

From the Editor

If you receive your HUFF as an email attachment be aware that this version is optimised for viewing on the screen and won't print so well. This is to make the file small enough to be conveniently emailed but reduces printing quality in the process. If you find it necessary to receive a higher quality version email me and I'll see what I can do.

Timothy Smith
tstrike@ihpva.org

For Sale

* **Greenspeed GTS Trike**, (pictured on right) Top of the range versatile light weight trike, Ultegra triple cranks & front derailleur, durace rear hub, allow boom, Hope disc brakes, 27 gears (no hub), velocity rims, double butted spokes, alloy nipples, multiple drink biddons, mud guards, rack, dyno bracket, 2 years old, excellent condition, goes fast, cost new \$6500+, \$4500 ono.

Contact Andrew Matika,
Elwood, Melbourne,
03 8635 7316(wk), 0419 875
894(mb), 03 9531 7170(hm)
amaticka@spipowernet.com.au

* **Greenspeed GTR 20/20 trike** in as new condition (two years old and covered about 2000km since new). Manufactured to suit person of 5'10". 72 Speed with Sachs 3x8 rear hub, cassette and derailleur and front triple chain rings. 35 degree seat. Standard front drum brakes. Red with yellow seat. Complete with cycle computer, integral heavy duty rack, recumbent pannier bags and front mudguards. Purchased for \$4,500, will sell for \$3000.

Ray Challen 08 6278 3506 (Home)
0408 321 262 (Mobile)
rchallen@allenconsult.com.au



Why Do We Do It?

ED. We met up with Patrick and Sharon in their ride around Tasmania. Previous articles have been printed in HUFF (EG May/June 2000) so you may know a little about them. They are riding around France at present after a wet few months on the road.

'Yes, but why do you do it?' he asked.

We were sitting in the Caiguna Roadhouse, on the Nullarbor Plain, talking to a road gang supervisor over lunch comprising a cup of tea and a toasted egg-&-bacon sandwich. Like so many similar conversations that the Greenspeeds precipitate this one commenced with general questions about the trikes. The conversation had already covered why we had chosen to travel on recumbent trikes, where we had travelled so far, our relationship with the road-train drivers, and the head winds we had battled for the past three days.

'Because it is there.' was my glib reply. I didn't think I could answer the question adequately in a casual conversation. Also I had not, at that time, defined the answer in my own mind. Over the next 10 days of the Nullarbor crossing we had ample time to ponder and discuss the answer for ourselves, as much as for anyone else.

Why the Nullarbor? Because it is there, and it is one of Australia's great vehicle journeys. As a much younger person I had driven a motor vehicle across the plain several times. I can still recall the impression as that black dot in the distance grew into a lone cyclist. Since then I have harboured a desire to cycle that trip. In the journey we also came to appreciate that the Nullarbor Plain is also one of Australia's great areas of unspoiled natural wilderness.



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The answer to the more specific question, 'Why are you riding bicycles around Australia?' is more complex and multifaceted. In order to understand our answer to that question it is necessary that I give some background. My wife and I are products of the best times Australia has seen. Born immediately after WW2, we are in the early 'baby boomers' category and lived through those golden years of prosperity from the 60's to the 80's. As grandparents in our mid 50's we began to realise that there is something wrong with our country and our society. At that stage we were not able to vocalise it but there was a niggling feeling at the base of our mind that all was not right.

We had both done some minor cycle touring before, and had expressed a desire to travel more extensively in Australia when we were able. In early 1999 it became evident that our personal lives and our careers were leading towards making that desire the most logical thing to do. So we sold our house and possessions in Darwin, gave our car away, and began serious planning. In August 1999 two very

inexperienced and nervous cyclists rode their new Greenspeed recumbent trikes out of Darwin to begin RAW, their rather grandiose titled 'Recumbents Around the World' trip.

Since then we have travelled 20,000 kms around Australia, much of it in areas of equal or greater remoteness than the Nullarbor. In this time we have ridden in all states except Queensland, and met and talked with thousands of Australians from all strata of society. We have clarified our concerns about our country and our society, and confirmed our decision to change our lives.

Gretel and Gridley Greenspeed have been an essential component in this exploration. In addition to providing the transport for us and our amazing amount of 'luggage' they are an important element of how and why people relate to us. Almost invariably people smile when they see us on the road, and respond enthusiastically to our wave or 'G'day.' It is then a small step to the type of conversation we had with the road-gang supervisor in Caiguna, where we learnt as much about the technology of building and maintaining highways as he did about recumbent cycles. Many of these conversations lead to new friends, with whom we communicate regularly by the magic of e-mail. Our mailing list of friends and acquaintances has grown from 35 when we left Darwin to 210 persons now.

So why do we do it? There are a number of reasons, and it is hard to call any one more important. There is a physical aspect to the riding. At the end of a hard day we feel a great sense of self-justification as we settle into a meal and early night to bed. We are both fitter and healthier than we have been for many years. This fitness assisted Sharyn to get 'back on the road'

only six weeks after major surgery recently. We are feeling better and enjoying life more now than we have at most other times in our lives.

William Wallace said 'Everyone dies, but not everyone lives.' Travel is one way of living. We recently spent five months in a unit in Fremantle, and found ourselves becoming inveigled in the 'busyness' of urban living again.

Reflecting on the 21 months since leaving Darwin I can remember both trips from Darwin to Perth but cannot remember much of the more recent five months in Fremantle. Humans live by habit, and our mind spends most of the time somewhere in the past or the future. The randomness of a cycle tourist's life does not allow for 'habitualisation' and thus we must live every hour of our lives.

There is a freedom on the road that you can't get in urban life. In the words of that famous song 'Freedom

is just another word for nothing else to lose'. We cannot claim to be that free, but we are in a situation where it wouldn't make that much difference to us if we lost everything we have. There is also a freedom in the absence of time deadlines. If we don't get there tonight it doesn't matter, we will get there tomorrow. If a better alternative comes up in the meantime we may decide that it doesn't matter if we don't get there at all.

We also have the time to observe, and to think about, this amazingly complex ship upon which we are a passenger. We prefer to camp away from towns, and thus often have time to sit and look at the night sky, and wonder why. Why are there millions of stars in our galaxy, the edge of which dominates the night sky as the Milky Way? Why are there millions of other galaxies 'out there', more than we could ever possibly visit? What's it all about Alfie?

We also wonder at the arrogance of this small group of life forms, on this inconsequential planet circling a minor sun in the outer fringes of a relatively minor galaxy in thinking that it is in some way 'special.' We wonder about the health of a society whose members continue the mad scramble to acquire 'things' ignoring all of the problems eating at the glue that holds their, and our, society together. We wonder who is going to even know we need help when we have stressed the environment on our little planet to breaking point, and who we think there is to come to our aid. We think of the incredible greed that allows us to demand a high standard of living by exploiting the resources of this planet ship in the knowledge that we will be gone when the bill comes in to our children and grandchildren. And we realize how much we personally have changed since we were doing exactly the same.



We have seen the effects of economic rationalisation untempered by social responsibility. We have ridden through once proud towns where the only thing still open is the public toilet. We have sympathised with the operator of the sole business surviving in a once important town who admits he must soon close but worries about 'who will look after the old guys who live here?' when that happens. We have sat rested on plaques commemorating the old school site of towns that no longer even appear on the maps.

But then we meet those people who inspire us, and keep us believing in humanity. The ultra marathon runner Pat Farmer



whom we couldn't keep up with as he ran around Australia. Perry Stone, who holds the record for riding a bike around Australia in 41 days, a feat we still haven't achieved after 21 months.

Brian Peterson, pulling a wheelbarrow from Sydney to Perth because that's what he wanted to do. And the hundreds of other people we meet all the time that are out there living their life's dream. But mainly we ride because it gives us control of our own life. In an urban environment much of what goes wrong is someone else's fault, and the solution is out of our control. On the road we have to accept responsibility for anything that happens, because it was almost certainly caused by something we did or did not do, or should have foreseen. Any problem is almost certainly within a scale we can handle, and is within our capacity to rectify. In effect we are returning to a much simpler style of living, where we accept personal responsibility for anything that happens, and do something about it.

It has been said that space, time, peace and an intact ecology are the luxuries of our time. As I sit by the campfire in a patch of bush on the Nullarbor Plain it occurs to me that we have all of those. We don't have a TV, a fridge or a microwave but we are living in the lap of luxury. And Gridley makes a great armchair to sit and watch the galaxy show begin on our big screen, and to think.

So why don't you come and join us some time? Our address for at least the next ten years will be 'somewhere in the world'. We would love to meet you somewhere, sometime. If you are thinking of joining us and need to know where we are, or can't join us now but just want an electronic chat, we can be contacted directly at barleyp@ozemail.com.au or through Ian Sims at Greenspeed.

We look forward to talking to you somewhere, sometime.

Patrick and Sharon Barley
barleyp@ozemail.com.au
<http://www.ozemail.com.au/~barleyp>

Going fast - 406/451 wheels - bike tyre safety.

Part 1

When we look at the results of the European Championships / Cyclevision 2002 - Bram Moens, the designer of M5 bicycles seems to know a thing or two about going fast. He is the one who likes to use 451mm wheels on his bikes. Bram is 46 years old and averaged over 46km/h in the 3 hour time trial, covering over 139km. This was on his M5 Carbon lowracer aka the fastest unfaired HPV in the world. In the one hour time trial Bram pedalled 50.68 km. The winner of the unfaired category in both these events was Leo de Nooijer who rides a cromoly steel M5 low racer - he's only 39 years old and covered over 148km in 3 hours and over 52km in one hour. I think M5's filled 4 of the first 5 places in the 3 hour event.

Results at: <http://www.elan-ligfietsen.com/team/2002/results/bend/cv.htm>

Part 2:

In further discussion with respect to an enquiry by Jeremy Lawrence regarding the comparison between 406 and 451 tyres, I just happened to get Human Power No 53 Spring 2002 in the mail today. (the IHPVA Technical Journal - to subscribe visit www.ihpva.org)

In it David Gordon Wilson reiterates some points he made in a previous article re run flat controllability of bicycles where the front wheel is punctured.

Apparently he set about finding why some tyres when flat, handled ok and others did not, flopping all over and leading to loss of control of the bike. It seems he and some of his students at MIT where he is an emeritus professor of mechanical engineering have worked out which sort of tyres will still feel controllable even when they are completely flat. Good news for bikers who do want to stay upright even when a tyre punctures suddenly. He concluded that a tyre which fits snugly to the rim is one which is hard to get on and off is one which handles fine and controllably even when flat.

But reading the article it seems it is as much to do with tyre fit as rim design. If you imagine the cross section through your rim you will either have a modular rim (double wall ie you can see that the spokes pass through 2 walls of aluminium) or one with a well where the well is also the inside face of the rim. Not

sure I've explained this well but the examples are Modular rim = Velocity Aeroheat and rim with well = Velocity Triple V. (?see the velocity website for cross-section diagrams?)

Anyway a poorly or loose fitting tyre will have its bead slip down into the well of the rim and thus allow the tyre to flop about = poor controllability when flat, whereas a rim like the Aeroheat, without a "rim well" will not allow the tyre bead to move about much and therefore the bike should remain controllable. Tyre fitting with a rim with a well is always much easier. I usually get a bit frustrated when fitting tyres to Aeroheat or modular rims as it does make tyre fitting much harder but the positive side of this is that the bike is probably safer with these rims. I guess the controllability of trikes with tyres flopping about may be an issue too, albeit a lesser one. Anyway on a bike with low enough seat to put your feet flat on the ground you can just use your legs as stabilisers - ie outriggers until you slow down enough - I've never hit the ground yet when tyres have flatted using this technique. (But it is safer to do this with above seat steering as you have the handlebars to continuously brace against and so stop forward body movement/rotation but that is another story)

Anyway the M5 ShockProof comes standard with the good modular rims, polished and with eyelets too, in both size wheels 406 and 451. I use the Velocity Aeroheat rims on the Flying Furniture models, because they are light too :-)

Ian Humphries
ian@flyingfurniture.com.au
www.flyingfurniture.com.au



Bits and Pieces

Logo

Mr and Mrs LoGo are off to the UK and the US in September to organise agencies in those countries. We will have our trikes reviewed in VeloVision magazine while in the US the Recumbent & Tandem Rider magazine so we've spent the last couple of months getting things organised. We also have an agent in Japan; Loro World Recumbents in Kyoto, and the first two of hopefully many trikes are now ready to ship. Once the agencies are up and running the website will be updated with the details.

We'll be keeping a check on our email while we're away, and be back to resume production around October 8th.
 Martin Arnold - LoGo Trikes and HPVs
info@logotrikes.com - http://www.logotrikes.com

BikeE

The following statement was just released by Bob Brown, former head of BikeE.

"As a result of continued operating losses, on August 23, 2002, BikeE Corporation ceased operations and terminated all of its employees. Collection of accounts receivable and liquidation of remaining inventory is being handled by agents of secured creditors."

So there you have it. The largest recumbent bicycle producer in the world is no more.

Swift

Here's a couple of photos of SWIFT sociable being used for family transport. Also (next page) Mr Components now has the new model SWIFT adventure with full suspension 70mm front travel with no toe in variation and 100mm rear travel with zero power loss. The adventure also folds to a postable size for travel/transport. Adventure is priced at \$3280.

Michael Rogan
 MR Components
mrogan@peninsula.hotkey.net.au





2002 Annual General Meeting

The 2002 OzHPV Annual General Meeting will be conducted in conjunction with the 2002 Greenspeed OzHPV Challenge on Saturday 2nd November at 12noon.

AGMs are one of those important things that incorporated clubs have to do every year and whilst they may seem tedious, a good AGM and subsequent election of an enthusiastic and motivated committee can effect the overall growth and success of an association over the next 12 months.

It is important with an association like ours, that the AGM is held at a time which enables the maximum number of members to attend and have their say in the running of the association.

The agenda for the AGM covers the usual stuff:

- a) To confirm the minutes of the last annual general meeting and of any other general meeting for which the minutes are not yet confirmed.
- b) To receive from the committee reports on the activities of the association during the last financial year.
- c) To elect members and office bearers of the committee; and

d) To receive and consider the statement of accounts and the reports that are required to be submitted to the members.

e) General business - The general business item of the agenda will include reports on:

- Incorporation of the Association. Lodging required reports for the previous 4 years
- Public liability insurance developments The OzHPV Constitution which sets out the rules of the association and how it is run, is available for members reference on the OzHPV website homepage (look for "rules of the association").

- Damien Harken (Secretary) wants to propose that in future, memberships should fall due on Jan 1. Everyone will find it easier to remember whether they are financial or not. We can publish the renewal form in the last HUFF each year. I think it would make it easier for everyone. I don't think the membership renewal date has to be the same as the financial year date - it certainly isn't so now.

Members are encouraged to participate in the AGM and if they can commit the time, put themselves up for nomination to the committee positions. Postal nominations for positions should be sent to the secretary at least 7 days before the AGM.

OzHPV is at the point in it's development where a bit of enthusiasm and input from it's broad membership around Australia and some innovative leadership from a committed committee could result in some very high profile events and further promotion of Human Powered vehicles and their use throughout Australia.

Your choice!

PS: Attending the AGM at the Challenge gives you points towards the overall result for the weekend.

The 2002 Greenspeed OzHPV Challenge

After a couple of years 'south of the border' the 13th annual Greenspeed OzHPV Human Powered Vehicle Challenge once again returns to Canberra in 2002. The enthusiastic "Canberra

Mob” are keen to put on another great event which will a drawcard to all recumbent and HPV enthusiasts around Australia. Much planning has already taken place, with the venue booked and potential sponsors approached.

The 2002 Greenspeed OzHPV Challenge will be held on the weekend of 2nd and 3rd November at the Sutton Road Driver Training Centre the site of 7 or so previous Challenges. Riders from all over Australia make the journey to the challenge not only to compete in the various events but also to share information and make friends with other enthusiasts. Camping and catering will be available on site. For those not wishing to camp, nearby Queanbeyan and Canberra have a broad range of accommodation available. Camping on site is the best way to fully experience the Challenge.

Did I mention that Greenspeed, Australia’s premier recumbent trike manufacturer have kindly agreed to support the event once again as our major sponsor?

Greenspeed and other manufacturers will be on site for the whole weekend in a mini recumbent trade expo and will be keen to demonstrate their vehicles and products to prospective customers.

Competition is not the sole reason for the weekend. The Challenge involves a series of events designed to test not just speed but the overall practicality of participant’s vehicles. These include time trials, criteriums, slaloms, off-road race shopping events and the favourite “the Trike skidpan expression session”.

Riders of ‘non-recumbent’ bicycles are most welcome to participate and the “come and try” sessions are popular with those wishing to find out more about recumbents and perhaps take one for a ride.

For further information on the Challenge or OzHPV, visit the OzHPV Website

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

Contact: Peter Heal Ph0422103139

heal@cyberone.com.au

How to keep your drive-train quiet.

I have had some recent success in quieting the chain line on a new lowracer project.

Initially everything is nice and smooth and quiet. You know, new chain, new rollers, and new cluster – then the gremlins get into it and do their work.

The chain starts creating “waves” or indexing where it runs on the flat surface of the plastic roller. A low rumbling sound under load starts to drive you nuts and you can’t seem to get rid of it.

Chain slap on the frame and chain stays can also drive you

nutty on bumpy paths and roads.

It would be a perfect world if all recumbent designs could have a straight run of the chain to the cluster without having to be diverted around or over the seat, cross members or forks. I accept there are some designs where straight chain runs with no guide pulleys can be achieved, but these tend to give up performance as one of the drawbacks.

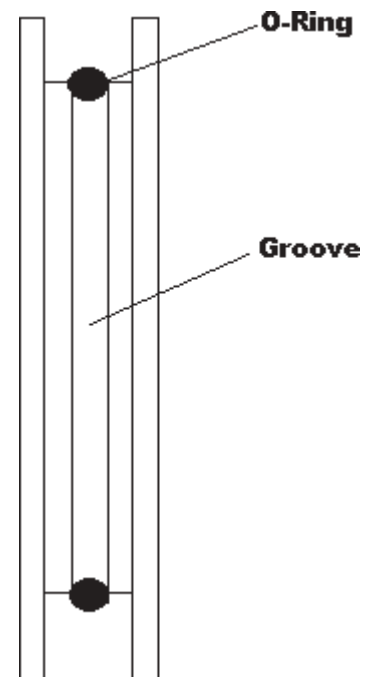
Let me pass on the methods I use to reduce chain noise:

- Buy some clear PVC tubing (16mm) from the hardware shop. Cut it to the length of your chain stay. Split it along one side with a sharp knife (watch the fingers!). Wrap the PVC around the chain stay and secure with two or three zip ties.

- The rollers can be quietened by the use of a rubber o-ring placed in a groove cut in the centre of the flat section. You’ll need to do this on a lathe or a large drill after you temporarily remove the bearing. The groove only needs to be about 2-3 mm wide and 2 mm deep. The o-rings can be bought from a Repco or other autoparts shop in around 45mm dia. for about 50 cents a time. Look for an o-ring with an inside diameter about 5mm less than the roller’s inside surface and about 2.5mm thick. It should be easy enough to stretch over the outside flanges of the roller and it will sit happily in the groove you have cut down the centre. The rollers of your chain will run quietly on the rubber of the o-ring and most of the rumble will disappear. I find the o-ring lasts about 500-1000km, then the noise comes back and you need to fit another o-ring. (See diagram for more info)

- Fitting PVC irrigation tube is a great way to contain a greasy chain, but is also adds to the overall noise output. I haven’t found a way to silence this other than eliminating the tubes and having to put up with a dirty leg. The tube tends to “learn” it’s required shape after a little while of the chain running through it. Make sure the tube is straightened and the ends are flared using a heat gun before you fit them.

Peter Heal -
heal@cyberone.com.au



Greenspeed Factory Sale!

One day only, Saturday 14th September.

Greenspeed is expanding and needs more space, thus we need to unload excess stock, old prototypes, and used stuff. Bikes, trikes, and vast quantity of rims, geared hubs, tyres, cranks, loads of surplus chainrings, unused samples, etc., etc., plus magazines.

Come and buy new/obsolete/SH parts at less than wholesale cost. Never to be repeated.

Examples: -

Deep section aero rims, 17 x 406 @ \$15 each (were \$40)

Polished, eyeleted, box section Araya rims 14 x 451 @ \$20 each (were \$50)

HPV Hudyn slick tyre, 90 psi 20" x 1 ¼" (32-451) @ \$5 each (were \$20)

Sachs 5000 Q/R front hubs @ \$10 each (were \$26)

Sachs 3 speed coaster hubs @ \$50 each (were \$134)

Numbfish dynamo hubs @ \$40 each (were \$120) report at :-

<http://www.cyclery.com/lists/bikecurrent/bikecurrent-archive-hyper/bikecurrent.200006/0000.html>

52t, 42t, 39t Shimano chain rings @ \$15 (were \$40)

30t Shimano chain rings @ \$10 (were \$30)

And much, much more.....

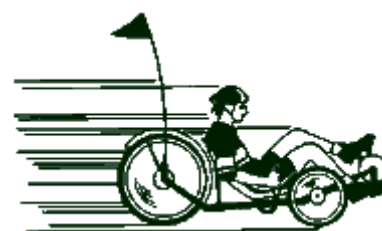
Trade welcome. Cash, credit card or EFPOS only – strictly no returns. 8 am – 4 pm Sat. 14th Sept., Unit 5/31 Rushdale St., Knoxfield, VIC 3180

Greenspeed Recumbent Trikes, & HPVs

Phone 03 9758 5541 - Fax 03 9752 4115

Email ian@greenspeed.com.au

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



Coming Events

Melbourne Recumbent Riders

Sunday 8th September: OzHPV Race Day, 11am - 4:30 pm, Broadford Vic (Registration from 10:30 am) At Reg Hunt Motorcycle Park, Broadford., 80k North of Melbourne, Melways 510 M8. Follow the signs on the Hume Highway near Broadford or 20 minute cycle from Broadford station \$15.00 per bike to participate, spectators free. Fees cover hiring the course and 1st aid expenses. This race meeting will be a great chance for you to see and ride all manner of human powered vehicles and will be a precursor to the 2002 OzHPV Challenge in Canberra in November and the 2003 OzHPV Challenge to be held at Reg Hunt Park in March.

Races to Include * Last man out, * 1 lap time trial, * 1 hour road race, * Off-Road, * Slalom * Criterium. BYO lunch (barbecue facilities are provided.) Payment of fees will be on the day, but if you want to come and participate please let Steve Nurse know cesnur@eisa.net.au Ph (03) 9481 8290 or contact Damian Harkin damianharkin@optushome.com.au Phone: 03 9314 3171 Mobile 40 234 6961 <http://home.vicnet.net.au/~vichpv/>

The Australian International 24 hr Pedal Prix

21st, 22nd September - Held at Sturt Reserve, MURRAY BRIDGE, S.A Contact PO Box 524, Brighton, 5048 <http://www.pedalprix.com.au/>

Maryborough Technology Challenge, 24 hour HPV Trial

13th, 14th & 15th September 2002 - 24 hour HPV Trial Race in Maryborough, Queensland. This HPV event is for Secondary students with a smilie pushcart event for Primary competitors. Ross Humphries. ross.humphries@maryboroshs.qld.edu.au

<http://www.maryboroshs.qld.edu.au/mtcwebsite/home.htm>

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? 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

<http://www.barringtons.com.au/pedalfest>

Sydney Recumbent Riders

Sunday October 20th - Recumbent social ride. More info to come. Contact **Tony_Jack@wsahs.nsw.gov.au** 029845 6857 (w) 02 9518 8252 (h) or Ian Humphries srr_ozhvp@yahoo.com.au (02) 9550 2805 (home)

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

The Australian International Pedal Prix

20th October - 6 hour Sprint race 10am - 4.00 pm held at Victoria Park, S.A the same venue as in past events. Circuit is 1km. Contact PO Box 524, Brighton, 5048

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

Murdoch University EV Challenge

Saturday 19th October - Aimed mainly at schools and held at the Murdoch University, there is also an open category available to TAFE college, university, business and private teams. Scrutineering - 9am - 11 am. Event 11.45am - 2pm. Venue - Murdoch University, Carpark 9. PO Box 1099, Osborne Park, WA 6916 Ian Sanders Ph 9244 1987 info@stawa.asn.au

<http://eng-sun3.murdoch.edu.au/~pcalais/>

The Velofest

7th November, 2002 - By the organisers of the Adelaide International Pedal Prix.

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

If this Newsletter cannot be delivered please return to:
OzHPV Inc
1 Court Street
Yarraville 3013 VIC

