the south bank, past the golf course and Burswood, until you get down to The Causeway. From here you can have a short detour to ride around Heirisson Island, before you continue along the southern edge of the Swan river. From here, it's up and over the Narrows Bridge, before heading back along the northern river edge, to the Bell Tower.

#### Perth to Fremantle.

Heading down to Freo is a must for any Perth visitor. Following closely to the Swan river, along either bank will get you to Freo. From here you can explore the markets, fine eateries, and everything Fremantle has to offer. On the weekend, expect to see a recumbent or two, as this is a popular Sunday ride for many locals.

If the ride to Freo is about your limit, don't forget you can also take your bike on Perth trains, but remember there are time restrictions during the week, so that bikes are not taking up room during peak hours. A handy feature of the Perth trains is the nearby bike paths. Almost all the time you are looking out a train window, you're looking at a bike path. So the train is a great way to go one way, while you cycle the other.

If you're looking for something a bit off road, then the Railway Reserves Heritage Trail is for you. This can be ridden as a 41km loop, but be warned. The path is not sealed, and while fine to ride for the most part, there are a few bumpy bits, and a few very soft bits. It's also recommended you have a good bike light, de to the former train tunnel on this ride.

If you're feeling like a big day out, why not ride this trail, then continue along the bike path to Midland, from where you can either catch the train, or cycle back into the city (and all points beyond).

Finally, if you're looking for a good challenge, why not ride down to Mandurah? Think of it as going Melbourne to Geelong, or Sydney to Wollongong, or Brisbane to the Gold Coast, but on a bike path all the way.

The path follows the freeway, and apart from a short section on a suburban street at Bull Creek, and the nearly completed freeway upgrade at Murdoch, this is a great ride with no interruptions. Once you get past Murdoch, it's a good 50km or more before you cross another road, as the path ducks under freeway on and off ramps. It's wide, well looked after, and clearly sign posted, as are most of the paths in Perth.

So why not get on your bike and head west. By the time you get around to riding all the paths here, they will have made a lot more for you to ride. Regardless of your fitness level, or what you are looking for in a ride, Perth has it on offer, and it keeps offering more and more. Happy recumbenting.



## 2013 Opperman All Day Trial

Steve Nurse

The "Oppy" is an Audax Australia 24 hour ride named in honour of Hubert Opperman and run in every state and territory where there's an Audax long distance cycling club. To complete an Oppy, a group of 3, 4 or 5 riders must ride more than 360k to a particular destination over 24 hours and have their rides recorded on Brevet cards. I was invited to be in the 2013 Victorian Oppy recumbent team "President's Pedallers" and was really glad of it, the whole day was quite an experience. Our team consisted of Simon Watt, Rick Harker, myself and Pete Mathews. Stephen Rowlands was in at the start but had work commitments. Unfortunately, Pete did his back just before the ride and he couldn't take part actively, but supported us when he could. My own back was crook a few weeks previously but I came out of the soreness in time. That was lucky, we were down to the minimum number as it was.



**Hi Tech Steve**

Our route was basically out-and-back from Rochester to Yarrawonga with the Rochester Motel as base.

We all arrived in Rochester Motel ok on the Friday night (the whole place was booked out by ambitious Audaxers), had a good sleep and headed out 8am Saturday at a good pace, 28kph or so without much wind through Echuca and then on to Nathalia for an early lunch or morning tea. Cyclists are always hungry, you just eat when you can and don't call it anything other than welcome. Then on to Katamatite through a little bit of rain.

We were riding in a recumbent pace line on the quiet roads. I don't know if this helps you aerodynamically but morally it certainly does, you can just lead and keep up a certain pace or follow and do the same. Apart from lights, and my bike of course, my sole piece of gizmo was a cheap speedo, which at least it helped me stay at steady speed and not hare off in a wild fit of enthusiasm.

We should have gone left to Yarrawonga at Katamatite but in a series of errors including missed phone calls telling us we were off-track (we had a spot Tracker on Simon's bike which let Pete observe our waywardness from afar) and hilly terrain which left us more than usually separated, we did not turn back for 30k or so! Not terribly happy but we plugged on back to Katamatite (60k detour), visited the General Store and refuelled and then went on to Yarrawonga reaching a Service Station / Convenience Store on the outskirts around dusk.

Some tough riding into the wind back to Katamatite, we were only doing 19kph or so. At Katamatite we stopped and chatted to a lady supporting another team. At that stage "only 45k" to Shepparton and "only 62k" on from Shep to Rochester and sleep.



Late dinner break at Shepparton McDonald's, they have all the food groups for the travelling cyclist, caffeine, fat, carbohydrate, sugar and a cocktail of salts! We spoke to a policeman who was a cyclist himself and of course were immediate best mates. Simon managed to sleep for a few minutes, I managed to shiver for a few minutes and then it was on to Rochester.



***Over the shoulder shot of Simon and Rick crossing into NSW***

Fortunately Rick's GPS was in good order and we managed a direct route back from Shepparton to (at last) Rochester. Riding in the middle of the night was sublime, it wasn't freezing cold, we had a tailwind and could ride without danger in the middle of the wide roads. If I was riding ahead of Rick's blinding front light I could observe the huge shadow of my bike dancing in the trees.

We arrived in Rochester at 4am and were greeted by Peter. I grabbed a cheese sandwich and some milk and headed to bed completely exhausted for 2 hours shut eye. At 6 am the alarm went off and I've never been jolted from a deep sleep so violently. Part of the Oppy rules say you need to do 25k in the last 2 hours and we managed that with a brisk run down to Elmore and back. At the end of 24 hours we had done a lazy 410k, not bad for a few old hacks on recumbent bikes.



***Steve, Simon and Rick at the end.***

The whole thing was by no means easy, and it was only through careful fettling of bikes (in my case tyres, suspension, rear wheel disk) and body (2 x 100k rides in the week before the ride) that I could make it. The hard work is really necessary, if not to make the distance then to make the distance

when something goes wrong. In our case it was a "small" detour, but it could just as easily have been a flat or ripped tyre, mangled derailleur, snapped pedal or other cycling mishap.

The weather was quite kind to us, fairly mild and no rain but a bit windy at times. The week before had been 35 degree days and the week after there were tornadoes right through Katamatite.

I'd highly recommend "The Oppy" as the next step up from an Audax or "Round the Bay in a Day" 200k ride. Riding as a team needs less intestinal fortitude than riding alone and there is a real sense of accomplishment in riding 360k or more in one day. The longest Audax rides are 1000 or 1200k over several days, and the Oppy distance is a good confidence booster leading up to these distances.



## Canberra OzHPV Riders

There has always been strong enthusiasm and membership from ACT and surrounding region riders. A very regular group of blokes (The MOB) gets together every Wednesday morning for a short ride around the suburbs and a long breakfast and chat before work.



Interest from the not so regular riders is variable. One ride organised on a very hot day in January attracted many riders on a variety of bikes and trikes. When a repeat ride was organised a month or so later – no one turned up. Frustrating as hell!

We have a wonderful criterium track at Stromlo that can be booked for race afternoons or full weekends. Again interest wains and the last time I tried to organise something out there I was embarrassed when only two riders turned up.

The Wednesday regulars ride longer distances together on weekends and recently completed a Mini-Oppy of about 191kms out of Canberra.





**Beware of Large Black Lizards in  
Canberra**



## **OzHPV Committee**

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## **Next Newsletter**

The next HUFF will be produced end June 2013.  
Please send your contributions to [huff@ozhpv.org.au](mailto:huff@ozhpv.org.au)

