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From The Editor – Pete Heal

Hello Bent Folks.

Seems I got the Editor and Webmaster job again by default at the Annual General Meeting back in November as the positions weren't put to the meeting for a vote!

If anyone has a crushing urge to take on the positions, please contact me or the Secretary.

It's been a while since the last HUFF and I apologise for that, but there hasn't been a lot to report. So here's the first for 2014.

Pete huff@ozhvp.org.au



OZHPV "Gathering of the Clans" – Saturday 30th November & Sunday 1st December 2013.

The AGM and Gathering was a very successful weekend with many riders making the trip and having an enjoyable weekend of riding, eating and exchanging bent talk. Details of the AGM outcome are presented later in this HUFF.

The weekend had several long rides, some short rides a couple of trips to the club.



How many recumbent riders does it take to change a tube on a Roadie?

Rick Willoughby kindly brought two of his pedal powered boats up which riders were keen to try out on the broad Murray River.



Bike Lights for Long Distance Riding

By Stephen Nurse

A few years ago, I started a 1000k Audax ride and for various reasons (mainly heat and hills) didn't finish. At that time my bike had good lights (3 bright, fully rechargeable Cygolites) but not the sort of lights preferred for long distance Audax, which has riders completing 360k per day for several days straight.

Imagine waltzing in to a bunk room at 4 in the morning, hungry and dead tired. Which scenario would you rather face?

- You need to charge your battery lights, this means bringing your charger and lights into the bunkroom, recharging them for long enough, and remembering them when you leave.
- Your bike has high efficiency dynamo lights and you don't need to do anything special about the bike lights.

Yep, most would reckon the second setup is a bit better!

During last year, I'd ridden in a long overnight ride and seen Rick Harker's brilliant dynamo lights in action, and also gathered some information about dynamo brands through various bulletin boards.

In December, with another (most definitely flatter and hopefully cooler) long distance ride looming, I started out getting my dynamo lights together. This took several leaps of faith.

- Buy in a dynamo hub from Shutter Precision in Taiwan, through an ebay company in America. SP make hubs to suit different wheel diameters, with the hubs for small wheels producing less voltage for a given RPM than the big wheel models. The right hub arrived but without instructions, skewer, a warranty or even much of a description. I complained to the seller in the states, they said they would "bring the matter up with SP".
- Have the hub built into a wheel. You need to choose the number of spokes in your wheel when you buy the hub. For 406 / BMX wheels the most common spoke count is 36 and my hub was a 28. Abbotsford Cycles didn't have a problem finding a 28 hole rim though. The spoke count is

worth checking out beforehand, and this applies to any hub you want to have built up into a wheel!

- Build the wheel into the bike, no real problems but I had to rework the skewer to suit the 70mm narrow hub I'd bought.
- Buy a dynamo light and wire it in. I bought a Lumotec IQ CYO light and wired in a DC to USB converter as well. (The converter was left over from a bottle dynamo light set. Peter Matthews recommended a USB2BYK). This means the hub can be used to recharge my phone or USB rechargeable lights. On longer rides, lots of Audax riders use GPS units to navigate but I'm not one of them yet. Initially I was confused as to where the light should go but an internet image search showed one at the top of the fork crown. This didn't suit my bike and I ended up using the steerer bolt to attach the light. Although there's no need for a junction box at all, I put all the wiring connections in a small box from Jaycar.
- Test it out. Yes, it all seems to work. The hub has slight resistance when the light is on and much less when its off. The light is bright enough to ride on a dark bike path at night, and it has a capacitor which works for a few minutes to keep the light going when stopped. There are a couple of extra leads from the light and these are for the rear light, so it can share the controls from the front light. As well it has an automatic, light sensitive setting so you can just set and forget if you want. This makes the light go on in tunnels during the daytime, a very handy feature.



So a setup like this will cost between \$200 and \$400. If you want to end up paying the least, buy the light online and do your own wheelbuilding!

Another option for lights would be just to rely on a DC to USB recharger and keep one of a pair of battery lights on the charger and while the other is in use. Probably not as simple as using a dedicated dynamo light!



In Germany all bikes except for racing, mountain and kids bikes must have lighting, and the rules even go into how bright the front lights must be. Sounds like a pedantic rule but it helps keep some of the best bike light brands in the world (like Son / Busch and Mueller) manufacturing in Germany. Maybe Australia could outlaw upright bicycles and we would become a manufacturing powerhouse for recumbents!

Steve Nurse with thanks to Pete Heal, Simon Watt and Peter Matthews who've advised me on bike lights and Audax riding in general.

Regards

Steve Nurse



AUDAX Murray 1200 - April 2014

Pete Heal

Steve Nurse and his new dynamo bike lights achieved a milestone in April by completing his first 1,200km Audax ride within the time limit of 90 hours.

The group he was riding with were impressed by his bike and it soon got a nickname of "The Improbability Machine" inferring to its chance of finishing was improbable I think.

Well done Steve!





Easter Speed Record Attempts

Pete Heal

Once again the kind people at Ford Test Track in the You Yangs near Geelong mad the track available to speed enthusiasts and OzHPV during the Easter period when it is not used for other commercial activities.

There was a lot of tooting and froing leading up to Easter and several members of the Committee spent a lot of time dealing with administrative issues to make it happen.

It should be pointed out that Ford made the track available to OzHPV Inc. not any individual or commercial entity.

So, now I would like to be able to report the full details and list the riders that took part, but there has been no report back to the OzHPV Committee whatsoever!

This week I received a newsletter from Trisled where there was an article about how the Trisled team had some runs at the Ford facility over Easter and various Trisled people got to ride new bikes, etc. Not one mention of OzHPV, the organising association...

In future the OzHPV Committee will be looking very closely at the benefits of providing its insurance and other administrative functions to supporting speed events at closed circuits like Ford where it is clearly for the benefit of another entity or commercial business.



Claiming Australian Records

Peter Heal

OzHPV Inc. is an affiliated member association with the World Human Power Vehicle Association. It has no affiliation whatsoever with the North American based IHPVA. You'll have to go and Google the "bad blood" between WHPVA and IHPVA.

Any HPV records being claimed as "Australian Records" have to go through a process and follow rules set down by OzHPV Inc.

The rules are on the OzHPV website.

In particular, persons attempting any Australian records must contact the OzHPV committee at least a month before their attempt providing full details of the attempt and location etc.

Equally, for a record to be ratified by OzHPV for Australian records and subsequently WHPVA if it is a World Record, full details must be provided within a reasonable time to the OzHPV Committee.



Marky D Does the Nullarbor

By Pete Heal

Sydneysider Mark Doble recently rode his Green Bean Rotovelo from Perth to Sydney via Melbourne. He's claiming to be the first Rotovelo Velomobile crossing and it took him around 48 days all up. There have been other Velomobile crossings..

I caught up with him when he rode through Canberra.

Read more about Mark's Big trip here.

<http://rvvelonaut.blogspot.com.au/>

We had cake.



2014 OzHPV Challenge Plans – 27th & 28th September, 2104

The OzHPV Challenge for 2014 looks set to go to a new venue at Corryong Victoria. The provisional dates 27th & 28th September 2014.

Steve Nurse has been negotiating with the local council and it looks like we may be able to use the Corryong airstrip for speed runs on one day and a closed road loop for other events.

With the declining participation at recent Challenges over recent years, it is important that we get a good response from members and others to actually commit to coming to the Challenge.

David Cox, the OzHPV Secretary has asked members to show their intention to attend the proposed event by sending him an email at secretary@ozhvp.org.au

Steve Nurse would dearly love to get offers of assistance with organising the event as well steve@ozhvp.org.au



Pete's Adventures for 2014

So, that's another HUFF done. Was going to have a rant about the future of OzHPV but will save that for some other time.

Now I'm off to Japan this afternoon for 6 weeks to do some touring and an Audax 1200km across Hokkaido and back. Also visiting Nagano and Kyoto.

Taking a new bike I built for travel and an ill-fated attempt to compete in the 2014 Trans Am Bike Race.

It's loosely based on a cast off RaptoBike frame to which I have grafted some of my carbon fibre trickery. More pictures of this bike at my [Photobucket page](#) if interested.

<http://s81.photobucket.com/user/PoiterH/library/Petes%20Bikes/Rapto%20Bike>



If you feel the need for some armchair stalking, my SPOT tracker will be coming along and the link is here <https://spotwalla.com/tripViewer.php?id=86fb52b527cc210ab>

PS: I retired in November 2013



2013 Annual General Meeting Outcome

The new OzHPV Committee is listed below.

Minutes from the meeting are on the OzHPV website at this link if you wish to read them.

<http://www.ozhvp.org.au/docs/MinutesOzHPVAGM2014.pdf>



OzHPV Committee 2013-2014

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Next Newsletter

The next HUFF will be produced end August 2015.

Please send your contributions to huff@ozhvp.org.au



OzHPV On Facebook

Yep, that's right.

OzHPV Members can now get up to date info on Facebook in this [Group](#)