

From the Editor

Hope you enjoy another edition of HUFF. This is an extra large edition so you may not know this but I have been a bit short on articles of late. If you can think of a topic to write about relating to HPV's I'd welcome your contribution. What I'd be particularly keen to see is information that we don't get to hear about much like:

- * Articles from a female point of view.
- * Non cycle related information EG watercraft, aircraft etc.
- * Construction techniques that aren't commonly known about.

Timothy Smith - tstrike@ihpva.org

Jeff McLean

(ED. You may recall a previous article featuring Jeff's book on touring on a Greenspeed trike. His latest venture is triking through Africa and Web site on the topic makes interesting reading.)

Just a quick one to say that an interview has been posted on The Age Online. You can get the link of it at... (some of you may not be able to see it if you don't have the right media player)

Link to interview :

<http://au.geocities.com/oilsbloke/africamedia.htm>

Hope you like it....

(A pretty excited) Joffa
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OzHPV Challenge, Broadford March 2003

This was a new venue and a new time of year for the Challenge. The site - Reg Hunt Park seems just about perfect for the event:

Not far from the town of Broadford and train transport, Lots of shelter from the elements within sight of the track, including a powered "officials area" and a full control tower, Camping on site, and On the main Melbourne-Sydney Road

About the only complaint I heard about the track was that the hills were too steep!

Hill Climb

Straight up the steepest hill on the course. Scott Setford won on a very light mountain bike with Gareth Hanks second. Ben Goodall competed on his 6kg front wheel drive lowracer. (See <http://www.mozbike.com/see/trisled-bbq/index.html> for pics)



Out in front of the bakehouse Broadford

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Trisled Time Trial

Ben Goodall won this lap of the circuit race in his fully faired trike with Scott Setford second. The course is steep enough that light bikes with a good rider can be competitive against more streamlined and heavier HPV's.

D & H Enterprises Road Race

I took part in this race and learnt 2 simple truths:

a. Don't eat a bacon & sausage roll with sauce while attempting to race a bike – it slows you down somewhat.



b. If part of your HPV looks dodgy and likely to fail during a race it will. In my case it was a tyre worn thin and it burst on my third lap. It's amazing how useless a bike with a flat tyre is and it had to be wheeled back to the start line.

Ben Goodall won but there were 4 riders on the same lap as Ben's after 10 laps including Scott Setford on a road bike. It would be interesting to see what a peloton of good diamond frame riders could do against HPV's on the course!

Don Elliot from D. & H. Enterprises had commissioned a beautiful trophy for the winner of the road race and he handed it over to Ben with a small speech. Don is very keen to encourage HPV Sport in Australia and suggests that if he makes good prizes to win at the HPV events, more people will come along and compete to win them. Thank you Don.

Sprint

The sprint race at Broadford was a 200m flying start race through timing traps, with the results based on the time taken. The crew from the Channel 9 show "Postcards" were filming this event so we expect to see something about the challenge on the TV during June. Highlights were Ben Goodall's fast runs and



Damian & Joan Harkin's efforts on the back to back tandem.

Ben Goodall's time indicates an average speed of around 75 kph. From this speed it looks as though the breaking of the Australian unpaced HPV speed record (80 kph, see <http://sunsite.anu.edu.au/community/ozhvp/speedrecord.htm>) is not that far away. Ok, so our speeds were downhill & wind assisted, but not to a huge extent!

Twin Slalom

Was run over a short course around witch's hats. It was run off in heats with everyone timed over the course and the fastest 8 going through to elimination races that determined 1st and 2nd place. This made for some exciting racing and one semi-final between Adrian Gotts and Gareth Hanks was a draw between the two trikes and had to be run again. Adrian won the rematch and went on to win the final in a close race with Ewan Nurse who was on roller blades. This format seems to work well.

Last Man Out

We used a loop at the end of the main straight for this race which was somewhat chaotic at the start until a few people like me were "lapped & out" or "Last to finish a lap & out". The final laps were very exciting with Matt Heal, Peter Heal, Ben Goodall, Ian Humphries, Malcolm Butler and Gareth Hanks strongest with Malcolm winning in the end.

Stuty's Bakehouse Concourse

The concourse was a chance to get all the HPV's together and have a relaxed social ride together and talk and have cups of tea and coffee and eat donuts. For me this was the highlight of the Challenge, possibly the first time HPV's have moved away from the track en masse during a challenge.

Norm Lemin from Euroa turned up with two historical HPV's which *really* gave us something to talk about. As well, both professionally and owner-built HPV's were judged for "design & innovation" and "best presentation". Ian Humphries was one of the judges for the homemade bikes and he gave a "humor award" to Jamie Friday for the sign on his bike which went something like "designed to cost \$300 and go 80kph but so far had cost \$390 and gone 40 kph". Jamie later protested that his aims for the bike were entirely serious and that he wants to hold the Australian HPV speed record.

Owner Built, Design & Innovation: Peter Mollar's Trike, Steve Nurse's FWD Bike

Best Presentation: Peter Heal's Lizard Lowracer Bike

Professional Build, Design & Innovation: MR Components "Adventure Suspension Trike"

Best Presentation: Barry Cox's Greenspeed Trike

Furthest Travelled by HPV: Jens Herrmann, HP Velotechnik Street Machine

Once the concourse presentations were over everyone trickled back to Reg Hunt Park and up and over the huge hill within the park grounds.

Sunday's first event for points was the *200m drags*. Jamie Friday won, beating Peter Heal. The drags followed the same format of the twin drags. (Pics of Jamie's bike at <http://home.vicnet.net.au/~vichpv/Rides/Broadford0209/Report.html>)

MR Components Off-Road Adventure

This was held on a short course near the camping area that had been laid out by Michael Rogan. It included a 2m 45 degree downhill stretch and a slalom through gum trees. Michael could almost have won the race except that he did 3 laps of a 2 lap course. Steve Barnett won it on a Mountain Bike, repeating his win at the raceday last September.

Flying Furniture Criterium

The track ran over part of the last-man-out course with a few extra (hill and curve) technical parts. Malcolm Butler won with Ian Humphries second.

Greenspeed Shopping Race

Paul Sims provided the shopping for the shopping race: 2 litre drink bottles filled with water and large milo containers filled with rocks, lead or something else exceedingly heavy. There were 13 of these objects to be carried with a penalty of 30 seconds for each item not taken. Paul Sims won from Michael Rogan, both were well prepared with solid trailers for their shopping.

There was a small presentation at the end of race for the challenge winners. In the Men's, Malcolm Butler came 1st, Ian Humphries 2nd and Jamie Friday 3rd. Bec Gibb won the women's event and Michael Cox the juniors. The recently purchased OzHPV banners were used during the weekend and distributed to Canberra & South Australian OzHpv members at the event. OzHpv secretary Jeannie Davidson will complete the distribution of the banners.



The Challenge ran smoothly and

economically thanks to our planning and volunteer organisers who included, Jamie Friday, Ken Houghton, Peter Heal, Joe Fittipaldi, Broadford Scouts and sponsors Trisled (Ben Goodall), MR Components (Michael Rogan), Greenspeed (Paul Sims), D&H Enterprises (Don Elliot), Flying Furniture (Ian Humphries) and Stutie's Bakehouse (Greg Stute).

Thanks also to Christine Nurse, Joan, Sarah, Clare and Francis Harkin who timed events, entered data on the computer, made T-Shirts, hosted meetings and generally helped wherever possible.

My co-organiser for the event Damian Harkin is already planning for a bigger and better event at Broadford in March 2004. We look forward to seeing you there.

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Photo's - <http://sunsite.anu.edu.au/community/ozhvp/2003chalphoto/2003chalphoto.htm>

Results - <http://sunsite.anu.edu.au/community/ozhvp/Challenge 2003 results.xls>



Greenspeed update

Seat Research and Development.

First we talked to our chiropractor, about what riders need from a seat, and then with her help, and using the measurements from over 500 riders, we made a number of prototypes. Then we tested them with many, many different riders. Eventually, by using special bending equipment, we managed to “mould” the seat tubes to fit the curvature of the human spine. Thus we have managed to combine the nice curved appearance of the hard shell moulded seats with the better suspension, shape conforming, and ventilation qualities of the sprung mesh seats. Just one sit in this seat is enough to tell you that a new standard of comfort has been reached!

Steering Upgrades.

Research indicated that even with our centrepont steering, there was some toe-out under heavy braking with the optional hydraulic disc brakes. Thus the steering has been re-designed to give a small amount of stabilising toe-in under braking. The difference in single wheel braking from high speed is quite marked. To line up better with the new kingpins, the handlebars have been moved to the top of the main tube, giving better ground clearance, and shorter bars. Plus they have been given more rake, so that they fit the hands better, yet are still in line with the pivot, eliminating any tiller effect.

New Rack

Our new luggage rack is made from high tensile aluminium tubing, by Massload. It weighs only 370 g, yet has been tested successfully to 40 kg. Thus we rate it at 30 kg. It has a universal mounting plate for attaching lights or reflectors, and a mudguard attachment point.

Please visit our web site, or contact us to find out more, and where to go for a test ride. – it just may change your view of the world!

Ian Sims- info@greenspeed.com.au - www.greenspeed.com.au



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Recumbent Cycle News Magazine

After several long years, Recumbent Cyclist News (RCN) is pleased to announce that our new website is up. There is lots of FREE content, and information to help new recumbent bicycle enthusiasts get up to speed and learn about recumbent bicycles.

For those of you who are not familiar with RCN, RCN is RecumbentCyclistNews—a print recumbent bicycle enthusiast newsletter that was started Marilyn Bryant back in 1990. RCN is an independent publication that does critical reviews, road tests, and stories on every aspect of recumbent bicycles. RCN is recumbent specific — the only print publication of on the world today. RCN has been published on time for 13 years and going on 75 issues — and is mailed to thousands of recumbent bicycle enthusia throughout the world. RCN is the first and foremost authority on recumbent bicycles.

Our new website is: <http://www.recumbentcyclistnews.com>

At the new site, you will find:

- * Expanded “About Recumbent” section
- * Check out our expanded FREE content:
 - 6 downloadable RCN issues including the rare Homebuilder Special
 - 12 downloadable articles from RCN
- We plan to include 1 or 2 new FREE RCN issues per year at the site.

- * Site Sponsor Links
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2003 Buyers Guide/Season Preview Now Available RCN 074, our yearly season preview/buyers guide issue is off the press and available now.

Recumbent Cyclist News



The Bacchetta Ti Aero

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RCN has been publishing since 1990 — 13 years. As of July 2003, RCN printing 8 issues per year. We hope to move to 10 issues per year soon.

For a subscription, contact Greenspeed.

Bob Bryant, publisher - DrRecumbnt@aol.com

Viva La Bent - Confessions of a Convert

Confession 1

It has been two years since I converted with my partner Jana from a 'wedgie' bike to a recumbent. So it is appropriate to take stock and share my conversion experiences with the fellow OZHPV members.

It all started when we decided to upgrade our cheap 20" folders (Raleigh 20 and Eska) to better ones. The Internet was the best data base. Folding society was an excellent site found by mistake. Crompton amongst many folders was the choice but the price was prohibitive. I got interested and searched for Crompton history. I found this weird looking Crompton with the lounge chair type seat and the pedals up front. It was called Crompton recumbent conversion. It got me curious. I searched the word 'recumbents' and there they were. All sorts of bents, short and long, high and low, two and three wheelers, amazing stuff from all around the world. There were Australian makes too. Greenspeed featured on almost every internet site. I was so excited that a hastily arranged visit to see Ian Sims was a very rewarding experience. I have decided to shop for a tandem since Jana usually stayed well behind on our rides. My University colleague Michael Paeze shared with me his latest acquisition, a Greenspeed tandem trike. Trikes did not appeal to me as they just do not have that 'free' feel of a bike. We spent all day trying bents at Jeff Fox's in Macedon. He imports all sorts of bents. Riding a recumbent was such a new and fantastic feeling that we decided to buy one. I found Rans Screamer SWB a very pleasing tandem bent but for AUS\$9000 a very expensive outlay.

I have been building live steam model locomotives for over 15 years and having a small workshop prompted me to a challenge to build my own tandem bent. Internet was indispensable. Jeremy Lawrence's site was a start. He lived in Melbourne and was very helpful in explaining the recumbent building principles. I also found the OZHPV and Steve Nurse then the Secretary of



Tandem Prototype

Vic. Branch showed me his very innovative constructions. I decided on a separable tandem as I hate carrying bikes on the car rack. Independent drive spotted on a German Zox bent site was a good way to go for a separable bent design as the only thing that had to be joined after the frames were bolted together was the brake cable. I sought Paul Sim's (the R&D expert at Greenspeed) advice on the viability of building such a tandem. He was the most helpful person I have ever met by pointing out to me some obvious alternatives as I was naïve about being a novice. I bought a 40x80x2 thick mild steel tube. I found a gold mine at the Laverton 'Rabbles & Riches' market. There were plenty of BMX 20" wheels and old bike parts I could use. I welded bottom brackets recycled from old bikes. I opened the front fork with the propane torch to accommodate the hub with cluster and brazed the spigots in place for V brakes. The only problematic were the seats. My old time friend Stan Dinowicz helped me with his 3/4" dia. tube bender and he also welded the frames for me as I did not have any experience in welding. My local upholsterer upholstered a 1/2" thick plywood cut in the shape of an exercise bike seat for \$20 each. I used old trampoline fabric for a back support. The seats are secured with the help of two QR's through the frame. The tandem wheelbase is 1300 and the seat height is 650.

In all, I have spent six months and about \$600 in total and immensely enjoyed the experience of building my first bent. The most expensive item was a 2nd hand rear MTB shock for a \$150. Jana got used to being a stoker and I had the pleasure to have her behind me at the same distance at all times during our weekly rides around Melbourne bike paths and rail trails in country Victoria. I 'caught a bug' and decided to build an improved tandem bent. But this is going to be another confession.

Robert Waryszak - Robert.Waryszak@vu.edu.au



Alpine Classic Trip

Saturday 18 Jan

The bike was loaded and ready to go without any dramas and I was on the road by 0650. On previous trips I had boxed the bike and then had to transport the bike and luggage to the train or direct to the airport.

At the end of my last trip for the Oppermann Trial where we rode from Canberra to Dapto, I flew home from Sydney. Remembering how far it was to the temporary Virgin Blue terminal at Mascot, I simply rode into the terminal and they accepted it without fuss. That certainly saved a lot of time and trouble.

It was a pleasant morning ride through Brisbane and without too much traffic to worry about my mind was wandering as I went along Kingsford Smith Drive. Too late, I realised I had missed Nudgee Rd and was approaching the Gateway Arterial freeway. I carried on for a bit, hoping that I would be able to cut across to the airport somewhere but eventually decided that it would be better to go back and take a road I was certain would get me there.

Last time I had found a quiet detour through industrial areas that avoided the busy roundabout under the Gateway Road. Today was a Saturday though, and the gates were shut!

Retracing my route to Nudgee Road I was heading in the right direction, still with some time up my sleeve, when a guy pulled up and waved me down. He is trying to build, or at least design, a face-down recumbent with linear pedalling motion, insisting that this is the most efficient way to do it. I eventually got away but by this time it was getting late and I wanted to have time to check in without rushing things.

I got there 35 minutes before we were due to take off and the bike was accepted without any trouble.

Takeoff was 0845 and we arrived at Melbourne's Tullamarine airport at 1200, having lost an hour to daylight saving. I was loaded and ready to ride by 1230 but the only signs indicating which way to get to the city pointed to the freeway, on which bicycles are banned. After asking at a service station I headed off along Melrose Drive, but it was not until I was well clear of the airport that I found a sign showing that this was indeed the way to the city. I was soon heading back towards the freeway but this time there was no sign banning the entry of anything so I followed it for a few km until I found an exit for Essendon. That sounded familiar so I took that and got to town via Moonee Ponds. Not being familiar with the road network, I travelled almost into the city before finding a way to Richmond, where I was to pick up a couple of bulbs for my dynamo light. I had not been able to find them anywhere in Brisbane.

After catching up with Peter and Noreen Moore I went to see Howard Duncan of Adventure Travel to look at travel plans to get me to PBP and other places and events.

By then it was time to look for a place to stay. The first few hostels I tried were booked out but the YHA in North Melbourne had room in an 8 bed dormitory.

My plan was to take a leisurely ride from Melbourne to Bright via Yea, Mansfield and Myrtleford, perhaps staying at the Bonnie Doon YHA along the way. However the main item on the news that day was about the bushfires in the Mt Beauty area. I decided to stay in Melbourne to see what might eventuate, studying the maps to find an alternate route to Canberra, where I was going to see my mother and sister.

Sunday 19 Jan

Sunday was very smoky even in Melbourne and I could not see much sense in going anywhere near the fires.

I did not think to go to Beach Road this time, instead exploring South Bank and some of the inner suburbs. The Kostya Tzu fight was about to be shown live in the Mt View Hotel so I stopped for lunch and refreshments.

Monday 20 Jan

I spent the morning walking around the city enjoying the sights. Around 11:00am there were three women wandering around near parliament house wearing their bras over the top of their other clothes. Is that a common Melbourne custom? One of them looked rather like actress Kerry Armstrong, but I don't watch enough TV to be sure.

After lunch with Peter and Ian I heard the Alpine Classic had been cancelled.

Tuesday 21 Jan

Tuesday morning saw me heading East with a vague idea of going to Phillip Island. I had never been there but had often thought I'd like to go and see the motorcycle races there.

The map I had was very small and gave very little help in navigation. I headed off in the general direction that I wanted to go, looking for place names that appeared on my map. After a while I saw a sign to Ferntree Gully and remembered that is where Greenspeed trikes are made. On the way there is nice descent into a valley which saw my speed reach 80kph, not bad for a bike with a full touring load. I could never do that on my upright tourer.

After saying hello to Ian at Greenspeed I headed south for Dandenong. The traffic was horrific and I could not wait to find some quieter roads. I headed south towards Cranbourne rather than staying on the Sth Gippsland Highway but that was just as bad. Every where I went seemed to be the same. I was well out of urban areas but the sparse rectangular road grid seemed to be crammed to capacity wherever I went. The smaller roads still had lots of traffic but no shoulders with treacherous loose gravel right up to the bitumen.

Eventually I evaded the traffic but ended up on unsealed roads

with lots of loose surface, not much fun on a loaded bike with smooth tyres. I found my way to Tooradin on the northern edge of Western Port Bay where I camped for the night.

Wednesday 22 Jan

On Wednesday I headed around the eastern side of the bay towards Phillip Island. After a brief stop at the Vietnam Veterans Museum in San Remo I crossed to the island and enquired about a tent site at the caravan park. The fee (for a couple) was \$28 but when I protested that I was on my own they graciously reduced it to \$20. I decided to have a quick look around and then find somewhere a bit less touristy to pitch my tent for the night. After a quick visit to the motor racing circuit I headed back to the mainland and away from the crowds.

A sign that intrigued me had the words "Blue Line not in operation" on the standard yellow diamond shape. I saw a number of these both on the island and the mainland. Anyone know what it means?

Another sign that appeared particularly meaningless said "Significant Flora - use caution when clearing undergrowth". Without any information on what one should look for I doubt if it would help save anything.

Then there were these half-metre high concrete pipes on end labelled "Fire Plug". These had me stumped until I later saw the same words used to label what people in other parts of the world call fire hydrants.

Just a few km down the road I came to Kilcunda which had a pleasant looking caravan park with a pub across the road so I stopped there for the night. In the pub was a poster advertising an historic motorcycle race meeting that weekend, with the highlight being the return of Italian champion Giacomo Agostini with his MV machines on which he captured 15 world titles in the 70s. There was a chance I might even know some of the people racing from my days on powered two-wheelers. Next to that, there was another poster offering pedal cyclists the chance to ride around the circuit for two hours on Thursday evening.

After looking up my YHA guide I found there was a hostel at Cowes, on the other side of the island, and they could give me a bed for two days at \$19.50, cheaper than a tent site at the caravan park!

Thursday 23 Jan

Thursday morning saw me heading back to the island, taking a scenic ride around the perimeter as far as the roads would allow. Cowes is the main tourist centre and this was one of the busiest times of the season.

I went looking for the site of the famous penguin parade but the only access to the beach where they land is through the visitor centre at \$14 per head, even though the penguins only appear at night-time.

By then it was time to head for the circuit for a few quick laps.

There were 120 or so bike on the track when I went out but it is a long way around so it was not too crowded. I managed to swoop past a bunch of roadies on a twisty bit near the high part of the track and by the end of the main straight was about 300m ahead. It is great to hear the comments as they realise that they are not the fastest things on the road. They did manage to catch me on the longer climb back to the top though.

Friday 24 Jan

Practice day for the historic motorcycles. I spent the day taking in the sights and sounds that reminded me of my misspent youth in Singapore and Malaysia. Bob Macintosh from Coffs Harbour was racing 1950s motorbikes with his son, and is also a dedicated touring cyclist.

It was tempting to stay another day or two and see the actual racing but I was booked on a flight out of Canberra the following Saturday and wanted to spend at least a couple of days there with my mother and sister.

When I returned to the hostel a Japanese guy had arrived from Sydney on a shiny new Giant with humungous racks front and back. He did not speak much English but he is planning to circumnavigate the country in ten months.

Saturday 25 Jan

Very hot weather was forecast for today with temperatures of 42 and above in much of Victoria. I set off about 0800 and just managed to reach the mainland before my rear derailleur cable broke. No worries, I had a spare. However I needed to cut the old cable cleanly just to remove it and did not have the right tool. Luckily the new Swiss Army knife I got for my birthday had a tiny wire cutter in it so I was able to cut it strand by strand, leaving a clean end.

Then I found my spare cable was only 2.1m long and I needed about 2.4m. out with the knife again and I was able to tie the new cable to a length of the old one to get me going.

Wonthaggi bike shop owner (Peter Hill?) was able to supply the right cable and was interested to hear my opinion of recumbents. He said he had only seen one other bike like mine, on an Audax 400 ride some months ago and it was very slow. (Could this have been Peter Mathews on his first ride soon after taking delivery of his Flying Furniture machine?) I remember having such stiff thighs after my first weekend recumbent ride that I could hardly walk on the Monday and that was only 200km.

I don't know what the temperature got to but I am sure the forecast was conservative. It was a stinker! After a welcome iced coffee I had a brief nap beside the Leongatha velodrome and headed off again. It was too hot to sleep. What a way to spend your birthday!

I made it to Morwell at 9:30pm and stocked up on food at the supermarket, which seemed to be the only thing open in town. It was slightly disturbing with security guards everywhere and signs exhorting shoppers not to let go of their handbags etc.

Outside the local youths were harassing girls in the carpark and being told in no uncertain terms where to go.

I decided to ride through the night to take advantage of the slightly cooler temperatures and get a bit closer to Canberra. It was 1:00am when I passed through Sale where there were crowds of much happier people walking along the streets after leaving a lively-looking pub.

Sunday 26 Jan

At 0530 I arrived in Bairnesdale and curled up in a grassy area out of sight of the road traffic. I thought about finding a camping area for the day but after waking up at 0700 I felt good enough to continue on. There are two routes to Orbost from Bairnesdale and the inland one looked slightly shorter so that is the way I went. That turned out to be not a good choice.

Soon after leaving town there was a definite smoke haze in the air. After climbing for a few km there was a good downhill run followed by another long climb. The smoke was getting thicker all the time from here yet I did not relish the thought of retracing my path to Bairnesdale.

By the time I got to Bruthen the smoke was really thick and I was riding as slowly as I could to keep my breathing as shallow as possible. I had not realised the Great Alpine Road starts here and it was closed because of the fires at Omeo. People were still wanting to enter the area to camp and see the fires so the CFA had to maintain a roadblock to keep them out.

A couple in a van offered to put my bike on the back but I did not hear properly and thought it was just another smart remark about wanting a ride until I saw the large platform on the rear of the van after they passed. I would have taken them up on it just to get out of the smoke.

Later on the hills were getting to me more than the smoke and I had a bad case of "hot-foot". I was walking the last part of every hill just to get some relief for the soles of my feet. Maybe I should have bought some stiffer shoes!

There was a good downhill run into Orbost and I paid for an on-site van for the night as a huge black cloud blotted out the daylight around 3:00pm. I could not make out whether it was smoke or a storm and was glad to rest my feet. It was a bargain at \$25 compared to some of the places I have been.

Monday 27 Jan

I woke after a good night's sleep and thought about staying another day to rest my feet but I still had a fair distance to go to Canberra.

It was much cooler and overcast so I decided to press on before the hot weather returned. The sound of bellbirds appeared and stayed with me for the next couple of days.

It was another day of hills and I was beginning to think there must be something wrong with me and/or the bike as I was down

to granny gear at the first hint of any hill. At one stage by front disc brake over-adjusted itself and it took me a while to realise what was happening. It sounded like a rattly mudguard at first. Adjusting the brake did not seem to help my speed though.

The road was fairly narrow with not much in the way of shoulders. The timber jinkers were whizzing by without leaving much room. Luckily there were not too many of them.

After another good downhill run I arrived at Cann River where the road to Canberra leaves the Princes Highway. Although it was a relatively short day I was glad of a rest.

An English guy, Steve from Manchester, arrived as I went into town and we had a couple of beers in the pub. He was heading for either Tasmania or Adelaide but had not quite made up his mind. He had met another couple who had been run off the road by a timber truck.

Tuesday 28 Jan

It was a very pleasant start to the day, riding up the Cann River Valley through the forested areas. Lots of bellbirds and interesting scenery. By the time I got closer to the NSW border and Bondi State Forest the going got tougher. I made it to Bombala by 4:30pm and picked up a few supplies before heading to my cousin's place about 15km to the north.

There is a large sign saying "Bombala is a timber town" and exhorting people to use more local products. I was told that they are likely to look askance at anyone on a pushbike, and to ride one as weird as mine one would naturally mean being taken for a greenie. No wonder the English couple had been run off the road the day before!

Wednesday 29 Jan

I stayed the day to avoid the heat and decided to ride through the night again to reach Canberra. Another 40 degree day was forecast and fires were still raging in the area around the capital.

I set off around 5:30pm into yet more hills. I was looking forward to finding the top of the range and thinking about the joys of coating down the other side. After stopping to make a phone call at Nimmitabel I pressed on for another few km before finally finding a sign which said "Great Dividing Range 1100m". Did this mean the start of the range or the top, I wondered?

Soon I was flying down the other side and the next 40km to Cooma was a dream run. I did have to slow down for a couple of hills but it was clear they were simple up-and-over ones instead of the relentless climbs of the previous day. There were a few spots of rain on the way into Cooma but then the sky cleared and it was ideal for cycling: cool temperature, no wind, easy hills and almost no traffic. I did come across a couple of wombats, the first of which stopped in the middle of the road. I stopped just short of him and he stayed put until I got off and started walking towards him. The second one simply ran across and out of my way before I had to slow too much.

Thursday 30 Jan

There were a few more hills, the worst one being just south of Michelago, about 65km out of Canberra. There were dozens of roos along the road all the way into the city. I arrived at Watson, recumbent capital of the country, at 0530.

That day the Monaro Highway between Cooma and Canberra was closed by the bushfires, with Michelago under threat. It was another 40+ day with fires starting even in suburban Hackett, though quickly brought under control.

I had ridden almost 1200km and climbed more hills than if I had done the Alpine Classic. It was good to have two days' rest before flying back to Brisbane.

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Misc News

Sorcerer

Below is a photo of the latest sorcerer road going. I've been using it for daily commuting now for about a month with great success. I'm able to cover about a third more range in daily travels with around the same effort. This one is now for sale for a good offer as I would like to continue the product development into the smaller finishing touches of moldings for lights and alike. More later.....

Ben from Tri-Sled - ben@trisled.com.au



Logo Trikes update

We've made a few minor changes to the trikes for this year, but as you know these things seem to constantly evolve and I'm forever making minor changes.

For what it's worth, and probably most folks know already, we have agencies in Japan (Loro World Recumbents) and in the US (Wayne Leggett at Logo US).

We recently moved into a 400 square metre factory unit which

is seriously better than my back garden workshop from which it all started, and we hope eventually to do everything in house, starting with our own sand-blasting area, and then maybe, hopefully down the track, having either two-pack, baked enamel, or powdercoating facilities. The sandblasting should be easier...we have a closed in area at the rear of the unit, an industrial strength run-all-day compressor, and basic sand-blast equipment, so rather than have to fork out \$75 per frame to have them done locally, we finally cottoned on to the idea that it could be cheaper to do it ourselves. Well, not me exactly, our youngest son Lee comes on board in June this year, and it's the kind of work he can do to start with.

We've eliminated brake steer in the later models and altered the USS steering pivot to sealed ball races rather than sintered bronze bushes. I've drawn up a rear suspension which uses an air/oil shock absorber, but I haven't made a start yet, as much as I'd like to, because I'm way behind with paying jobs, ie three tandem trikes and a gaggle of solo trikes for the US and Japan. I guess that one day we'll release the suspended LoGo on to an unsuspecting world, but I don't know quite when.

Martin Arnold - info@logotrikes.com - <http://www.logotrikes.com>

Steve Donaldson

It is my sad duty to have to inform you that BHPC Secretary Steve Donaldson died on Wednesday April 23rd 2003, following an accident. He was hit by a car while riding his Windcheetah recumbent tricycle to work and succumbed to his injuries later in hospital.

We extend our deepest sympathies to Steve's widow Sherri, and to the rest of his family. Sherri has requested that this sad news be passed on to anyone who knew Steve. Steve Donaldson, 1964 - 2003. Thanks for the good times, Steve.

Dave Larrington - legs_larry@yahoo.com
Editor - British Human Power Club Newsletter
<http://www.bhpc.org.uk/>

A real tragedy. A really great and compassionate bloke and very experienced rider. Steve's widow Sherri is an Australian who was involved in some of the earliest displays of HPVs in Australia. Steve and Sherri lived in Dyce near Aberdeen, Scotland.

Please be careful out there everyone.

Ian Humphries - ian@flyingfurniture.com.au



Misc News Continued

Just Touring Around

Joanne & I have some friends who, like us are riding around Australia. They, however, are on a Greenspeed Tandem Trike. They have experienced some real bad tyre wear after not too many kilometres on some Tioga Comp Pools fitted to both their trike and trailer. Their web site is at
<http://www.geocities.com/tourdetandem>

Apart from the wear on the trike, they have also experienced excessive wear on the trailer and we are wondering if, because their trailer is one (a Burley) that is attached with one arm to a pivot point on the frame (not two and to the axle like a Bob) that the trailer "fish-tails" and is causing the wear. We figure that it wouldn't have to move too much laterally to cause this wear.

Andrew & Joanne

<http://www.geocities.com/andrewhooker59/CycleTouring.html>

Coming Events

Melbourne Recumbent Riders

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

Sunday 4th May - The Knox Cycleway, 40km return. We depart from Car Park at Ferntree Gully Rd end of Jells Park, Melway 72 A10 at 11am. We ride along the Dandenong Creek path to Bayswater Park for lunch. Then along Ferntree Gully railway line turning to Neville Arboretum and along Blind Creek path back to Dandenong Creek path at Jells Park. Confirm with Robert -95781539 or Jana -95783665 or Mobile-0415867011

Sydney Recumbent Riders

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

June 15th: Ride and demo day.

Contact **Tony_Jack@wsahs.nsw.gov.au** or **srr_ozhpnv@yahoo.com.au**

OzHPV Canberra

Our friends at Pedal Power organise various "longrides" during the cooler months. I am a regular participant and the rides distances range from 50km up to 200km in a day.

On Sunday 11th May there will be such a ride from Braidwood and you can see details here:

<http://www.pedalpower.org.au/pprides/aprmay03.pdf>

It has been suggested that on Saturday night accommodation might be organised with a dinner in a Braidwood pub if there is enough interest.

It costs nothing to take part in the self supported rides and there are several options of distances or you can just do your own thing around Braidwood.

If you would like to take up the overnight accommodation option on Saturday 10th May please let me know in the next few days and I will pass on some numbers to the organisers. With a few more recumbent riders along to show the "uprights" I'm not the only one, this would be a really good weekend.

Peter Heal - heal@cyberone.com.au - 0422103139

HPV-friendly AUDAX event.

Saturday 1 November 2003. 50/100/200km available. 99% on the world-famous Murray to the Mountains Rail Trail - Start and finish at Beechworth, Vic, sealed surface, no traffic, facilities. The ideal way to get fit for summer bunting! Contact Mick Webster Phone 0357 28142 - websterm@netc.net.au

If this Newsletter cannot be delivered please return to:
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