

Letter from the Editor

Our apologies to anyone who've sent in mail to the Auburn Post Box and got their mail returned. We're still attempting to secure another so for the moment please send OzHPV mail to 143 Upper George St Devonport Tasmania 7310.

A new OzHPV Internet email mailing list is being trialed for members to engage in discussion. We've been lacking any sort of meetings for quite a while and this hopefully will give a forum for members to voice their thoughts. Details on the OzHPV members only web page at **Deleted for security**

On a different note some have asked about our process of notifying members when their subscription is due. You'll receive a renewal form in the HUFF edition just before your fees are due. Be sure to send it in before the next HUFF edition so you don't miss your copy.

Timothy Smith

Bits & Pieces

* Sydney News

Our fully faired vehicle (being built for the Australian Speed Record attempt) won't be finished by the 6/12hr - it will debut in the OzHPV Challenge at Shepparton.

Ian Humphries

* Tassie News

Michael Painter just dropped in to show me his new GTS Greenspeed trike. It's quite unique having a 2 speed Schlumpf internal front bottom bracket and a 14 speed Rohloff internal rear hub. (which means no external gearing) There's more pictures and info at

<http://sunsite.anu.edu.au/community/ozhvp/tas/mike.htm>

Maybe we'll see an article from him soon on what it's like.

Timothy Smith

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What is the IHPVA & HPVA?

ED. Recently I emailed the guys managing the IHPVA asking a little about what the group is about. Here's the reply from Chris Broome...

HPVA

The HPVA (Human Powered Vehicle Association) is the North American HPV club, serving, Mexico, Canada and the USA. We also serve English speaking HPV'ers anywhere in the world who don't have a national club.

We have a website at <http://www.ihpva.org/hpva> The index page states our mission and goals.

When the IHPVA became the international organisation of organisations, the US group struggled to choose a name.

Names like the NAHPVA (North American ..) and USHPVA (United States ..) were either too awkward to verbalise, or failed to recognise our Canadian and Mexican constituents.

We voted and over 95% of the membership wanted HPVA. This allowed us to maintain the goodwill and recognition we had formerly established when we were the IHPVA.

There are other organisations with 'HPV' in their name in the US, so we wanted to maintain our own identify as far as possible.

Changing names was actually quite a painful process. We first had to obtain a majority vote of our entire membership to



Michael ready to set off to Hobart

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even make the changes within the our organisational documents. Then we had to re-register the revised documents of incorporation with the State of California and file a multitude of forms with the Internal Revenue Service.

If we do change names again, I hope it after my term as president is long expired.

The tangible items we offer our members are the two publications:

- 👍 HPV News - a newsletter, published about 4 times/year (but it varies !)
- 👍 Human Power - a technical journal.

We also offer back issues of *Human Power* and a variety of HP related books, publications, CD's and videotapes for sale at discounted prices to members.

We also sponsor/organise/promote a number of racing and competitive events for all types of human powered transportation from submarines to land vehicles and occasionally aircraft. We currently have about 750 US/Canada members and 200 in other countries.



IHPVA

The IHPVA (International Human Powered Vehicle Association) is an association of 11 national HPV clubs. Each club has a representative to the committee of the IHPVA (ED. Ian Humphries represents OzHPV), and the IHPVA is operated by a Chairman, Vice-Chairman and Secretary/Treasurer. The dues are \$1 U.S./year per member of the national club, but I've proposed changing this to 1 Euro/year. The IHPVA does not have individual personal memberships, so individuals should join a national club of their choice, or the HPVA.

The goals of the IHPVA are somewhat loose at this time and we can best be described as 'dedicated to promoting improvement, innovation and creativity in the use of human power, especially in the design and development of human powered vehicles.' The most important activity performed by the IHPVA at this time is sanctioning and recognition of World human powered speed records. We also provide a standard set of competition regulations that can be used by any country to organize and recognise speed record attempts.

The IHPVA originated in the US organisation circa 1974, but we separated into the International and national organisations about 2 years ago. The IHPVA is still struggling to articulate a concise and tangible goal. I submitted a number of proposals to the committee for review at their meeting in Gent a few days ago. Unfortunately, I couldn't attend, and I haven't yet hear the outcome.

<http://www.ihpva.org/>

I've used the term 'we' several times as I have a finger in both pies as President of the HPVA (U.S) and Chairman of the IHPVA. I hope this clarified things, rather than confused them.

Chris Broome cbroome@calpoly.edu

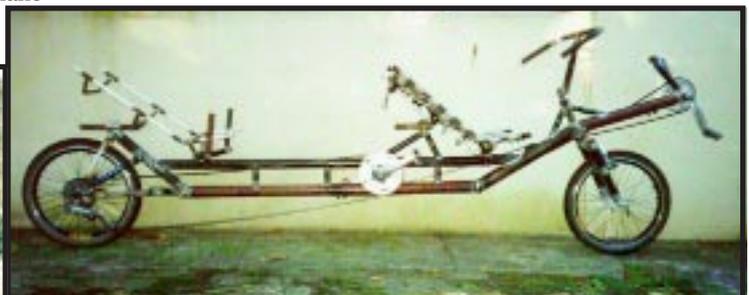
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* Queensland News

Rumor has it a Qld member has just received a free T Shirt from Hotmover. They had this offer for people displaying their logo on your web page.

* Trisled now have available a 2 wheeler (below) with 4130 chromoly tubing, aluminium seat with Hi-Density Polyurethane Foam cover, underseat steering and 24 speed.

* Ian Humphries says: ' I am just finishing building a two wheeled tandem (non low racer, but SWB style) seat heights 550mm and 500mm at 40 degrees with a ballistic PRO 950 fork suspension fork - quite difficult to get low seat heights and use this suspension but it can be done! (though I haven't ridden it yet!) Tandem separates in the centre and seats are removable so it all fits in a bike box! And all at a record setting pace too - I only started cutting tubes last week! ;-)



BIG v small tailboxes....

I've had the great fortune to recently witness something miraculous.....On one of my recent 30km commutes home from work on my SWB, I rode with my friend and fellow commuter, Tony on his SWB

Usually I have to wait for him ie I've never had problems keeping up with him..... Yesterday he had his new tailbox fairing on, a simple but "bulbous looking curvaceous tapered shape" (!) made of corflute....He had a tailbox previously but much narrower - something which had some but much less effect - the new one is wide, less quickly tapering, cut-off and stubby (Kamm back effect).

Anyway I was just about shagged-out by half way home! I wasn't feeling bad, nor was it a slow ride, being about as fast as I've ever been before on the bike I was riding!! Tony's speed seems to have increased by maybe 2kph though!! ouch!! He had his fastest ever average on a commute we've done a hundred times -close to 28kph (this is on a commute with lots of chicane things and stopping/starting etc). This effect is huge at this speed. I wouldn't have really believed it if I hadn't experienced it!!! Tony says he even felt as though he had to brake much harder to stop the bike!

The important point is that Tony's rear fairing is larger than anything I've seen in person or on the www, with the exception of Denis Mario Ahrens' huge "BULK" rear fairing on his Aeroproject low racer.... and he's the current World HPV champion in the 20km time trial! In short I think all my bikes will acquire a BIG tailbox. I currently only have one on my new self-built lightweight SWB, but it is only 340mm wide, and although it seems to work well, I might make it a bit wider. I'll see if I can get some photos/dimensions of Tony's fairing!

Here are the photos and the dimensions of Tony's tailbox. Leading and trailing edges are not rounded. I can see just a tiny bit of Tony's shoulders from behind the bike - from in front you can see the bits of fairing below his shoulders only. Its an ASS



bike, with euro style n shaped h'bars in front of the knees - my first homebuilt SWB. The fairing's height is from seat base to top of his shoulders. He's a very very very slight bit more aero than myself on my slightly more reclined newer homebuilt SWB with narrower tailbox, but my tailbox has no bottom..... My tailbox bolts onto the seat frame directly and so is



340mm wide - Tony's protrudes out from the seat to the 450mm width. If making a mesh seat I suggest in the future making it wide so to make the tailbox design much simpler.... Tony writes that his average speed has increased by 3kph!! Mine has gone up by a similar amount on the new bike, but I thought that was due to the lighter weight of the new bike as much as anything. My new bike does climb significantly faster than my old.

Dimensions shoulder width 450 mm rear width 210 mm height 530 mm length (shoulders to back) 510 mm.

So Tony and I have been building tailboxes - shown also is my new bike is called "Rosebud". It should be the last SWB I build (except for a possible SWB folder gestating in my mind - famous last words ;-)) as its performance uphill on the flat and downhill is excellent and would be difficult too improve on. It's light and comfortable and handles very well - Yay!

Ian Humphries

Vic downhill day

The first Melbourne OzHpv Downhill day was held in early June 2000 in the Dandenong Ranges near Belgrave station.

For this event, we hired a trailer and fitted nine HPV's on the back of it.



Paul Sims from Greenspeed was our guide for the day, he was very happy to drive others all day and not ride himself. Thank-You Paul!

The first hill we went to was the infamous Terry's Avenue above Belgrave Station: a doozy, short and very steep, with riders getting up to 100kph.

Harry Gordon's speedo actually read 107 kph but he said "It was reading 220kph on the way to work the other day, so I'm not sure if it's working properly."

My car engine moaned and groaned under the load of the steep hill, 4 bodies and a big trailer. As the engine heated up it did a spontaneous steam clean and evaporated all the gunk stuck to it in ominous, foul smelling vapor.

This actually helped my car run better in the long run! Later in the day we went to a longer, less steep hill where riders had a choice of a dirt road or a long winding bitumen stretch. About 60kph on these hills. The trikes handled the dirt road much better than the bikes, especially when most of us had the almost-bald comp-pool tyres fitted.

Sam Quadflieg had his new trike along and Andrew Gotts brought rollerblades, as well there were two short wheelbase recumbent bikes, three other trikes and a front-faired upright bike.

If you're thinking of running an event like this, the economics were roughly as follows:

- * Trailer Hire \$66, varies from place to place.
- * Petrol expenses to drivers: \$9.00
- * Charged \$15.00 per rider, which was considered a bargain for the amount of fun.
- * Money raised went to printing Posters for the November Oz Hpv Challenge.

Rodney Williams took the photos with a digital camera, they were up on the net in record time. Thanks Rodney.

Also important were the forms I had everyone sign before the event, making sure riders accept sole responsibility for their safety, and acknowledging the potential dangers of the ride.

<http://home.vicnet.net.au/%7evichpv/rodney.htm>

Steve Nurse



And more from the Vic downhill day

We've had some discussion on the list about the folly/wisdom of using only one rear brake on a trike.

On our track racing trikes like Paul's first racing trike, and Scott's racer, we have only used a single rear rim brake, on the premise that race trikes are only for going, not stopping, and the brake, is only something to be used in a dire emergency!

I've also felt O.K. riding my son's racer in traffic, but then it was so stable, it would be easy to put it sideways in an emergency :-)

However the Melbourne recumbent riders organised a downhill event at the weekend. (Sunday 9th July) And a guy, Sam, turned up with a homebuilt trike, with only a caliper brake on the back wheel.

After a couple of downhill runs, a guy on a SWB, managed to keep the brakes off for long enough to clock 100kph. However his rims were still covered with rubber from the melting brake blocks. So this might give some idea off how steep the hill was down through the Dandenong mountains.

We are still wondering how Sam on the home built trike (above), and a number of others managed to survive the event without a spill..... it was not a straight hill.....

Great fun was had most many of the participants. All in the name of road testing? ;-)

P.S. I don't advise using one rear brake.....

Ian Sims, Greenspeed ian@greenspeed.com.au

For Sale

☞ **20/60" Greenspeed copy** (no front brakes) \$500.

Also 16/16" trike.

Contact Stewart Strik at Dapto, NSW on 02 4261 4088.

☞ **Recumbent Bicycle**, Aluminum bonded/riveted A-frame, 12 speed, USS, 20" front, 26" rear wheels, contoured aluminum/eva seat. Also included: tailcone, front windshield, fairing and 1" travel suspension. Optional Sturmey and Archer hub brake at \$50 extra. Raced at the HPV championships in 95/96 under the name "Zen Yokel". Ready to go at \$300 (ono) Contact Greg Rich, Katoomba, NSW Ph 02 47391075 or AH 02 47827335.

☞ **Tandem** for sale. \$150, Steve Nurse, ph (03) 94818290 see pic on right, more at <http://www.eisa.net.au/~cesnur/page2.html>



Sam Quadflieg - now is he going to make the corner??

News from WA

August 18th: 4 members of Sydney recumbent riders (Ian Humphries & Beck Gibb on tandem, Tony Jack & Andrew Maticka and one VicHPV - MR Components Swift - rider, Rodney Williams came to Perth to commence their epic, almost time-trial like, ride to Adelaide. They plan to cover this 2,800+km distance in 18 days(!).

Geoff Law is to be congratulated for throwing open his home for their 2 night bivouac and hosting a BBQ so some of us WAhpv members can meet them. Truly, the recumbent tandem, aka the land yacht, was a site to behold, Ian is great bike designer.

Saturday was a ride to the airport to pick up the remaining 2 followed by a scenic ride along the river to Fremantle, a visit to a bike shop for last minute purchases and of course the ceremonial dunking of the wheel into the Indian Ocean at famous Scarborough Beach, all in glorious pre-Spring sunshine.

Sunday morning the WAhpv club escorted the intrepid fivesome (five people on four hpv's) through the metro area, overcoming the first mechanical hitch (Tony's chain snapping at 2km, only 2823.2km to go Tony..), after 2hours on Perth's bicycle paths we found a Hungry Jacks for breaky (a certain crazed American made them open half an hour before opening time!). Before long there were 10 hpvs cruising South St taking a lane to ourselves before we parted ways. I don't know if they were able to reach their first destination that night (Brookton), we had

slowed them down with extended breakfast and general WA hospitality etc. They have set themselves a cracking pace of 151km/day. No mean feat. Good luck!

Pictures and more info at <http://members.iinet.net.au/~ocean1/cycling/wahpv/srr.html>

Gary King
ocean1@iinet.net.au



Challenge report

November 11 & 12 in Shepparton, Vic

A small Melbourne crew have been meeting regularly to organise the Challenge. Latest Information.

Ian Sims from Greenspeed has come on board as our major sponsor for this event. This means that the largest cost of running the event in Shepparton (hire of the Deca course) has been met. Greenspeed now have naming rights to the event, so it's the **2000 Greenspeed OzHPV Challenge**.

Entry fees will be \$35.00 for posted entries received before the 1st November and \$40.00 on the day, covering all events. Single event entry \$10.00.

Posted entrants will receive the "Human Powered Vehicles '99 CD" which is full of information about Human Powered Land, Water and Air Vehicles. The OzHpv site is reproduced in full (frozen in time, early 1999) as are several other Australian sites. Who knows your ugly dial may be featured! As well the CD features the encyclopaedic "Sheldon Brown" website which is a mine of information on all aspects of cycling.

Velocity have come on board as a sponsor, donating Rims, water bottles and bottle cages to be used as prizes. Velocity are most supportive of HPV's and HPV racing and deserve your support.

Ian Knox, Harry Gordon and Jeremy Lawrence visited Shepparton on August 6 to refine the race program. They met with the coordinator of Major Events for Shepparton, Mark Francis.

There has been some concern expressed about racing bikes in the shopping mall on the Sunday however:-

* The mall is usually quiet on a Sunday, so the only people there will be Ozhpv participants, spectators and officials.

*The City of Shepparton will provide (free of charge to Ozhpv) traffic management tools like crash barriers, ropes to cordon off spectators etc.

Many of the people coming to Shepparton will stay at the Victoria Lake Caravan Park which is within 10 minutes bike ride of all Challenge Venues and has all levels of accommodation from Cabins to On-site vans and camping area.

Part of the Camping Ground will be reserved for Challenge participants. Contact them at :-

Phone: (03) 5821 5431 Mobile: 0414 372 680

<http://www.toptouristparks.com.au/vic/vlcp.html>

More information on the Challenge at

<http://sunsite.anu.edu.au/community/ozhpv/>

We look forward to an enjoyable and exciting Challenge this year. Cheques should be made out to OzHpv Inc and please send entries to:- OzHpv Inc c/o Jeremy Lawrence, 71 Wellington Street Richmond VIC 3121



Making Bar End Shifters

Bar end shifters have really fascinated me and seem like the way to go but I can't afford to buy them (at \$120 a piece) so I had a go at making them myself.

It wasn't a complete success - well there are limitations I found as I made them but I think they're better than what I had before when they were mounted on a short steering stem in the more conventional place through the forks.



The things that aren't so good are:

Now they're welded on it's going to be hard to get handgrips on. (I made it with them on because of this reason but they also got a bit hot when welding, had to dunk in water a few times so the rubber wouldn't melt) I didn't notice this before but the mount for the lever isn't straight up from where it is fixed to the bar end. It has to head away from the center where the cable exits if you know what I mean. For this reason I used the existing mount as it would be a little fiddly to make but it makes it hard to fit the hand grips. It doesn't make it easy to finish off the bar end so it looks great.

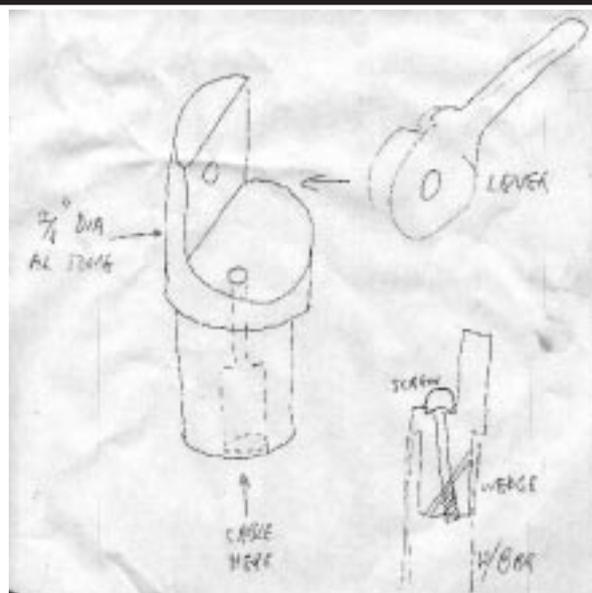
It's hard to put the cables in. They go up into the handlebars so you can't hold the inner and feed it into the outer unless the outer is in 2 pieces. (as there's a lot of inner inside the handlebar and out of reach) Still, I got it in but if it was a difficult cable to push through it just wouldn't work.

Timothy Smith

And from Giles Puckett

I took some old Shimano-600 down tube shifters, they have a small diameter drum that winds the cable (about 3/4"). Took a piece of handlebar-sized (7/8") Al round stock, and cut out a flat on it to take the screw piece that takes the lever. The other end was turned down to fit into the bar end, a wedge cut out and screw fitted to tighten it up inside the bar end. Somehow managed to find room to bore a hole for the cable, going inside the bar.

ED. Looking at Giles design I'm wondering if a screw in the side of the handlebar (locking the new piece) might work too. Another option - would it be too hard to thread the inside or outside of the handlebar so the new shifter could screw in/over? (or have the handlebar welded up at the end so a smaller thread could be cut into both)



Drawing of Giles Bar End Shifters

Qld News

On Thursday 15th June the Qld Recumbent Enthusiast Group joined in with the celebrations of the Olympic Torch Relay as it passed through the Brisbane suburb of Sandgate.

Being a week day it was hard to get the whole group there but 7 machines were present and in true Aussie style most were trikes. Peter Rankin on his home-built SWB bike the only 2 wheeler. Oh and I can't forget the 2 IC motorised scooters as well - where else would they put them!!

The initial intention was to have a mock race through the business centre but this was changed to the recumbents leading the procession.

1000's of onlookers lined the streets for the procession and stayed on to see the torch relay come through shortly after.



Above - In front of the procession



The Qld crowd on their 12th March ride in Sandgate

Coming Events

Queensland Recumbent Enthusiast Group

Sunday 8th October: The Great Brisbane River Bike ride. Starts and finishes at Southbank. Entry fee applies, (date to be confirmed) For any more info or directions contact Ray Hembrow on 3843 2729. recumbent.ray@bigpond.com or Darryl Shelswell shelco@gogo.net.au

Sunday 12th November: Ride leaving from CARINA LIBRARY, Mayfield Rd Carina. Everyone's meeting at 8:30am. (Afterwards BYO BBQ at Ray's 20 Murchison St.) For any more info or directions Ray Hembrow on 3843 2729. recumbent.ray@bigpond.com or Darryl Shelswell shelco@gogo.net.au

WA HPV

The meeting place for Fremantle recumbent riders is every second Sunday at 9:00 AM at Gino's Cafe on South Terrace, Fremantle (it's on the cafe strip). If you are in the Perth area and have a recumbent or are interested in recumbents, be there!

We're there a couple of hours eating breakfast, drinking cappacino and talkin' bents. E-mail Geoff Law geofflaw@bigpond.com or Gary King ocean@wantree.com.au if you have queries.

Sydney Recumbent Riders

Sunday October 8th - more details later :-) Ian Humphries Ph 9550 2805 IanH@nch.edu.au

The Sydney Recumbent Rider's social gatherings, rides and demo days are usually held on the 3rd Saturday or Sunday of every EVEN month.

Tasmanian Recumbent Enthusiasts Group

We're a lot way through 2000 but haven't had any organised activities as yet - maybe it's about time. Contact Timothy Smith 143 Upper George St, Devonport Ph 0364234559 or Ph 0362787247 Richard Hoad in Hobart.

Melbourne Recumbent Riders

December 2nd - 3rd. Planned weekend ride around Daylesford. Train to a nearby Station Friday night or Saturday, Saturday rides around Daylesford. Sunday return by train. Steve Nurse 0409 836 271 cesnur@eisa.net.au

OzHPV 12 hr & Solar Challenge

Was for the 23rd - 24th September but unfortunately this event has been cancelled due to lack of entrants.

The Australian International Pedal Prix 6 hour

Sunday 22nd October: 6 hour Sprint race held at Sturt Reserve, Murray Bridge, S.A.

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

The Australian International Pedal Prix 3 Hour

Sunday November 12th: 3 Hour Pedal Prix at Festival of Cycling, Bonython Park, Adelaide.

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

Bicycling Australia show 2000

Sunday, October 15th, Greenspeed, Trisled and Reynard Enterprises are all in the show in Victoria. More details contact 0409 836 271. Steve Nurse cesnur@eisa.net.au

2000 Greenspeed OzHPV Challenge

11th-12th November: See info on page 6.

If this Newsletter cannot be delivered please return to:
OzHPV Inc
143 Upper George St
Devonport, Tas 7310

