

HUFF

Head Up and Feet First



OzHPV can be found at www.ozhvp.org.au, or contacted by mail at OzHPV Inc, c/o 49 Banksia Crescent, Hoppers Crossing VIC 3029

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From The Editor – Pete Heal

So, things have been a bit slow for OzHPV since the last newsletter. My retirement activities have involved some overseas travel and riding to Japan and several silly long Audax rides in Japan, Perth and the Mallee. I've included a few words and pictures from those rides in this HUFF edition.

In this issue Steve brings us detailed report on the OzHPV Challenge held in September at Tallangatta.

Pete huff@ozhvp.org.au



OZHPV “Gathering of the Clans” & AGM Friday 28th November to Sunday 30th November 2014.

Following last year's successful AGM and Gathering it's been decided to do it all again at the end of November.

The venue for the 2014 Gathering will be Lake Hume Tourist Park, just out of Albury NSW. The Park offers lots of accommodation options such as cabins, van and tent sites. There is an IBIS Hotel nearby for the real softies.

There are some great rides in the area both around the Lake Hume and along the Murray River valley and exploring the paths around Albury and Wodonga.



You can come early for some riding on the Friday or just come for Saturday and Sunday.

Make your own accommodation bookings with the nice people at the Lake Hume Tourist Park.

They can be contacted as follows:
Lake Hume Tourist Park
37 Murray Street,
Lake Hume Village, NSW
PH: 02 6049 8100 Fax: 02 6049 8110
stay@lakehumetouristpark.com.au
www.lakehumetouristpark.com.au



2014 OzHPV Annual General Meeting

The 2014 OzHPV Annual General meeting will be held on Saturday 29th November 2014 at the Lake Hume Tourist Park at approximately 6:00pm.

The meeting will receive reports from President, Secretary and Treasurer relating to activities and finances for the year just gone.

The meeting will also need to elect the new OzHPV Committee for the 2014-2015 year.

Our President has served his two years so that position is open to a new person.
The Treasurer has advised he will not be seeking to serve another term.
Other positions to be elected or reaffirmed are: Secretary and General Committee.

Please give some thought to getting more involved.

Nominations for positions will be accepted by the Secretary up until the time of the meeting.
secretary@ozhpn.org.au



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

By Steve Nurse.

This year the OzHPV Challenge moved from Wodonga to Corryong in the Upper Murray in Northeast Victoria. Corryong is a nice, quiet town, well off the track and full of very friendly people. There is great quiet bike riding on the roads but beware the magpies! Thankfully helmets do a good job of preventing any actual injury, but George, myself and others were swooped.

Saturday's races were at Corryong Airport on AFL Grand Final day. We had great weather and ran the Criterium, Shopping, Runway Road and Sprint races. In the evening most of the crew went to one of the local pubs where Christine Nurse ran a trivia challenge. There was a birthday party at a neighbouring table, they had too much cake and offered us all a slice as they were leaving.

There were 2 races on the Sunday, and they were a 20k road race with a timed "special stage" which was a couple of hundred metre downhill stretch. There was very little equipment involved (2 stop watches).

We all started the longer race at the same time and George drove ahead to Marshall at the turnaround point. Lloyd, Graham and Andrew were ahead of me and Damian and Aki a bit behind. Aki was last over the line but it was a very good effort for him, he had never ridden over 20k on the bike before. Everything was over by about 11am including the presentations.

Now (drum roll please) for the results. See – Attachment (Ed)

Attendance at this year's Challenge was small but everybody who came enjoyed themselves, with good company, good weather and spectacular scenery all helping. I think I've done my dash as the main challenge organiser for a few years but long may the Challenge grow and prosper. Its up to you to turn up!
steve@ozhpn.org.au



A view of Upper Murray



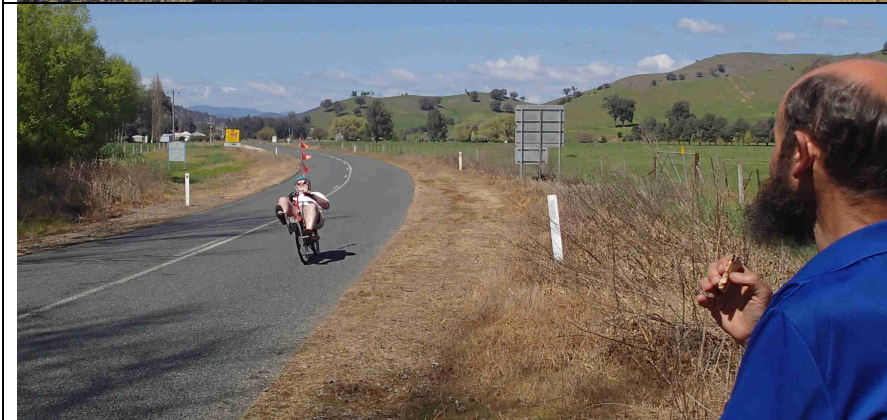
Aki Kubota



Andrew Stewart – Proud Winner



Andrew's Performer Bike



Damian finishing the Road Race



Graham before the Criterium



Graham, George, Lloyd



Lloyd at start of the road race



Officials at road race



Pub night



Setting up the timing gear

	<p>Steve at Road Race start</p>
	<p>Touring to Towong</p>



OzHPV Website and “For Sales”

By Pete Heal

The OzHPV Website struggles a bit with some funky formatting software and lack of regular updates.

There is some good news for the website.

Andrew Stewart has enlisted the skills of his young son to develop a new format for the website which looks very good indeed and should address the issues we have at present.

On the “For Sales” page, this is a very popular page with visitors and sellers achieve good results. It’s funny how many non-members are quick to post links to new for sale listings to the various web forums they lurk on.

Just another community service form the good people (members) of OzHPV Inc.

Some of the bikes and gear that has changed hands via the OzHPV For Sales in the last 12 months includes:

- Lightning P38 recumbent
- Greenspeed Pocket Trike

- Catrike Trail
- OptimaSWB Bike
- Linear LWB – give away
- Trisled Rotovelo
- Challenge Hurricane
- Greenspeed GTT Tandem Trike
- Catbike Mushashi
- M5 SWB Bike and Luggage bags
- Cruzbike FWD
- Various Ventisit seat pads ☺

Members can use the For Sale Page for free and it's obviously quite successful. Contact webmaster@ozhpn.org.au to include your advertisement.



Pete's Adventures for 2014

By Pete Heal

I mentioned my big plans in Japan for 2014 in the last HUFF and invited you to come along via your computer screen and my SPOT Tracker.



6 weeks in Japan between July and August was fantastic. What a wonderful place for cycling Japan is. Hokkaido especially was fantastic. The roads were great and the scenery marvellous. Cars and trucks are limited to 50kmh on most roads and sometimes get to 70 or 80kmh on highways and these are both small in size compared to the huge cars and trucks driven in Australia. Motorists in their cute little "Cube" vans will cautiously slow and pass by you with too much room, sometimes bowing as they do. Motorists have a different attitude and will look out for the little guy in Japan.

Having minimal Japanese language skills is half the fun and no reason to not visit. I recommend the approach of travelling light and using cheap hotels or youth hostels. Take a bike that bundles up in a bag quickly that you are not so worried about. Don't get stuck in the big cities and tourist points.

There is just so much interesting stuff up any road in Japan.



Unfortunately the big event I actually went to Hokkaido for – the Audax Japan Hokkaido 1200 – was smashed by a tropical monsoon at the midway turn around point and the organisers had no option but to cancel the event, leaving 150 very wet cyclists to make their own way back to Sapporo.

Oh well, I had a great time on Hokkaido and the bent was no trouble on the Hokkaido island to other road users or in use. Touring on a trike there would be no problem other than flying there with it.



OzHPV Committee 2013-2014

President – George Durbridge,
Secretary – David Cox,
Treasurer – Ken Smith
Committee – Steve Nurse
Public Officer – Andrew Stewart
Webmaster – Peter Heal,
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Next Newsletter

The next HUFF will be produced end December 2015.

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

IS THE VELOCAR A BICYCLE?

A. C. DAVISON

Suggests It Is—

—And Explains Why

THIS is not a joke nor a quibble, but a question that will, probably quite soon, have to be answered definitely by the N.C.U.

The simplest and probably quite satisfactory way would be to accept the new machine for what it actually is, a bicycle, and let the older type look out for itself as the other older types have had to. If it does not live up to its reputation, riders will soon cease to try for records and no harm will be done; if it does prove speedier the public, who are the final arbiters, will call it a bicycle whether the legislators approve or not, and will go to see it ridden.

It would probably be necessary, in view of present attempts, to add "enclosed" to some performances, but it is highly improbable that this vogue will continue for long. The attempt by the Southern R.R.A. to boycott the velocar by stipulating that machines must be substantially of the pattern used in 1933 was absurd. Carried out strictly, it would have meant an end to improvement, and, if not carried out strictly, a new definition would have had to be made every year and then by slow degrees a change to the new form after all might have resulted.

Finding a Name.

The inventor of the Velocar seems to have been more successful in making a machine than in finding a name for it. "Velocar," presumably derived from Latin, *velox velocis*, swift, and low, Latin *carra*, a wheeled vehicle, would have been more appropriate to an early motor vehicle. Going back to accepted names for the bicycle, the first seems to have been "dandy-horse," the two-wheeled arrangement propelled by pushing the ground with the feet. This probably arose from it being taken up by the young "bloods" or "dandies" of the day. Following came "velocipede," from Latin, *velox velocis*, swift, and *pes. pedis*, a foot, quite a good name but rather lengthy. With the fitting of pedals the name continued to be used with a new alternative, "bicycle," derived from Latin *bis, bi*, twice, and Greek *kyklos*, a wheel, with the obvious alteration of the prefix to Greek, *tri*, three, in the case of the three-wheeler.

Mr. Otto, the inventor of the machine with two wheels only, placed side by side, faced with the difficulty of differentiating from the bicycle with wheels in line, called his machine a "di-cycle," taking the prefix from the Greek *dia*, double or through. All these names are good, and the description and the distinction required by

the arrival of the engine-propelled machine was easily overcome by prefixing "motor." It is not easy to suggest an acceptable word in English that would differentiate the new machine from the existing type. "Horizontal bicycle" and "recumbent bicycle" are too long for everyday use. In French it would be much easier. The present bicycle is known as the "bicyclette," and the alteration of the preax to *bas*, low, would give "bas-

bicycle, and we should have to find another name to refer to the present machine, as had to be done with the "ordinary," which was never known by that name until its supremacy was challenged by the coming of the "safety," sometimes, at the time, described by a rider of the tall machine who had been beaten in a scrap as "the bally beetle." It does look like filling a niche where speed, and speed alone, counts, and it must be kept in



Past, present—and future? An "ordinary," a "safety" and a velocar on Herne Hill track.

cyclette" as a general term, with perhaps "basbicyclette" and "bastricyclette" for the low two and three-wheeler.

To just translate these into "low-bicycle" and "low-tricycle" is not very satisfactory from either the point of euphony or brevity, and rather suggests the prompt alteration by the public into the horrible, harsh, slang abbreviation "bike." "Low-bike" and "low-trike" would certainly describe the machine, but from such description may heaven preserve us.

If the new machine was likely to supersede the present one entirely there would be no need to do anything; it would simply become "the"

mind that this is one of the fetishes of the day, and races over the distances at which the older and newer type proved to be about equal would be worth going to see.

Progress is irresistible, and the best way, to my mind, to deal with the present suggestion of it would be to hurry up and build some machines and leave them to work out their own salvation. If they contain the germs of an improvement the sooner we find it the better; if they do not, the sooner we find it out and scrap the idea the sooner we shall be ready for the next attempt. The bicycle is still far from finality.

2014 OzHPV Challenge Results

		Criterion	Tarmac Race	Giant Slalom	Shopping Race				Airport Sprint		Sunday Sprint	Sunday Time Trial				Total	Max	Adjusted	Place	
Name	Vehicle	#	#	#	Time	Penalty	Total	#	Time	KPH	#	#	M	S	KPH	#				#
Andrew Stewart	Performer Lowracer	1	1	2	105	5	110	3	15.4	46.91	1	1	32	20	35.26	1	10	3	7	1
Stephen Nurse	iLean Trike	4	3	3	82	5	87	1	19.3	37.27	4	4	47	40	23.92	4	23	4	19	3
Damian Harkin	Challenge Hurricane	5	5	1	56	40	96	2	20.2	35.59	5	2	58	19	19.55	5	25	5	20	4
Lloyd Charter	Trike #7 Homebuilt	3	4	6	130	0	130	5	19.4	37.13	3	4	46	36	24.46	3	28	6	22	5
Graham Signiorini	Optima Baron Lowracer	2	2	3	115	0	115	4	17.9	40.31	2	3	35	16	32.33	2	18	4	14	2
Aki Kubota	Fwd Recumbent bike	6	6	5	152	0	152	6	23.8	30.21	6	6	60	6	18.97	6	41	6	35	6