

March 2016 Volume 19 Issue 1 - Number 85

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Rest in Peace Paul Worden

President's Bit (Peter Heal)

It's distressing to once again open the HUFF newsletter with a report of one of our well-known members passing away. Paul Worden from Portland Victoria died on Easter Sunday whilst on a bike ride with his wife and friends riding his ruby red M5 highracer. There were no other vehicles involved. A coroner's report is expected to reveal the cause.

For those who didn't know Paul so well, he was a keen cyclist into his seventies, but still able to "make the Roadies hurt" which he did on a regular basis. His quest for speed and efficiency became somewhat of an obsession as he upgraded his "steed" from a trike to a Lightning P38 to a couple of low racers, to a Metaphysic and currently the M5 Carbon. I had regular communication with Paul often exchanging several emails a day discussing all aspects of recumbentness.

Paul overcame his septegenariasim, asthma, prostate problems and other health issues to be a very fit and fast rider. The times he did join an OzHPV Rally rides, he was usually off the front of the group going hell for leather into the distance. Paul was well respected in various HPV circles, a frequent poster and comment maker on Bent Rider On-Line forums.

His passing is very sad. His wife Val has joined some OzHPV rides and no doubt will be devastated by her loss. Our thoughts go out to her.

There are several very important lessons Paul's constant research and testing will teach us about going fast on a recumbent summarised by me as follows:

- Frame flex is bad
- Two wheels are fastest
- Big wheels are fastest
- Heavy sucks
- Stuff stuck out in the wind sucks

The day before Paul passed away, he was very excited about the extra speed provided by his new M5 tailbox and penned the following Haiku poem on Facebook. Nuffsaid.

A hunting we will go, because the roadies are slow.....

I wonder if I can make a haiku.....there's a first time for everything except the second time for anything.

The bike is sculpture
swiftly parting the autumn air
with little effort.

From The Editor – Stephen Nurse

We've had a small but steady trickle of contributions for this issue - as always we encourage you to get out there and ride, then send in the photos and stories to us. It's great to see regular Sydney rides start up again thanks to Dome Deli. Keep up the good work. Regards!



Dome Deli and Rob Leviston in Lal - Lal near Ballarat, Vic

Ride Report for OzHPV Howlong Bakery Ride 3-Jan-16: Richard Ferris

A cool, humid morning with an overcast sky greeted riders as they arrived at Howlong Bakery for the inaugural OzHPV Howlong Bakery Ride on Sunday 3-Jan-16. Being predominantly flat, the course is recumbent friendly as it travels anti-clockwise through Rutherglen, Chiltern and Barnawartha on quiet country roads, taking in scenic vistas of local farmlands, wineries and the Mt Pilot ranges.

8am and we're off, heading out of Howlong to the bemusement of some locals out getting their morning paper, milk & loaf of bread. The first 10km or so has a few gentle rolling hills but after that it's flat all the way into Rutherglen. Add to that mix a stonking tailwind and you end up with a very fast average speed and happy, smiling recumbenteers. Riders were certainly looking forward to the first planned stop at the Rutherglen Bakery, choc full of goodies loaded with caffeine and sugar, as unfortunately, the Howlong Bakery wasn't open for business prior to our departure.

Some time later, it was time to continue the morning's journey, leaving Rutherglen on the main Rutherglen-Chiltern Rd. The first half of this section runs past local grazing land, while the last half includes a few hills through sections of the Chiltern-Mt Pilot National Park. Fully fuelled, riders

headed off into what was now a fairly stiff cross-headwind. Temperatures were still cool but starting to rise which added to the humidity. The local Rutherglen bunch was encountered 3km out as it rode past fairly rapidly on its way into Rutherglen, most probably heading for the bakery. Few cars were encountered which added to the enjoyment of this section of the ride, as did the fast descents down the hills leading into Chiltern.

Chiltern Bakery was now a sight for sore eyes and tired legs, sapped dry from the efforts of climbing the hills into town. The bakery caters very nicely for cyclists, with several bike racks outside and a full puncture repair kit sitting inside. Not to mention all that yummy goodness in the form of coffee, pasties and chocolate hedgehogs. Being closer to 10.30am, Chiltern was slightly busier than Rutherglen but the local motorists gave plenty of room and seemed quite amused (bemused?) to see such wonderful machines passing through their town.

The next section of the ride headed for Barnawartha on the route of the Old Hume Hwy. Tree-lined, this road is absolutely fantabulous to ride on. The first 2km is steadily uphill, but the remaining 7km is all slightly downhill, making for an effortless and very scenic ride. There were signs of a small bushfire about 2km from Barnawartha, with evidence of fires reaching up to the verandahs of some houses. Yikes! The decision was made to continue riding through Barny, turning left at the roundabout onto the recently sealed Soldier's Rd. This now offers a more scenic and less-trafficked route between Barnawartha and Howlong compared to Gooramadda Rd, which is frequented by grain and cattle trucks, caravaners and the odd bogan ute driver - sweet mate!

The final run back into Howlong along Chiltern-Howlong Rd is reasonably flat and ended up being fairly uneventful. Back before 12 noon, all who rode the inaugural OzHPV Howlong Bakery Ride really enjoyed riding the course and look forward to the next edition of this classic ride!

Kervelo bikes and trikes by Steve Nurse

One of the exciting things about Human Powered Vehicles is that things keep changing and new designers pop up when you least expect them. One such designer is Marc le Borgne from Norway who has rearranged the standard layout for the Pinion gearbox by replacing the chainring with an entire front wheel and mounted the gearbox on the front forks. This puts almost all of the mechanical complexity of the cycle inside the front hub which is fully sealed against mud, slush, snow and other assorted muck. The Pinion Gearbox has several versions and the one with the largest output range gives a 636% range over 16 gears (a 600% range over over 12 gears and other options are available) , which compares with the Rohloff Hub Gear's 526% range over 14 gears.

Marc has made several bike and leaning trike variations of the cycle and is now offering production versions. For the moment the vehicles look more "town bike" than "speed demon" and it will be interesting to see what happens as things progress (continued next page).



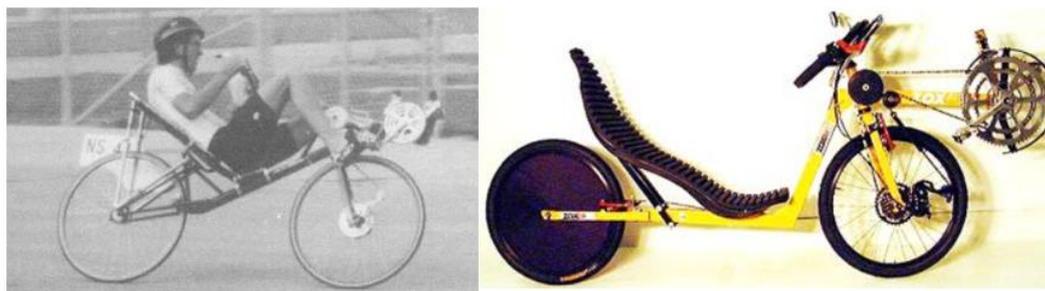
Kervelo cycles: Latest Bike, Prototype leaning trike using Vuong mechanism, Latest leaning trike

The original geared hub front wheel drive bikes were the 1893 Crypto-Bantam planetary drive safety bikes. The design was revived in recumbent form by Dirck Hartmann in 1987 and in 1999 Thomas Kretchmer built prototype bicycles and started designing a wide ranging multispeed gearbox which would work in the front wheel drive geared hub context. Other designers are making HPV's with this layout as well and this includes Canadian "Velotegra" designer Jeremy Garnet. He is designing a propriety gearbox for his machine using new, mind boggling planetary bevel gear technology. A number of designers have speculated on the form of the back of the bike of this sort of design including, John Stegman (South Africa) and Alexander Vittouris. Vittouris's bamboo velomobile even made the Melbourne papers.



Experimental front hub recumbents from Thomas Kretchmer, Velotegra and Alexander Vittouris.

Changing the context of existing bike parts has been going on in the recumbent bike world for years. This happens as experiments when new bike types are tried, then later becomes standard. An example is Jon Lebsack's front wheel drive technology which was documented in the early 1990's becoming standard on Zoxs, Raptobikes and Performers.

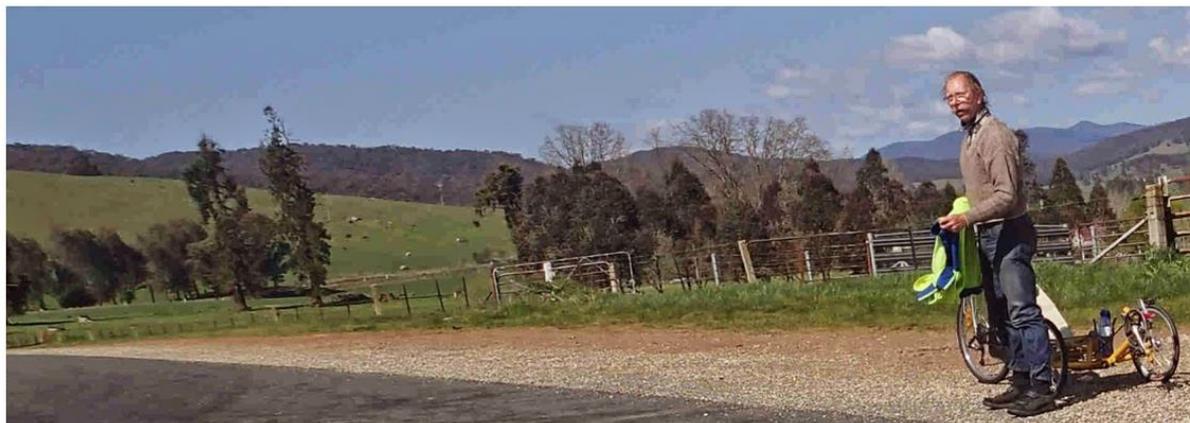


Trial derailleur mount of the early 1990's is in production cycles today: Bikes by Jon Lebsack and Zox

References

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- <http://pinion.eu/en/products/>
- <http://velotegra.com/wordpress1/research/history/>
- <http://www.kervelo-bike.com/>

Lost and Found by Lloyd Charter



Lloyd and the trike, OzHpv Challenge 2014

A short story about a lost trike (my 20/26 #7 build). A young fellow I know took a liking to the last trike I built about 2 years ago and asked about a taking it for a ride, I told him there is another trike for sale also. So he takes the other trike for a ride and then my machine and then he tells me he likes mine better. Ok so he goes for a local trip with our local Albury trike group and handles it ok and asks if he can take a trip to see a couple of relatives in Wangaratta and borrows a set of panniers (I have his address, phone no. etc.). But he left Wodonga late afternoon and got as far as Barnawatha truck stop on the highway and got 2 flat tyres on the front !!!.

Four or so days later and I can't raise him on the mobile but left a message. I find him at home and we go for a drive to where he left it on the side of the road amongst some small trees, but it would have been easy to see as its bright yellow, no trike. So a couple or so weeks go by checking newspapers and notifying NSW and VIC police leaving photo and details, then on a Friday the local newspaper rings me to get a story with a photo of me and the trike information. On Monday I get a call from the Victoria police to say it's been found in Wangaratta, at the road repair depot.

The road crew saw the trike in amongst the small trees and figured they should pick it up and put it in their depot to keep it safe (!) and notified the Wodonga police who rang me. I picked the trike up Tuesday arvo after calling into the station in the morning with the ride group. It seems the young fella had trouble fixing flats and run out of patches and gave up. He then walked back to Wodonga (15km) his phone went flat too!!!!. He was stuffed when he got there in the dark.

But at least I got it back, I decided it wasn't for sale after all, it's handy having a spare which is 10kg lighter than my #3 also the other trike he tried is now used occasionally as well.

Live and learn!

Lloyd Charter Albury. Cheers

Travel bike "Ikara" in New Zealand by Ivan Kuljis



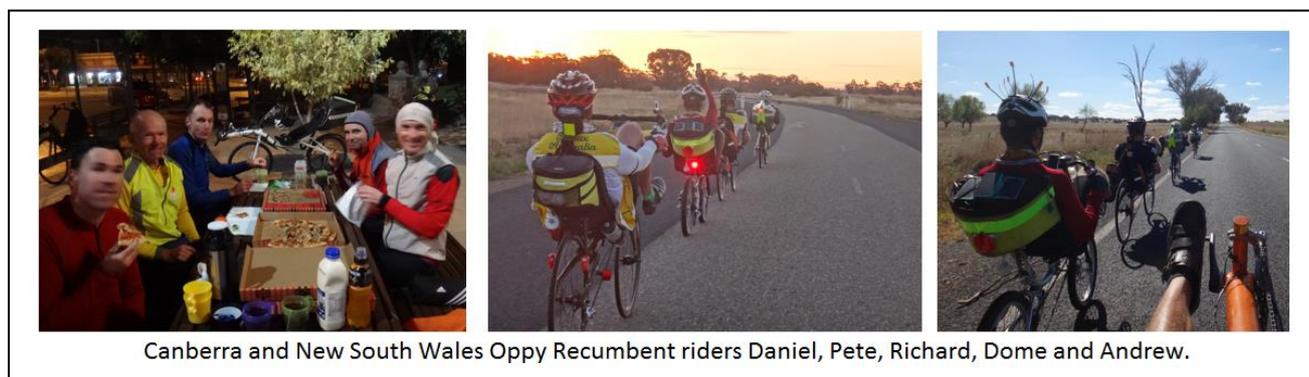
Ivan Kuljis' travel bike: it pulls apart with and S & S coupling just in front of the bottom bracket, with the Darebin Bug Group in Otago, NZ

Ivan Kuljis and members of the Darebin Bug rode the Central Otago Trail in New Zealand last December, covering around 200kms during a 10 day stay in beautiful country. He declares the group "Lords and Ladies of the Chainrings". Ivan took a new travel bike made by Paul Sims of Greenspeed fame.

Reference

<http://www.sandsmachine.com/>

OzHpv riders in Audax Oppy ride.



Canberra and New South Wales Oppy Recumbent riders Daniel, Pete, Richard, Dome and Andrew.

The weekend of March 16 was the running of the Audax "Oppy" (or Fleche - Opperman All Day Trial to be more correct). This event has teams of 3-5 riders complete a ride of over 360km over 24hours to end at a country-town destination. Silly as 360k in a day may sound, some ride groups attempt and achieve more than this, indeed the record distances for the event are hotly and even semi professionally contested.

As far as recumbents go, this year saw team BoB ride from Canberra to Wagga Wagga in New South Wales, and the Victorian team Laid Back complete a loop west of Geelong. Meanwhile on racing bikes, team Five Abreast completed 613km and broke the Women's Team Record, riding from Horsham to Wagga Wagga, and Team Brevet completed 800km from Warrnambool to Wagga Wagga. Both these teams had significant support and good planning and luck meant they had tailwinds most of the way. "Jessy Vee" took excellent photos of the Women's team and these are available on Instagram, https://www.instagram.com/jessy_vee/. Detailed reports from the recumbent groups follow.

Team BoB by Dome Deli.



Blokes on Bents with support Crew Ruby and Cecilie

"Blokes on Bents" aka Men in Tights - Team of 5 - contestants in no particular order (Daniel Oakman DO, Pete Heal PH, Richard Ferris RF, Andrew Johnson AJ, and Dome Deli DD) Support Crew (Ruby Redcar RR and Cecilie CO).

We all met up at a local cafe in Canberra at 0800 on Sat 19th March to discuss the game plan for the next 24hours. It wasn't a race, but we wanted to get to Junee (310km away, cabins booked at local caravan park) to get as much sleep as we could before our final 50km descent into Wagga. We set off at 0900 & within a few kms PH broke a front spoke! Not to worry, he was able to continue on to Yass with a wobbly wheel where he replaced the spoke & all was good.

This was the only mechanical we had for the trip, no punctures to be found! We pushed on to Boorowa (122km mark, our first checkpoint) We refueled at the local bakery & pushed on. Weather was perfect, low 20s, little wind, great rolling countryside. We arrived at Young at 1700 (170km mark, checkpoint#2) refueled, rehydrated with hamburgers, chips & coke. It was around this time I was getting negative thoughts - I was struggling to keep up with the others on the climbs (these guys were all seasoned Audaxers & stronger climbers than me), & on the downhills I had to keep pedalling to keep in touch while the others were coasting. Drafting didn't help either, they just kept rolling away effortlessly. I was noticeable working harder than the others (lesson learnt, big wheel bent added to wishlist) Thankfully the rolling terrain soon gave way to some flat blacktop where I was able to hold my own (cruising along at 29kph, even sections at 35kph). We had a really good, evenly matched team, we all went out ahead at some stage, motivating the others to follow. On we went, light fading, lights on, temp dropping, I found my performance increasing! (mind you it was flat terrain) felt fresh as a daisy. 250km mark 2115 - Temora, checkpoint#3 where our support crew were waiting with hot pizzas, tea & cupcakes (sooo good) as the town had pretty much shut down by this time. Rugged up we pushed on for the final 60km to Junee, to a well-earned hot shower and warm bed (310km mark, 0050) 50 mins earlier I had unknowingly bettered my longest ever riding distance in a single day (previously 210km).

It was about 0200 by the time I got to bed (shower, cup of tea, fluffing about charging lights & GPS & getting breakfast ready, alarm set for 0500 for 0600 departure) We departed on time, with an easy 50km to Wagga (just had to make sure we made it there by 0900 (which we did comfortable, arriving at 0820) Finish was at a local pub where breakfast was served. We all pigged out on eggs, bacon, sausages, fruit salad, tea, coffee, juice - some even on beer! Oh & chocolates were supplied by AJ.

We were all glad & relieved to be there. PH was grumpy, but everyone else seemed OK. My knees & lower legs were a little sore, but otherwise I was fine. At 0900 the record breaking teams rolled in - Team Brevet & 5 Abreast unofficially broke the male & female records! The new benchmarks are 800 & 613km in 24hrs! Unbelievable! After breakfast it started getting weird for me, I was getting grumpy and irritated - must have been lack of sleep & tiredness. What an experience! Would I do it again? Hell yeah! Thanks to other contestants & support crew for making this such an enjoyable experience. It was a real team effort.

Team Laid Back by Steve Nurse.



Steve's leaning trike: A work-in progress in early March



Team Laid-Back: Graham Signiorini on the road, only slightly dishevelled at the finish, Volunteers Simon Watt and Dave Ellis

Simon Watt started the team Laid Back ball rolling by spruiking an Oppy ride to the West of Melbourne. I was in the process of finishing a leaning (“Vuong technology”) trike and keen to test it out, so the timing seemed right. Mick Creati was up for it too, and after a bit of trouble contacting him (on a boat off Gippsland somewhere), Graham Signiorini signed up as well. Three is all you need for an Oppy team and we were good to go. We had a 70k practice ride and arrangements were made for a “headquarters” cabin, next to the Barwon River and about 3k from the finish line.

I got to the cabin by train and trike on the Friday and when Saturday came, we were up early for an 8 o'clock start. We headed along a riverside bike track with hundreds of runners on it for the first few k, then popped out onto a highway heading toward Rokewood. There was only one big uphill on the way and we had reasonable winds so made good progress. “Par” for this sort of riding on recumbents seems to be speeds of 28kph on good road with an overall average of 20kph. This gives you 6 hours sleep at night if you plan to do the 360k, 24 hour Oppy.

On the stretch between Rokewood and Camperdown, we slipped well behind par and battled headwinds for 80k, reaching Camperdown for a break at about 4pm. My strength was flagging a bit by this stage but Mick and Graham were riding pretty strong. The going was a bit better from Camperdown on, and there was great scenery riding into Colac. Mick's GPS got slightly confused by new roads at one stage, but in general Mick used it with great aplomb to navigate us safely through the course. Thanks Mick!

It was dark as we shipped out of Colac towards Beac. There we stopped and chatted and joked with a large party of Audax riders and their support crew. How the other half live, they had snacks

and cups of tea and coffee all made for them. We plodded on and rested just out of Winchelsea, finally reaching Belmont at 2:20 in the morning. This is not horrendous for an Oppy, the last one I went on we got in at 4 am.

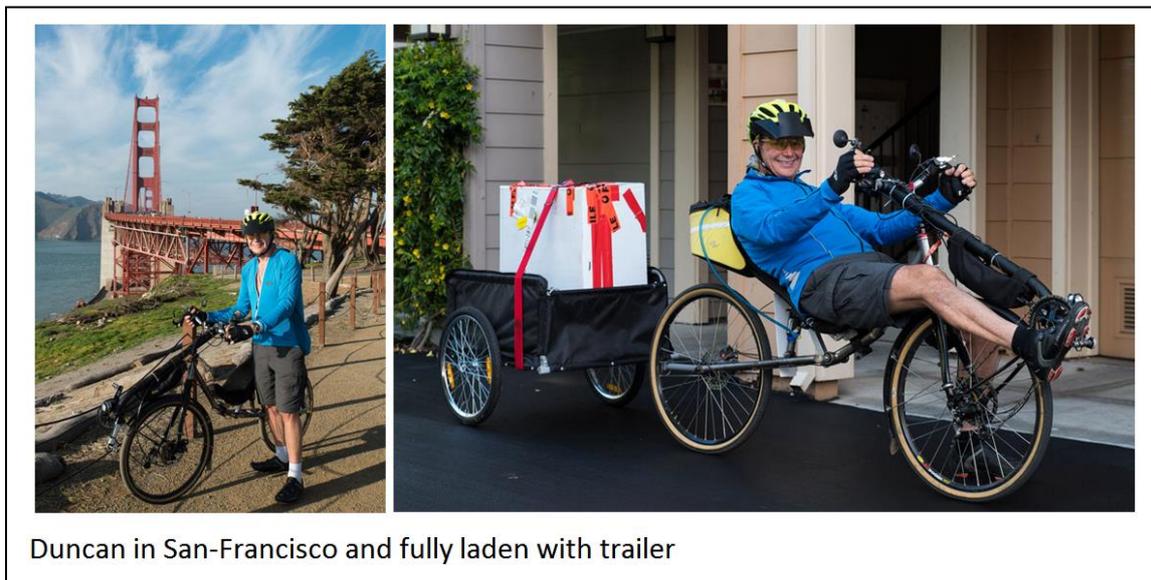
The Oppy rules say you have to do 25k in the last 2 hours, so it was up early again the next day to polish things off. We took a short ride down the Bellarine and the route took us on a pleasant detour through the Botanical Gardens to commune with bemused-by-recumbents early morning joggers, walkers and dog leaders. I was in mild panic over whether we'd make the final checkpoint in time (24 hours riding for nothing, aaaaaarrrrrrrrggggghhhhhh) but the Gardens were in fact not far from the finish and we got there "comfortably", 2 or 3 minutes spare.

The finish was at the crowded St. Mary's cricket club rooms where a breakfast for champions of baked beans, toast, eggs, muesli and juice was available. Awards of various types were handed out and we caught up with our ride organiser Simon Watt who put the appropriate elephant stamps on our brevet cards.

After packing up the cabin, Graham gave me a lift back to Melbourne. Sitting in the warm car gave me a chance to doze off. I was dropped about 10k from home and slowly rode back along the bike paths.

Thanks to Mick and Simon for the organisation and Graham and Mick for the assistance while riding. The new jalopy made it, the old body made it, strange but true. For now I am (a bit) over Audax but we'll see.

Palo Alto to Los Angeles – Duncan McDonald



This is a bike-tech heavy edit of Duncan's recent trip story, copied with Duncan's blessing. The full account and more pictures are highly recommended and can be found online at Duncan's excellent website, <http://recumbent-randonneur.com/palo-alto-to-los-angeles/> Ed.

My wife, Heather, was going to Belize for two weeks of training and I had the chance to accompany her and explore the place on my bike. However my daughter had recently moved from Chicago to Palo Alto in the San Fransisco Bay area so I decided to visit her for a few days and then ride the Pacific Coast Highway to La where I would meet Heather after her Belize adventure.

My preparation for this trip could have been more thorough. Not only had I not done a test ride to see how much I was going to be able to comfortably carry, I was taking a new bike that had not even been completely finished, let alone painted.

For some time I have been wanting to build a fast, comfortable recumbent that I can fit in an airline-friendly suitcase. I do have an Airnimal Chameleon that does exactly that but my backside can no longer tolerate riding an upright bike for more than about twenty kilometres. I tried fitting a Cruzbike

kit to the Airnimal a few years ago and was pleasantly surprised at how well it handled. However the kit is ugly and heavy. I thought about having a custom fork made up but so far have not done that. Turning the Airnimal into a recumbent meant that it no longer fitted into its suitcase so that reduced its appeal. Recently I saw someone had bought an airline standard case from S&S and managed to fit his Cruzbike Silvio in it for travelling to France. I have a Silvio but after riding it for a year decided I wanted something lighter and with proper suspension. Maybe I could design my ideal bike and build it using carbon fibre?



Los Angeles Traffic, Beck and Palo Alto Wetlands, Vegan Cyclist near Joshua Tree Motel

Late last year I met local framebuilder in Greymouth who has a couple of recumbents in his shed that he has not ridden for a while. For the last four years he has been perfecting his skills building beautiful chromoly upright bikes. After chatting about bikes in general and recumbents and tandems in particular, he agreed to build a design I had been working on. It would be steel, but that would let me know if it worked as well as I hoped and a carbon version could follow later. By mid-January I was able to test-ride my new design. It worked! Not only was it comfortable, but I was able to ride up the 16% hill to my house easily, something I had not been able to do on the Silvio, which lost traction. I think a longer wheelbase made the difference. The bike still needs rear mudguard mounts and has not been painted but I decided to make do with an oily rag to wipe away rust for this trip.

On getting to the States, we had traffic problems in LA which meant I was unable to store most of my kit for later collection. It meant taking it with me and getting a trailer to carry the excess luggage. I had brought more than I needed for a brief cycle tour. I should have learnt from one of my recent Warmshowers guests. She had bought a bike and trailer and set off on a tour of the South Island without trying it out. After getting as far as Greymouth she was fed up with walking up hills so I agreed to store her trailer full of gear while she explored the rest of the mainland. She is here for a year and it is still in my shed.

Later I flew to San Francisco where my daughter, Beckie, picked me up and took me to Palo Alto. She and her husband had just moved there after being in Chicago for the last few years. I stayed with Beckie & Jeremy in their apartment near Stanford Uni. It is a very quiet neighbourhood with lots of bikes and very few cars being driven around. Most of them seem to be parked all day. It is a very cycling-friendly place with residents from all sorts of unlikely places. A neighbour I met on the stairs was from NZ.

Jeremy drove us to San Jose where I bought a very useful-looking cargo trailer which folds flat for storage from the Good Karma Bikeshop. They donate a reconditioned bike to someone in need for every one they sell. I don't know if they had another trailer to give away – I only saw one in the shop. A few days later I assembled my bike and sorted my gear for the trip in the morning and went to the Palo Alto Hardware shop in the afternoon and bought a tarp to use as a groundsheet and cover my trailer, and so my bike tour began.

Everyone I met in California on this trip was very courteous and helpful and I felt at ease. I was surprised by the general friendliness and particularly the courtesy shown by almost all drivers towards cyclists.

Latest Performer Pictures: Alex McNee

Last issue featured some Trisled pictures and news, and I sent out a call to other Australian recumbent cycle makers and importers for pictures of their latest cycles. Alan Ball from Evolve Trikes (evolvetrikes.com, no real news this time, watch this space!) and Alex McNee who sells Performer Cycles in Canberra replied. Alex sent through these new Performer bike and tandem pictures and can be contacted via nessbike@grapevine.com.au The Performer website is at <http://www.performer.com.tw/new/> .



Membership

All memberships for OzHPV come up for renewal at the 1st January 2016.

In some instances members have joined part way through the year. We prefer to deal with all renewals of membership at the one time. If you could pay the pro-rata membership from the ensuing period through to 31st January 2017 that would be great.

The Secretary will be sending out a reminder email when members pay their subscription fees.

Membership fees remain as previously set as follows:

Single Member \$25

Family Membership \$30

Please return the attached membership form along with details of your payment to the Secretary

secretary@ozhvp.org.au

Coming Events

Murray Tour:

A 14 day recumbent camping tour along the Murray River from Murray Bridge to Wodonga. Murray Bridge to Albury following the Murray River as best we can, and crossing every punt and bridge we can.

Starting late evening 9/4/2016 at Murray Bridge and finishing up in Albury Wodonga on 23/24.

Max daily distance just over 100km.

Please contact Simon Watt – sighman@gmail.com - tour leader for full details.

Sydney Recumbent Riders:

Contact domedeli@hotmail.com or search for "Sydney recumbent riders" on Facebook.