

# HUFF



May - June 2002 - Volume 5 - Issue 3

## From the Editor

Like most community groups in Australia OzHPV may be in crisis regarding Public Liability Insurance that could possibly affect if we are able to hold local and National events. Investigations are still continuing but we have been warned that the premium will almost certainly be double the previous years cost. It's also possible we will not be able to secure insurance at all as many companies are pulling back on this sort of risk.

Doesn't sound good I'm afraid but here's hoping.

Timothy Smith - [tstrike@ihpva.org](mailto:tstrike@ihpva.org)

## Canterbury HPV club

I have moved back to Christchurch for a few months to work for some friends for a while, so I thought I wander along to the new HPV club that's started since I left. I found their website (<http://www.converge.org.nz/hpvcanterbury/>) easily, and turned up, not sure what I'd find.

The scene has certainly developed in the last few years! There are now two recumbent manufacturers in Christchurch alone (Hotmover and VeloCity), and a variety of enthusiasts with homebuilt machines. On the day at least ten people turned up, most riding recumbents. There's a good mix of interests too - several commuters, some interest in load carrying, and a racer.

We met at the house of Gavin, who runs VeloCity, which meant I got to see his collection of HPVs. After a bit of chat we did an introductory circle ("hi, I'm Moz and... I ride recumbents") then had morning tea. They're a very friendly bunch, with a lot of things happening. Everyone seems to be either building something,

designing the next one, or selling the current one. Aarn and Bruce are putting a two wheel trailer into production, it's a light aluminium job with a nylon bag on it to hold the luggage. Rumoured to be about the cost of a Bob, but with more capacity and less weight.

Gavin has built a huge number of things over the years, from a Rhodescar look alike (which is disturbingly light compared to the usual steel four wheelers) through to the monoque bike you can see on my web site. He seems to build mostly in aluminium,



## Au Revoir

Some of you may remember that in 1998 I returned from a tricycle trip that took me cycling right across Asia and Europe from Vietnam to England, and at the end I spat out a book and settled into normal life again.

Well, it didn't last long. On the 31st of May, I'm setting off again. I'll be starting with a holiday with the family in Europe for June / July, and catching up with a few people. Then I'll be taking my trike to

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An aluminium 4 wheeler

and turns out a very professional product - even his concept cycles put anything I've built to shame.



Bruce has a very nice aluminium trike that he designed and had (I believe) Gavin do much of the fabrication of. It's based on the suspended Trice Micro, with Windcheetah style ASS. It felt light, and Bruce says 16kg in race trim. Riding it was interesting - the suspension makes it almost plush to ride, and the mechanical discs certainly make it stop quickly. But it's twitchy like a Windcheetah and the suspension does tend to squat a bit under

power. That's not really an issue for Bruce (he's 70-odd) who will be touring on it using his trailer for luggage.

Chris had his basic bike with giant Bob-like trailer, which gives him a carrying capacity rivalling some of my creations. It's his regular commuting vehicle, and the trailer lets him carry most things. He uses direct USS, with a BMX handlebar mounted horizontally from the back of the front fork. And like all good homebuilts, there are clear signs of re-engineering after the paint-job.

Also in the Tim Smith theme was a wooden conversion of a Raleigh 20 bike by Gary. It rode ok, and was definitely an interesting conversion - basically a few bits of wood, a donor bike, and an old pack frame for the seat (straps included!).



Bruce's trike

Aarn was riding a novel rear suspended design, using a steel cable wrapped over a rubber pipe as the suspension. It worked really well to ride, and seems to be a very light design. After the meeting I followed him home on the promise of seeing his low racer and designs. He rides in fortnightly time trials with a local cycle club on one and doesn't do too badly. The low racer itself, wow! He's got some interesting bits accumulated while he worked in Britain, including a very narrow carbon front wheel with suspension fork that's about 60mm wide overall! Very light and fast, but I can't fit my knees under the handlebars.

Additional photos are up at

<http://www.mozbike.com/see/canterbury-hpv/march/index.html>

Chris Moseley - [moz\\_nz@yahoo.com](mailto:moz_nz@yahoo.com)



## 28th Annual International Human Powered Speed Championships

Brantford, Ontario Canada August 5-10, 2002

### Preliminary Schedule:

Monday 5th August: Arrival, set-up; evening Static Displays.

Tuesday 6th August: Workshops, Fun Ride.

Wednesday 7th August: Sports Car Track Racing at Toronto Motorsports Park ([www.torontomotorsportspark.com](http://www.torontomotorsportspark.com)); evening: IHPVA Meeting.

Thursday, 8th August: Human Powered Boats; evening HPVA General Meeting.

Friday 9th August: Racing on Go-Kart Track for short bikes; demo rides, practical vehicles, fun obstacle course; evening: Drag Races.

Saturday 10th August: Morning: Flying 200 meter sprints; afternoon Criteriums on 2 km course; evening Banquet/Awards.

Events are open to all participants who meet the minimum requirements (see below).

**Cost:** Canadian \$60 (U.S. \$37.75) if registration fee received by June 15, 2002. After June 15 registration fee is Canadian \$60 (U.S. \$37.75) and Canadian \$10 (US \$6.30) per event entered. Payment can be made in Canadian currency, U.S. currency or can be charged.

**Registration form** can be downloaded from the event website: [www.groupcare.ca/hpv](http://www.groupcare.ca/hpv) or can be requested from Steve Robson, P.O. Box 849, Glencoe, ON Canada NOL-1M0

**Additional contact information:** e-mail to [hpvweek@rogers.com](mailto:hpvweek@rogers.com) For technical race questions: e-mail to [traslo@fix.net](mailto:traslo@fix.net) (Carole Leone), or write to her at 14070 Sandoval Road, Atascadero, CA 93422

**Lodging:** The race headquarters will be at the Brantford Holiday Inn, where a block of rooms has been reserved for participants. Call 519 758-9999 for special rate of \$85 Cdn (US\$51) or e-mail [HIBrantford@aol.com](mailto:HIBrantford@aol.com). Great camping is also available. Camping sites have been reserved at the Brant Conservation Area, which is adjacent to the boat competition area and adjacent to the Trans Canada Bike Trail. To view and reserve campsites to go <http://members.rogers.com/melonjoe/Brantcamp.html>. To reserve a campsite by phone call 1-866-668-2267 and ask for section C 401-438.

**Getting Around:** All event venues except the sports car track are within a 20 minute bike ride of the campsite and the hotel. There will be transportation available from Brantford to/from the sports car track on Wednesday for those who need it.

**Location:** Brantford is located in southern Ontario, Canada. It is about an hour south of Toronto, a hour northwest of Buffalo, New York and two hours east of Detroit, Michigan. Nearest International Airport is Toronto-Pearson. We are working on getting transportation for competitors and their bikes to/from Toronto Airport for those who need it.

Toronto Motorsports Track is located 40 km south of Brantford in Cayuga.

It is a 3 km track with straights and a variety of turns. We can also close off part of the track for special uses. Check it out at [torontomotorsportspark.com](http://torontomotorsportspark.com)

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### *Continued from Page 1 - Au Revoir*

Africa (Mali, Burkina Faso, Togo and Benin) for August / September and getting some footage for a film/documentary about the goodness and beauty of people in 'scary', lesser known countries (especially concentrating on Islamic countries which have copped an unfair beating since the horrid events of last year).

Finally, in October/November, I will return to Australia overland via Turkey, Iran, (possibly Pakistan depending upon safety) and India, to see those people in the villages and cities which helped me so wonderfully on the first trip.

For this reason I will be removing myself from the hpv list in a couple of days time. I'll miss you all – there is certainly plenty of good information / discussion on this list. Get on my website if you want to catch up with how the dear old Greenspeed is getting on with another damned thrashing... A special cheerio to Ian who spawned this whole great adventure in the first place (though of course he is FAAAAAAR from responsible for my decisions :) )....

For any of you that do want to keep up on the African progress, my website is <http://au.geocities.com/oilsbloke> (and, of course, you can always get one of the books there too :) ) and my new (old) e-mail address is [midoilfan@hotmail.com](mailto:midoilfan@hotmail.com). I will always be pleased to receive any correspondence and will endeavour to get back to mails as soon as possible.

If any of you want to catch up with me anywhere, go to the website and find out where I'll be at any one time and hopefully our paths can cross.

Jeff McLean - [jeffmof@replicant.apana.org.au](mailto:jeffmof@replicant.apana.org.au)

Ed. You may remember Jeff from the article *Three Wheels, Two Continents, One People*, a review of his latest book of that name in the July/August 2001 edition of HUFF.

# Greenspeed Tailbox

A number of customers have expressed a desire for a Greenspeed tailbox. This would perform a similar luggage carrying function to the pannier bags, would be a bit neater, and take the place of rack and mudguard as well. It should also make an aerodynamic improvement to the trike, giving a small improvement in speed over the bare trike.

The material could be fibreglass or a hollow core plastic material know as "Corex". Corex is used for signs and is light and easy to work with, so the 2nd prototype has been made in 5 mm Corex. A hot air gun was used to fold the corners, and the joints were made with double sided tape and M5 button head screws with Nyloc nuts. Total weight is 1.981g, and capacity is 68 litres, which swallows a laptop, a jumper, and loaf of bread very easily!

This compares favourably with the Bunyip bags' weight of 2,348g for a pair, and 600g for the standard Rubis rack.

The Corex tailbox was found to be much quieter on the road than a prototype fibreglass tailbox, and somewhat lighter.

There are few different colours in the material, or it could be covered with "contact". A tail light could easily fixed to the rear panel, and hooks could be provided to tie more stuff like boxes on the lid. I've put photos on our web site at the bottom of the Accessories page:-

<http://www.greenspeed.com.au/accessories.htm>

Just click on the small pictures to see larger ones.

We would like some feedback from trike owners on the appearance and demand for this box. So please give us an email or a call to say what you think of the tailbox.

## And also....

Thanks to many people for all the feed back I got about the tail box prototype.

There is no doubt that using all straight lines is the easiest from the fabrication point of view. In fact I was nearly going to make

the sides curved (may try on the next one) but I could see that it would be much more difficult to fold, so that there was good overlap, and strong seams.

And obviously one could make a very streamlined, sexy looking one from fibre glass or other composites, but this would double the price, reduce carrying capacity, increase the weight, be noisier, and possibly even be slower. One tailbox maker I was talking to said that his larger touring tailboxes, which did not look aero, were faster than his smaller, streamlined sports boxes. Testing so far has been inconclusive (too much error).



Quite frankly when I 1st stuck it on the trike I did not like the look of it, but the shape has sort of grown on me ;-). Rather a Utilitarian shape..... Hope to try yellow for the next one.

I found it was quite strong - I could stand on it without any deformation.

Capacity - 68 litres The Bunyip bags hold about 60 litres per pair, the Carradice possibly a bit less.

So I think I will put the plans on the web site, try making a few more, and then have a look at making a much better one. Maybe we should have a competition to find the best ideas and construction for a tailbox..... However, I think we could have a many different designs as we have trikes..... not that this would be a bad idea, but obviously the more one makes of one design, the more economical it becomes.

**Ian Sims**

## Drum Brakes

While it is true that SRAM are no longer marketing the TOP drum brake hubs esp. designed for wheelchairs and trikes (in Left and Right handed pairs) we have finally managed to get an order confirmed from the company which has bought the rights to market the hubs. Thus we SHOULD have supplies again in about a month.

In the mean time we have been working with the Taiwanese company, Sun Race, who bought the equipment, and the Sturmey Archer name, and are now called Sun Race Sturmey-Archer. We tested a prototype of the wheelchair drum brake hub, and found it was stronger than the SRAM one we had been using, and suggested a few improvement to it, which SRSA have agreed to. We have put in an order for these hubs, and expect to have them available in about 3 months time.

At the show they also displayed front and rear BMX drum brake hubs with 12mm axles!

They are also working on a rear drum brake hub with a cassette mounting.

Ian Sims, Email [ian@greenspeed.com.au](mailto:ian@greenspeed.com.au)  
Web pages <http://www.greenspeed.com.au>

## In Brief

\* LoGo Trikes now has a new updated website <http://www.logotrikes.com/> and new models including the "Pocket Trike" option which allows a trike to be dismantled for travelling.

Martin Arnold - LoGo Trikes and HPVs  
Western Australia - [llesscar@dingoblue.net.au](mailto:llesscar@dingoblue.net.au)

\* WAHPV have a new web address - <http://www.wahpv.org>

\* For those competitively minded, how about we (ED. Mike offered to collate it) create a list of Australian HPV records and have the OzHPV website as the repository.

I suggest classes for Men, Women, Junior, Open, Vets etc, faired/unfaired, bike/trike and events 200m flying, 1000m standing start, 4000m individual and team, hour, 100km for starters. I think it would be good fun and create some interest especially in comparison to wedge times.

Mike Dennis - [mike@faceng.anu.edu.au](mailto:mike@faceng.anu.edu.au)

## Can you help out?

I had a phone call from a bloke looking for "one of those three wheel funny bikes" for his mate "Tom" who has had a stroke and no longer has full use of his left hand side.

He's been to Canberra Cycles and seen how much a new Greenspeed costs and was wondering if there were any second hand trikes around.

I explained that the values didn't come down a lot due to the specialist nature of trikes, but I would see what I could do.

Apparently old Tom doesn't go out since his stroke and has virtually no exercise but he thinks he could ride a trike.

If anybody has a trike or parts thereof kicking around which could be suitable could they let me know and maybe we could get it going as a OzHPV community service project.

Tom lives in Canberra.

Peter Heal Ph 02 62884103 - [heal@cyberone.com.au](mailto:heal@cyberone.com.au)

## Dungog PedalFest 2002

13th-15th September 2002: Where have you been all you lying-down-on-the-job cyclists? Six PedalFests already and barely a sighting of a recumbent. Except that Ken Rubeli, one of the perennial PedalFest organisers, is always there on his indefatigable Clockwork Banana, looking for company at the same low-slung level.... So how about it this year? Please OzHPVers, join us in the delights of our seventh Dungog PedalFest over the weekend. Truly, the rides are a country delight, with hardly any traffic and lots of those roller-coaster roads where a recumbent flies past everyone going down the hill and is halfway up the next rise in the blink of an eye. On the Saturday afternoon there's a hill climb with wonderful views. Enjoy them on the way up because the descent is 12 kilometres of featherless flight and the scenery is a blur.... PedalFest each year attracts a few hundred cyclists of all ages and abilities who share in a variety of rides and social events. It's a famously convivial weekend with a bush dance, a genuine country church fete, local markets and the screenings at the historic Dungog Picture Theatre all deregulated cream on the top. PedalFest is a fund-raising event for the Westpac Rescue Helicopter, and last year raised more than \$4000. Registrations should be in by 30th August to attract concession rates! Call Ken on 02-49959265 (W) or 02-49959324(H), Email [pedalfest@wangat.com.au](mailto:pedalfest@wangat.com.au) <http://www.barringtons.com.au/pedalfest>

# Examining OzHPV?

ED. On the OzHPV Internet mailing list there has been some lengthy discussion going right back to the core reasons OzHPV exist. In some ways this doesn't surprise me as the ACT wing of our group were the main driving force when setting up OzHPV and many of them are no longer with us. Issues also raised include the relevance of our insurance and failed management tasks that now must be addressed for us to even exist. Jeremy Lawrence, the OzHPV president explains:

*OzHPV is now no longer incorporated, we were de-registered for failing to supply our annual returns. Since incorporation, OzHPV has never supplied an annual return. As such, our insurance is likely to be invalid.*

*Steve, Damian, and I have gone over our constitution and intend to propose changes, prior to a re-incorporation in Victoria, as soon as possible. We also need to get our bank account sorted out, and appoint a committee & public officer (in Victoria) who will be reliable enough to ensure submission of annual returns.*

Jeremy's suggested constitution:

*OzHPV exists to organise and promote human powered vehicle (HPV) events. These events may be based on land, water, or in the air. The events must be directly linked to HPV's in some manner. Examples include:*

- social rides
- races
- attempts at Australian or World HPV records
- promotional activities, such as:
- ride recumbent demonstrations
- joining in at ride to work day
- joining in at bicycle festivals

Ben Goodall of Tri-Sled HPV's says:

*Well I personally look at it as a forum of assessment and promotion of all things human powered (including wedgies Moz). We are by default measuring the ability of HPV's to do both the task they were meant for and sometimes ones they were not. In reality were just meeting with others of similar interests sharing ideas and showing our wares. I think the reason that the focus has been of racing is that it is an entertaining way of throwing an event. And it is!*

*I think that our reasons for being involved are as diverse as the people involved. Our constitution should possibility suggest this. In any case as Ian has already pointed out, the one thing IMHO most have in common is the fascination with the efficiency and simplicity of the bicycle.*

Bernard writes:

*Having come to trikes through looking for a HPV for my father, I had based my prior understanding of OzHPV on the content of HUFF and the trikes list, which I understood to be more lifestyle and technical than racing. (Ed after it was suggested OzHPV was fundamentally a racing organisation.)*

And Peter Heal says:

*Do you really think of OzHPV as a racing organisation? Just because some of the members organise what can loosely be termed "racing events" to try and get HPVs together, doesn't make us a racing organisation, "wacky racing organisation" more like it.*

*Idon't think there are any members who bought/built a hpv just for racing. Most of us would much rather be riding than supporting the infernal combustion engine.*

*Personally, I like organising rides and events because getting a whole bunch of HPV riders together and talking about HPVs is great fun. Some of these riders like to think about pushing their vehicles to their limits in design and performance - that's great. Our "racing events" certainly do not have the hype and macho image of the upright racing organisations.*

*OzHPV was formed so that we could have some autonomy from Pedal Power ACT and start organising events be they the ACT Challenge or demonstration events at public gatherings and to get the HPV community across Australia together - something it has been successful at, I feel.*

*The inference that public liability insurance is there solely for the "racers" is misinformed, I feel. OzHPV has "chapters" in each capital and some regional areas and the volunteers that run rides and events for these chapters can feel some comfort that their house and worldly belongings are not on the line if something should happen and the "sue" word gets mentioned. Without a public liability insurance policy, OzHPV probably wouldn't operate.*

.... and from Ian Humphries:

*I agree that saying that OzHPV exists just for the racers is also incorrect. Jeremy's succinct summary is close to what our ideals are I think. Demo days and social rides with discussions on improving HPVs etc fill our social calendar. There are very few races....and the races we do have are thankfully great social events too.*

*I personally want to promote the greater efficiencies of (some) recumbents because with greater efficiency (as demonstrated by greater speed on most occasions) we may just swing people away from their cars before the next oil crisis/ we choke on exhaust gases/ our weather gets stupid and hot etc etc.*

*I also personally think that the above is harder to achieve when people can only buy heavy and slow and hard-to-pedal-uphill HPVs. We have greater scope to promote human powered vehicles if we can demonstrate that they can be faster/better/groovy looking. And hence I have progressed from amateur frame builder dedicated to improving 'bent handling/performance/design to tailbox experimenter to improve efficiencies to co-designer of trikes to demonstrate that they need not be too heavy and slow to now being a financial supporter of the recumbent industry by setting up a part-time shop to sell the better/best Australian and Overseas made recumbent models.*

## New Tri-sled Coupling

(Ed. Last edition I forgot to include most of this article so here it is in full. Sorry Ben!)

Like most trike manufacturers, I've been looking at ways to make our trikes break down smaller for transport and storage. In March last year I had a gentleman in Japan ask me if I made a trike using the S&S coupling. As I was keen on the idea to begin with, I began some research into making an S&S version of the Kick Back. High on the priority list was minimal fuss. I didn't expect it the fold in seconds but at the same time I wanted it to be relatively quick and painless.



I decided that a single break in the middle would be the ideal compromise between compact size and simplicity of fold. That sounds easy enough, just put an S&S in the middle right?... Well no. Upon some research into the S&S coupling I discovered it has one (very) limiting factor. It cannot be placed in middle of a cantilevered member and is intended for triangulated applications (such as a diamond frame).

Rather than redesign the trike around it, I decided to design a link that could be used in such situations. My reasoning was that such a coupling would be of much more use in Recumbents, which are often made up of cantilevered beams.

My partner called it my missing link and the name stuck. It consists of two large flanges with 6 M6 cap screws (standard bike thread) recessed and holding them together. The front flange is a tight press fit onto the tube and is welded around the tube side face. The back flange is also a tight press fit but has a 5mm slide fitting section at the front for ease of location before fitting the bolts. Bolts need a 5mm hex key to tighten, which can be found on any cycling multitool. The coupling is strong in shear, torsion, tension and compression meaning it can be placed just about anywhere on a frame.



When I was testing the prototype frame, I rode it around for a few hours with the bolts only done up hand tight and also with the tension side bolts missing without any problems. Although this relieved some early fears I had had, I would not recommend trying this during every day use.

The prototype has done nearly a year of testing and so I'm confident that the design is sound. At this stage we are offering it as an option with a new model pack down trike available soon.

A big thank you goes out to my Customer Ken Kobayashi, who invested his confidence (and funds) in me to create his coupling trike.

Ben Goodall - [trisled@start.com.au](mailto:trisled@start.com.au) - Trisled HPV's

<http://www.trisled.com.au/>

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## For Sale

**Electric assisted Logo Recumbent Trike** - 3 months old, Yellow with Black seat, Hydraulic Disk Brakes, battery charger, \$4500 ono plus any postage if you are outside of Perth. Without motor \$3500 plus postage but you'll need a new hub and rear cluster. The trike has only done about 300km and has only been used for commuting to work, but it would be ideal for touring. A photo of it is available here [http://wahpv.tripod.com/sale\\_swap.htm](http://wahpv.tripod.com/sale_swap.htm) If anyone is interested I can email some more photos with close ups of the motor. (Toprun Hub motor (<http://www.ihpva.org/people/tstrike/wwev.htm>), 24volt, with about 50km range depending on weight of rider, top speed 31km, has rechargeable gel batteries, charge time is about 3 hours. ) I'm selling it because I've just got a new job where I'm going to be travelling around a bit so I'm getting Logo to make me a smaller one which breaks apart so I can travel with it easier. Contact Clair McDonald, Ph: 08 9343 0419 Mobile 0408 060 186 Email: [cem@inet.net.au](mailto:cem@inet.net.au)

**Disk brakes for sale** - Hydraulic disk brakes, 6 pot calliper, stainless rotor, international standard 6 bolt pattern, cold forged alloy levers. Price: \$380. Nigel Leggett, Marsfield NSW - [nigel.leggett@austrans.com](mailto:nigel.leggett@austrans.com) Telephone: 02 98881447

**Greenspeed 20/26** - fully refurbished \$1700 - details at <http://mrsswift.netfirms.com/gsabdcde.htm>

**Greenspeed Bike**, 35 gears. 20" front and rear rims. This bike was a special build with the seat layed further back for less wind resistance. Above seat steering, excellent condition, Green, \$1800 firm. Ken Mead Adelaide Ph 040252 8563 [klmead@senet.com.au](mailto:klmead@senet.com.au)

# Coming Events

Ed. Please note there is some doubt that the events listed here under the OzHPV banner will actually happen now that it's highly possibly we are at present unisured. (and may not be able to get or afford insurance) Please check with the organiser.

## OzHPV Canberra

4th - 5th May: Wacky Wacers go to Bowral - Track racing at Bowral. The "program" (loose term to indicate organisation) is for events at the velodrome in Eridge park Bowral to commence around noon on Saturday and run through till about 5.00pm. There is no cost to use the velodrome track - so no entry fees. Events will be organised on an ad-hoc basis much the same as we did at Queanbeyan. An evening get together at a restaurant will be organised on Saturday night. Sunday morning there will be a sightseeing ride of a couple of hours. A preferred campground/caravan park hasn't been determined as yet but will be advised shortly. For more details contact Peter Heal Ph 02 62884103 [heal@cyberone.com.au](mailto:heal@cyberone.com.au)

Note from Ian Humphries (02) 9550 2805 (home) [ianrjhumphries@hotmail.com](mailto:ianrjhumphries@hotmail.com) - ALL Sydney riders can attend the above - some lifts will be available or contact me to find out the train timetables to and from Bowral. (there may be some cost for non-OzHPV members?)

June track racing at Queanbeyan. Possibly a 6 hr race for individuals and teams. For more details contact Peter Heal Ph 02 62884103

## OzHPV Canberra

August 2002: Speed weekend for record setting. Flying 200metres, 1000m, etc. Possibly at Bredalbane (near Goulburn) on the Old Hume Highway. Get your fairings and lowracers ready for this one. For more details contact Peter Heal Ph 02 62884103

## Sydney Recumbent Riders

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

Sunday June 16th - Recumbent social ride. More info to come. Contact Tony Jack 02 9845 6857 (w) 02 9518 8252 (h) [Tony\\_Jack@wsahs.nsw.gov.au](mailto:Tony_Jack@wsahs.nsw.gov.au) or Ian Humphries (02) 9550 2805 (home) [ianrjhumphries@hotmail.com](mailto:ianrjhumphries@hotmail.com)

## Queensland Recumbent Enthusiast Group

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

Sunday June 2nd: Treasury Casino Brissie to the Bay Bike Ride <http://www.brissietothebay.com.au/> Contact Ray Hembrow 07 3843 2729 after 6.00 pm [recumbent.ray@bigpond.com](mailto:recumbent.ray@bigpond.com) or email David Johnston [davej@ecn.net.au](mailto:davej@ecn.net.au) or Darryl Shelswell Ph 0732033025 [shelco@optusnet.com.au](mailto:shelco@optusnet.com.au)

## The All Schools Pedal Prix Championship Queensland

<http://www.merrimacshs.qld.edu.au/pedalprix/index.html>

2nd-3rd August: The Pedal Prix for 2002 is likely to be at the Gold Coast City Cycling Complex Nerang, Gold Coast Queensland. Contact John Careless at Merrimac State High School Dunlop Court Mermaid Waters QLD 4218 Phone: 07 5572 2700 Fax: 07 5572 8450 [indtech@merrimacshs.qld.edu.au](mailto:indtech@merrimacshs.qld.edu.au)

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