

Letter from the Editor

Well I hope the last edition didn't upset your plans with the few of the dates wrong, particularly the 6 Hr Challenge which is now on the 23rd - 24th September along with the Solar Challenge.

This is a reminder that the latest HUFF's and other OzHPV internal information can be retrieved at the members only web page at (deleted for security)

Timothy Smith

News in Brief

* Wilson Bikes in Melbourne has come up with a LWB bike with both wheels 70c. <http://www.wilsonbikes.com/>

* New kid on the block in Brisbane, Hotmover Trikes, a New Zealand based manufacturer have created quite a stir in the Aus HPV community with a few questioning their selling practices on the Internet so it will be interesting to see what Aussies think when they get to see one. <http://www.hotmover.com/>

* BikeE's available: Recently I was contacted by Jeff Fox at Reynard Enterprises, who let me know about the BikeE's he has for sale. Prices range from A\$1300 for the unsuspected CT to \$2300 for the rear suspended AT. An A\$1300 'bent sounds like a good deal! They may not be high performance 'bents but I think they ride well - just don't try to squeeze yourself on a standard size model if you are tall as then weight distribution is too far to the rear. XL models are available and probably a good idea if you are going to carry a load at back for the same reason. Lots of good accessories, like racks etc are available though I don't know how many of those Jeff has. Nb. SRAM bought the Sachs name.

Ian Humphries

Recumbents Around the World

The story of two recumbent trikes travels

Stage 1: Australia - From Darwin to Perth

"There is no way that you are getting me on one of those funny looking things." was my wife's initial reaction at the suggestion that we consider recumbent trikes for our planned bicycle trip around the world, starting with Australia. Further research on the internet, especially the IHPVA list servers, and a visit to Ian Sim's factory in Melbourne served to convince her to take it seriously.

Eight months later, in August 1999, two Greenspeed Trikes headed out of Darwin in the tropical north of Australia to begin a life time dream ride. Retired, house sold and money in the bank, car given away, we started our new life with what is likely to be at least ten years touring on bikes. The plan is that we will initially circumnavigate Australia, a distance of approx 24, 000 kms, and then look at touring the rest of the world.



Leaving Devonport for Hobart

After the 90kms first day we were prepared to agree with the view expressed by many of our friends that we were 'stark raving bonkers' (i.e mad) to even consider such a trip at our age. We had driven the road from Darwin many times before, and knew it to be flat and easy. The first stage of 90kms to a friend's farm should therefore be all over by mid-afternoon, leaving us plenty of time to celebrate the start of the new life. It didn't take us long to learn the first lesson of cycle touring; 'roads that are flat for cars

often develop mountains for cyclists'. The second lesson followed very soon after 'it is impossible to pack all the things necessary for comfortable survival on two bicycles, even if they are recumbent trikes'.

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The 4WD car and caravan as used by most other self-funding retirees of our age began to look pretty attractive. The thought of 5,000kms to Perth, the first major objective to 'visit the grandchildren' became forbidding if not impossible. We were convinced that we would be killed even if we had the stamina to complete the trip.

We were heartened that evening, after arriving just on dark, to meet another touring cyclist also visiting. George, 70 years of age and on his second trip around Australia by cycle because he went too fast the first time, reassured us that 'the first month is the worst, after that you start to enjoy it.'

George and our friends were wrong. It took about two weeks to settle into the touring routine. Occasionally when we get the time to reflect we have difficulty appreciating the scale of the 9000kms ride we have completed. We also cannot understand why the roads are not full of retired people cycle touring. We are both fitter, happier, and comfortable with our decision to ride recumbents around the world. We are also in love with our Greenspeed recumbent trikes, which have performed amazingly well.

The three months 5000kms down the Western Australian coast is one of our most enjoyable experiences, and the memory will stay with us for the rest of our lives. The people we met, the country we travelled through, and the lessons we learnt as we went have all contributed to change the lives of the two naïve cyclists from Darwin.

A frontier still exists in the north of Australia, which exhibits itself in the nature of the people who live there as well as those who take time to travel through it. There are many memories I would like to share, but here are a couple that demonstrate the nature of the ride:

➤ The road train drivers, with three trailers stretching up to 52 metres (160ft) and possibly weighing in excess of 120 tonnes, who would give these two very small recumbent trikes more than half the road as they roared past at 100kms per hour. In most cases they had already crossed to the other side of the road and were raising the dust on the far edge before we saw them in our rear view. It always gave us a big 'buzz' particularly when, as many did, they also gave us a welcoming toot on their klaxons or flashed their headlights as they came up to say hello. We learnt they used CB radio to keep other drivers informed of our whereabouts on the road. In the whole trip to date we have found the big truck drivers very professional, extremely courteous, and always prepared to make room for us on the road.

➤ A candle lit dinner party with six new found friends under a brilliant star filled tropical sky, complete with fresh picked flowers on the table, in a remote roadside parking area 200kms south of Broome and 400kms to the next town. The dinner party at the Stanley roadside stop occurred when two separate groups of friends met on the same stretch of road,

and agreed to stop us as we blithely pedalled past. We developed many new friendships with caravanners and other travellers, many of whom were travelling at the same rate as us. They would often stop on the side of the road to have a chat over a freshly brewed 'cup of tea' or occasionally a beer. These meetings provided the social context in which we moved, and meant we were never 'on our own'.

Information on what other cyclists were on the road, and where they were was often provided by this network. It was always a sad time when one of this circle chose an alternative route or had to leave the tour and return home. Luckily modern technology, particularly in the form of e-mail, has allowed us to keep in contact with many of these now old friends.

➤ The clear, crystal like voice of a young female Swiss rider echoing across the Fitzroy Crossing campground with the call 'You two are the most craziest grandparents in the whole world.' We met Carmen and her husband Oliver, a Swiss couple with considerable cycle touring experience, in Kununurra and travelled with them for over 1000kms to south of Broome. They admitted at one stage that we were 'the same age as their parents.' The 'crazy grandparents' arose from a day ride gone wrong in a remote, dry area. Both couples left the overnight stop at a water hole understanding that the next water was at a creek 90kms further on. However when arriving there we found the creek dry, and had no option to proceed an additional 94kms to the next water at a small town on the Fitzroy River. Carmen and Oliver arrived about 30 minutes after us, and the quote above was their greeting as they rode into the camping area at the end of a 184km day.

➤ The assault on all of our nerve sensors as we rode through the Winchester and Hammersley Ranges. These ranges are in the East Hammersley Shire which covers 105,957 sq kms in the north of Western Australia, has a population of 7,000 people and only four towns, and lays claim to the largest local government area in the world. Three of the four towns in the shire are purpose built for development of iron ore mining. These very old mountain ranges have escaped development for farming and other purposes through remoteness and lack of water. This allows for an increasingly unique experience in our crowded world of unfenced land with no visible sign of human activity, other than the road. There are no words to describe the sensation of riding for days through the most beautiful wildflower display either of us have ever seen, stretching from the roadside on both sides into the distance and melding with the soft pastel pink and blue ranges which form the horizon, while enjoying the sweet spicy smell of the flowers and spinifex grasses in our nostrils, the clear chiming call of the Wedge Bill in our ears, the warm sun on our face and the gentle wind behind us. It perhaps is a little elitist but, in our opinion, only a touring cyclist could begin to understand some of the feelings and memories this section of the ride engendered. Some that could were our host at Paraburdoo, who is a member of the Warm Showers list.

Mike and a number of his friends made us welcome, ensured we had the opportunity to experience and appreciate the areas of the region we could not visit on the bikes, and redefined some of our pre-conceptions of mining folks and mining towns.

➤ The young policeman in the first major town after leaving the remote north who, with full siren and flashing lights, stopped us for the heinous crime of not wearing our cycle helmets. He admitted that they didn't make much sense on 'those bikes, but 'could we please just wear them while in (his) town.' He didn't admit it but we suspect the yard full of primary school kids at lunch opposite where the alleged offence took place was the real purpose for the high profile manner in which the warning was delivered.

➤ The two people standing on the side of Fremantle's busiest bridge waving and yelling 'Greenspeeds, Greenspeeds, we've got Greenspeeds.' They were members of the recumbent group in Fremantle, whom we had already heard about, eager to ensure that we had a good welcome to their lovely part of the world. At the time we were glad for any help as we had lost the bike path and were consequently battling our way through peak hour traffic at the end of a hard 140kms, most of which was in the first serious traffic we have met in three months. We met with the group several times while in Perth, and left with several new friends.

There were countless stories like those above which are indelibly recorded in our memory, and just in case the indelible fades a little with overload, also in our diary. It is really impossible to sum up the trip of this nature, so in closing all I can do is make some general observations about us, Gretel and Gridley Greenspeed, and the trip.

We arrived in Perth only half the persons we were when we started. Sharyn had lost over 5 kilos in weight, and I had lost a staggering 17 kilos. We were both fitter and healthier than we had been for years. For Sharyn, who had begun to shake off 3 to 5 years of debilitating effects from Chronic Fatigue Syndrome in the past 6 months, this was a particularly rewarding experience. For me I had recovered the weight and condition I had when competing in cross country running some 15 years ago, which says a lot about the condition I was in at the start of the ride. We have also learnt to live with a lot less, are more resourceful and more open persons, and now confident of completing the RAW (Ride Around the World).



Look at the gear - It was hard to pick the back end up.

Gretel and Gridley have been amazing. They have carried up to 80 kilos of luggage, which included 30 litres of water, and an overweight rider over some long and lonely stretches faultlessly. They have travelled 5000 kms at speeds ranging from 4 km per hour to 78 km per hour over daily distances from 15 kms to 184 kms, and needed a gear cable replaced and several punctures repaired. They continue to attract attention, have been magnificent conversation starters, and have contributed to the beginnings of social exchange which in many cases has grown into friendship. In addition to all of that, they provide lounge chair comfort to sit and read or catch up on the diary at night in the camp. We have both formed an emotional attachment to those magnificent metal steeds.

The trip is a once in a lifetime experience. We would encourage all touring cyclist with any inclination for open spaces and natural beauty to consider spending three months riding down the Western Australian coast from Darwin to Perth. I cannot imagine anywhere else in the world with the same beauty, challenges and safety all in a three month ride. We cannot now think of one thing we would prefer to have been doing during those three months.

From Perth we are continuing around Australia, and hope to be travelling overseas in the northern hemisphere summer of 2001 to celebrate the first year of the new millennium. We are happy to discuss details of the route and other technical matters by e-

mail, and also provide regular updates of our trip impressions by e-mail to a mailing list of friends and acquaintances. Please contact us at barleyp@ozemail.com.au if you would like further information, or just to say hello.

Patrick Barley & Sharyn Yelverton

ED. This is the couple mentioned in a few preceding HUFFs when they visited the Perth Group and also our family in Tasmania.

They're heading to Qld now from Victoria so if you live in that direction there may be a chance to meet up if you make contact. I found them an extremely interesting couple, their email summery of each section of the trip has been fascinating. (This is sent out every month or so, ask and they may add you to their growing list of contacts)

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Tilting Tricycle

The first question that people always ask is, why build a tilting tricycle? It all started when I was racing at the ACT Challenge and would be watching the two wheel machines slowly pulling away from me in the corners. The people on these bikes were pretty talented and VERY confident on their steeds. I probably suffer from the same foolhardy nature on a trike, but something was slowing me down, tyre scrub.



I'm sure most of you have seen trikes whizzing around, flat chat in a tight cornering configuration, and heard the loud grating noise of the tyres trying to let go. You may have also noticed that probably 99% of fixed trikes rear wheels leaning out of the corners!

Hmmm, bike corner fast, trike corner pretty fast but with a fair bit more effort as well as increased tyre wear...just ask any trike rider that has raced in the criterium and visibly seen their tyres disappear by the end of the race.

I have also competed in endurance team events where nothing



but three wheels or more are allowed to compete. The rules state that the machine must have three or more load bearing wheels and that tilt steering has proven insufficient in the past and designs of that nature need to be preapproved before they can compete. So I set about making a trike that could lean into corners, the security of a trike, but the corner speed of a bike.

The idea popped into my head one day as I was welding away another Greenspeed masterpiece (shameless plug ;-) that I could modify one of my already existing FWD (front wheel drives) by adding a parallelogram back end to it with a central pivot for the frame to twist on and connect the frame by tie-rod to the outboard wheels...bingo, a few hours later we were riding on the grass oval by the factory with grins from ear to ear.

Previous to this I was trying to configure a tadpole version (two front wheels, one back) but had a hard time trying to work out how to steer as well as lean the front wheels. The delta version I built (one wheel front, two back) simplified the machine by already having everything separate...only having to steer, drive and lean one wheel leaving the rear ones to lean freely.

Some of you may remember my FWD from ACT as it has the bottom bracket fixed to the forks and therefore making it a tad hard to ride for the beginner. So I changed the new design to have the more common fixed to the frame bottom bracket and a twisting chain to the front wheel. This made it feel just like a low SWB bike.

I usually design the barebones of my machines by Qikdraw, an Oz designed CAD program. I based the trike on our GLR design (as made famous by one Ian Humphries) as I liked the position the previous time I had ridden it. I then start constructing the frame preferring to design the rest of the machine as I go. I often find it is a lot easier to visualise what you are doing as you see the machine evolve. Many of the problems you don't see until it is right there in 3D, drawings can only help me to a certain level of understanding the occasional complexity or simplicity of something.

I have included some pictures of the construction process so you can see some of the techniques I use to construct my creations.

Basically a large 3 x 1m steel bench with lots of magnets, a lathe, power saw, bench grinder, welder and drill press.

The goal for this project was a race at Wonthaggi in Vic, with the vehicle only completed the day before. The original plan was to enter just myself, as opposed to a team, and complete three fastish hours of riding to gauge what the performance was like eg eight allowable riders divided by the twenty four hours of the event. The course was basically flat 1.4 km long with six left handers and one double apex right hand hairpin :-). The hairpin had a slight downhill into it, probably two gear changes worth of acceleration, which isn't ideally smooth. There were many road repairs on most corners making the higher speed corners all that more exciting. I was asked by the organisers to be an



‘invitational entrant’, meaning I wasn’t competing for overall awards or any for that fact. Ben Goodall was also there as an ‘invitational team’ to test out his fully faired tandem, as the rules mention only a vehicle powered by a single rider. Ben scooped the most number of laps, but there was nary a mention at the prize-giving ceremonies. From my dodgy calculations I think their average trike speed was around 30+ km/hr, not bad for a narrow tracked trike on a twisty course. After six intermittent hours of extremely fun riding I amassed 160+ kms for my efforts equating to around 27+ km/hr average. Results at www.racetime.com.au

I eventually ended up with my lean stops set at 40 degrees from vertical. This setup provided for awesome cornering speeds with no need to apply the brakes (when no-one was in the way) and found myself constantly pedaling the whole course.

The best fun was when you had it fully leant into the corner and the back started to gently slide into the outside of the corner, classic oversteer. One quick small correction was all that was required to compensate.

Overall I was more than pleased with the performance of the trike. I found most of the faired machines catching me before the chicane section but managed to corner quickly enough to hold them off up to the next left hander. I had a hoot around the hairpin with onlookers thrilled at my slight rear sliding technique with the trike at 40 degrees of tilt! Shouts of “here comes that crazy guy again”

I am keen to put a fairing on the trike to see what it really performs like, I think it has great potential. One of the goals was to decrease tyre wear and the front tyre showed virtually no signs of wear, not bad considering it has to steer, lean and provide drive to the tarmac. The rear tyres on the other hand were smooth on the peaks indicating something had gone amiss. After measuring the toe in the next day at the factory I found that I had about 12mm of toe in...oops. It seems the problem was I had gone to a fair amount of trouble to align the ends of the rear axle, but later welded tubes and bosses for the lean stops and brake. that the axle bent forward causing the problem...idiot. So out came the oxy for a bit of rebending to a straight ahead position. The tyres were 1 3/8 Primo 349s by the way.

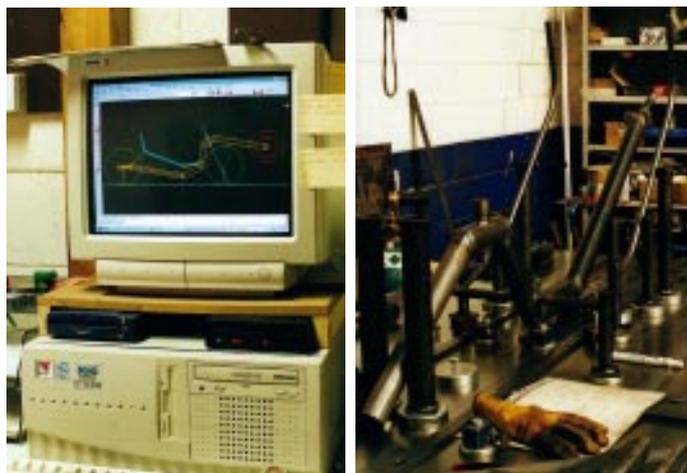
As you can see even us supposedly experienced builders get it wrong occasionally, even with all the fancy equipment. Teaches me to finish it a bit more early next time to check for mistakes.

Anyhow, I’m sure I’ve probably bored you to tears by now, so get out there and start building.

See you out there,

Paul Sims

ED. Further reading on tilting trikes at <http://www.geocities.com/Yosemite/Falls/1738/leaning.htm>



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Olympic torch relay HPV exhibition ride at Sangate in Qld.

The Qld HPV group has been approached by a member of the Sandgate Township Chamber of Commerce to participate in the Olympic torch relay in Sandgate Township on Thursday, the 15th of June. Richard, the spokesperson for the Chamber of Commerce, invited us to perform in heats with a group of three or four travelling down one of the main streets, up around the roundabout and then back to the start. This will end with a final heat consisting of the fastest riders in previous heats.

NB! This ride is only open to recumbent machines and their riders.

It is essential for us to have enough riders and their machines participating in this special event for about three hours on thursday and I request that you reply as soon as possible to your availability/non availability to come to this ride.

If you have any further enquiries regarding this event, please don't hesitate to contact me.

Darryl Shelswell, Deception Bay, Queensland
 shelco@adlink.com.au Ph 073203 3025

Australian Speed Attempt Update

On March 29th Ben Goodall held a gathering at the Carnegie velodrome to run his Trisled back to back tandem (this was raced at Wonthaggi but there was no category for tandems, so their results were not recorded). He also had a light, faired, two wheeler : the corflute covered the whole of the bike except for the cockpit entrance, so you couldn't put your feet on the ground, and it had no brakes!

Ben reported getting up to 60kph on the velodrome on this one.

Harry Gordon and Paul Sims from Greenspeed were there, Paul is interested in building speed trikes and discussed some possible configurations during the weekend ride to Warburton.

Ed. When asked 'How did the back to back go at Wonthaggi?' Steve said:

'I really don't know how they went at Wonthaggi except that the tandem was competitive with all other entries over the 24 hrs. There has been a back to back tandem racing at the SA Pedal Prix (Murray Bridge) for a few years now , (see photo below) I think they called themselves Chaos Consortium.'

Steve Nurse

Ian Humphries also said:

The speed meeting on Sun 21st May in NSW does not yet have a venue organised (might be on a nearby velodrome). We are only just finishing the male plug mold, so it is unlikely we will race that day but if interested people call me they can still have a look and a chat even if it isn't ready.

Should be not more than a few more weeks and then we hope to produce a few fairings quickly and a few more low racers too. We have assembled all the tube benders and equipment necessary to make these fairly quickly now. Maybe 4 or 5 all up.



World HP Championships.

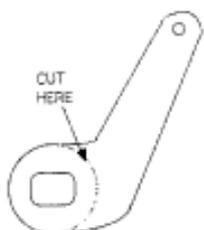
As you all might be aware the International HPV Speed Champs, or world champs will be held in conjunction with the Euro champs this year in Ghent, Belgium. "Make plans now for the World HP Championships, Gent, Belgium, July 11-16, 2000!" Nb It was the US's turn this year but they offered it to Gent due to lack of organization..... So now , the proposal before the IHPVA board is that the 2001 IHPVSC/WC be held in the UK , as they have recently volunteered..... I will let the IHPVA board know that we have no objections if no-one contacts me. I intend to try to get to the Worlds in 2001 again. (And would invite other Australian HPVers along too!!)

Ian Humphries

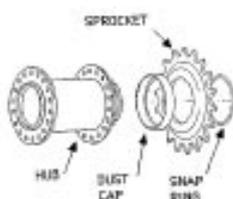
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Using Coaster Bicycle Wheels on a Trike.

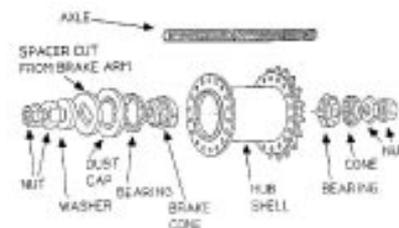
I have used rear coaster (pedal back to brake) wheels for the 2 front wheels on many of my tadpole style trikes. It's disadvantage is it only allows for rim braking (as opposed to drum or disk) but is a cheap way to getting a trike built. I've not had one axle bend which, to be honest is a little surprising looking at what some have been put through. Many wheel chair wheels use 10-15mm axles, the normal bike front axles (and back ones for that matter) just can't handle being mounted on one side and will bend easily but there's a trick one can do. Prepare the wheels in this way.



* Grind down the torque arm so that it can act as a washer. Referring to the sprocket diagram remove the sprocket and either grind it down so that it acts as a washer to hold the dust cap on or find a second snap ring to replace it. The front axle is a hardened steel bolt replacing the normal axle and can be purchased from the local hardware store for about \$2 each. There are different grades of hardened bolts. As I understand it you can 'read' the grade by counting the scribes on the bolt end. The scale is up to 10 (being the hardest) and 2 marks are subtracted from the total count. I use ones marked with 3 scribes which is still quite mild but they haven't bent yet. I'm told not to go too hard as they will be very strong in tensile(stretching) strength but also brittle so could shear in use. (I've tried normal bike axles and some do bend.) Referring to the diagram the inside cone (cog side) is drilled out. This isn't as easy as it is to say as the nut is hardened and wore a drill quickly.



The following will sound very crude but it does work. I drill the thread out waiting until the drill and nut gets red hot before pushing it through. If you wait like this it is easy work



but will pretty well destroy the drill bit. It doesn't really matter if the nut is damaged slightly as on that side there is another set of bearings so it will always spin freely. All of the original nuts, hub insides and axle are discarded and a nylock nut is used on the outside of the wheel. The bolt axle then passes through the (as per the diagram) right drilled out cone nut, bearing, hub and then screws into the brake cone with the nylock nut holding the ground down torque arm against the brake cone. The nylock nut is needed at least on the left side as the torque arm nut will tend to unscrew with normal forward motion.

I've noticed that the 'free style' bikes especially have larger axles than per normal on their front which would do fine and may look slightly better if you can find them. An added bonus with these is they often have a higher spoke count as well and a thicker spoke which helps with the sideloads a trike puts on the wheels.

More info at <http://www.ihpva.org/people/tstrike/trike.htm>

Timothy Smith

ED. This is an email I received from **Ian Johnson** icj@altavista.net from Canada with a slightly different slant on this:

I've enjoyed your pages on recumbent trikes and wanted to pass on a tip that I am trying out from a friend of mine who is a welder and does a lot of mechanical stuff. For the front wheels on a tadpole his suggestion was to use rear coaster bike wheels, but instead of drilling out the cones and such, was to get rid of all the guts and to get two sealed bearing sets that would just fit into the drum and fit against the shoulder. My bike isn't finished yet, but I have the wheels and the bearings and I think that it will work fine. The bearings are a bit loose in the outside fit, but the shoulder is on an angle so the bit of sideways pressure from the nut on the axle will perfectly center them. He has tried this before on a project he once did and it seemed to work quite well.

Jeremy Lawrence and Alyson McDonald with Jeremy's

"new" short wheelbase at a recent Melbourne ride, Lilydale to Warburton. In a former life it was a long wheelbase Linear! Robert Pattison in the background, Robert had his new, homemade, pink and yellow "Thunderbolt" at the ride.



More at <http://home.vicnet.net.au/~vichpv/>

For Sale

Brand new Greenspeed touring trike, only ridden twice. Royal blue frame. Top of the line components, including Campy bottom bracket, and crankset, Suntour brake levers, bar-end shifters, computer. Brand new rear wheel (never been used) \$3,500 aus\$. On display at Col's Bike shop in Canberra. Call Brad Day:6214-1031. Night 6253-0005.

Coming Events

Sydney Recumbent Riders

Contact Ian Humphries (02) 9550 2805 (home) (02) 9845 3988 (w) IanH@nch.edu.au

Sunday 21st May: Sydney Recumbents Speed meeting
Contact:

Description: Human powered speed machines on display

Sunday 18th June, 9-11am at the cafe on Grand Drive in Centennial Park. 5 minutes ride from Central or Bondi Junction railway.

Description: A gathering, chat fest and social ride. Demo rides available.

Distance: 20-50km

Gatherings cancelled if raining at 8am.

Sat 1st July: Sydney Recumbents Speed meeting

Description: Human powered speed machines on display.

Queensland Recumbent Enthusiast Group

Sunday 11th June, ride leaving from LOTA PARK Esplanade Lota. Everyone's meeting at 8:30am. For any more info or directions phone Alan C on 3393 4968 or email [Darryl Shelswellshelco@adlink.com.au](mailto:Darryl.Shelswellshelco@adlink.com.au)

Thursday 15th June, Olympic torch relay HPV exhibition ride at Sangate. See page 6 of this HUFF for information, any other queries contact Darryl Shelswell Ph 073 2033025, shelco@adlink.com.au

The Australian International Pedal Prix

Scrutineering: Friday 8th September

24 hour Endurance race: Saturday 9th, Sunday 10th September

Held at Sturt Reserve, MURRAY BRIDGE, S.A.

<http://www.nexus.edu.au/TeachStud/aipp/>

Fringe Games

The Fringe Games® is an International Festival of new and experimental sports. The first International Fringe Games will take place in Christchurch, New Zealand from the 8th to the 11th of September 2000, a week before the Olympic Games. <http://www.fringegames.org/index.html>

OzHPV 12 hr & Solar Challenge

The OzHPV Solar & HPV 12 hour will be held in Canberra on 23-24 September 2000. The race will be open to human powered vehicles and solar cycles with teams of up to six riders. The 12 hours of competition will be made up of six hours racing each day.

The race will be held at the Majura Rd driver training track near Canberra. This is a different track to the one used for previous HPV events in Canberra. It is a bit shorter - 1.5km - and much flatter.

Further details and draft regulations can be obtained from <http://www.ozemail.com.au/~jeurtis/12hour> or call Chris Curtis on 02 6259 2560.

The Australian International Pedal Prix

Sunday 5th November: 6 hour Sprint race held at Sturt Reserve, MURRAY BRIDGE, S.A.

<http://www.nexus.edu.au/TeachStud/aipp/SPRINT/welcome.htm>

OzHPV Challenge

11th -12th November: "This year the challenge will be held in Shepparton, Victoria, about 200 k north of Melbourne.

Proposed sites are the Driver Education Centre of Australia (Deca) and a mall in the centre of Shepparton.

The change in venue will bring fresh enthusiasm to the event, and a chance for the Canberra crew to relax and participate in the event for a change. We hope to reach a wider public at this year's event, the second day of events is to be held in the centre of town with the potential to attract a large crowd. We have the full cooperation of the manager for major events in Shepparton, Mark Francis.

Current activities are focussed on fundraising (the cost of course hire for Deca is considerable) and we believe we will attract significant sponsorship for the event. Contact for fundraising is Harry Gordon, Email Mick@greenspeed.com.au with Att Harry Gordon in the subject line, phone bh 97533644 (Greenspeed), ah 9764 9625"

If this Newsletter cannot be delivered please return to:

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