

From the editor

Well I hope you all had a safe and enjoyable Christmas and new Year.

For many years now we have had a stable web site for OzHPV but it looks like that may be coming to a close. Although we haven't been told officially all other organisations hosted at the Sunsite site have been moved out and we may be the next to go. Our Treasurer Rudolf Werner is to register ozhpv.org if available and arrange a new hosting for the site. Our present hosting has



been with no charge but it appears as if it only costs in the region of \$35 per annum after the initial registration of something like \$75 so this should not be a problem for us I could imagine.

Enclosed is a membership renewal form as all renewals are due at the start of each year now rather than your initial registration date. Note this will be the last HUFF you receive if your membership is not renewed, if there are any problems be sure to contact the secretary Jeannie Davidson.

Timothy Smith - tstrike@ihpva.org

Our first Recumbent Tour

Building

My partner Helen and I met through a regular cycling group that we were both involved in.

When we found we both lent towards the touring side of things it became obvious we were going to spend more time in each others company. As with most enjoyable things we don't manage to get away as much as we would like to. When we do we take the full kit, tent, stoves, pots and pans, basically we are just about self sufficient. I guess you get the idea, we are not credit card tourers!!

Unfortunately Helen has neck and back problems that tend to make themselves felt after a few long days in the saddle – could be that sleeping on cheap airmats doesn't help either.

Anyway, when friends from New Mexico came to Australia and let us take their Rans Screamer tandem for a spin the comfortable seats made a big impression. So to cut a long story short we spent 12 months or so looking at every recumbent we could find (though in Adelaide that's not too many). Eventually while in Melbourne for a wedding we visited Ian Sims and took a couple of Greenspeeds for a spin. From here on it was a long wait and 12 months of discussion before we went further (we bought a house in the meantime and cash was scarce) but eventually we bought 2 GTE

frame kits and a set of plans. We decided to build them ourselves as it would

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spread the cost over a longer period and we could customize them as we went instead of paying for standard components then upgrading later. It has to be said that we would not have gone ahead without the support and encouragement of Jeff from Bernie Jones

Cycles. First the frame had to be built and the ARC welder in the shed is too heavy for thin wall chromoly so Jeff came to the rescue with a MIG.

Then we had to pick out the components, lots of time spent looking at brochures seems to have paid off...no breakages so far. We chose a DualDrive Sram tandem rated rear hub with a 9 speed cluster, 8 Inch Hayes hydraulic disk brakes, and sealed bearing wheelchair hubs. Just to top it off we got Schlumpf Mountain Drive for the front/bottom bracket.

About this time we added another member to our household, totally unplanned for we became a family with the addition of a bouncing baby boy.....a 2 year old Kelpie named Bob. Now came the problem – where does one put a Kelpie..???

The obvious answer was on a ute or a tray top so some changes to the trike were made.

This turned out to be a temporary measure as 16 Kg moving around at that height causes major stability issues..!!



With Bob now accommodated it was time to build Helens trike which went much quicker as all the mistakes had been made building mine.

Then work began on Bobs trailer, the MK 1 was great except it had a tendency to turn turtle on sharp corners so we made a MKII and that has performed faultlessly.



With the 2 Trikes and a trailer completed we set off for our 1st ever recumbent tour, a short 10 day trip from Adelaide to Victor Harbor



and back. Although it is only 80 Km or so by the most direct route, we covered just short of 500 Km. When I say completed that is not quite right as neither of them have been painted and we have the odd addition planned before we get the final paint job. As a shake down tour it had everything, dirt roads, 2 inches of rain in one night, long weekend traffic, etc, etc . But the trikes proved to be able to handle everything.

We have made the transition to recumbents and in addition to the comfort factor, we can now take Bob along with us.



Touring

My partner Helen, Bob the Kelpie and I recently set off on our first recumbent tour. We have been cycle tourists for many years but had only just built our trikes. Also we had never taken a dog with us before, but we couldn't leave Bob behind....after all he is a member of the family. Bob had already established his triking credentials and was very much at home in his custom built trailer but touring means long periods spent on the road so the trailer had 2 icecream containers added to the drawbar, one for food and the other for water. Also what about rain, he wouldn't be exercising in the trailer so if he got wet he would be VERY cold so the trailer got a canopy. Now looking more like a canine camper trailer Bob was to be quite comfortable (just hope he doesn't grow much).

Since this was a shake down tour to find any problems we might have with what were essentially new trikes,



we decided to stay close to home. We set out from our home at Blackwood in the Adelaide Hills with a final destination of Victor harbor only around 80 Km away – that is if you follow a straight line down the main highway. We covered just short of 500 Km and rolled back into our own driveway around 10 days later.



picked the steepest hill we could find and got it all over with in 4 Km. On our “rest day” I had been trying to teach Bob to mush – the lessons seemed to progress well so we bought him a harness at the local vets. Climbing Wickham Hill was very hard work but with the added assistance of “Kelpie Power” we made good time.

The top speed for the day was 67 Kph and that was on a dirt road. That night we again spent in Kuitpo Forest, this time at Chookarloo Camp Ground. Helen picked the tent site and despite over 2 inches of rain we were still dry, surrounded by almost linked puddles but dry.

Our first day was mainly hill climbing from Blackwood through to Tooroona Farm at Mt Barker, unfortunately a Keg of home brew and an AFL Grand Final got in the way and the rest of the day was spent between the keg in the shearing shed and the bonfire outside. The next day seemed to be very hard work (cant understand why) but since Helen found the going tough as well it must have been the weather..!! We camped at Rocky Creek in the Kuitpo forest there are some terrific camping areas spread throughout Kuitpo.



The next day was down to McLarenvale to visit the wineries. We made much better time and that was reflected in our average

After packing up in the rain we headed for the Meadows Bakery and morning tea (which due to a rotten head wind became lunch as well) then climbed out of town to the top of the Bull Creek road. This is a long steady decent that follows the creek most of the way to Goolwa our destination for the night. I've ridden it before and was really looking forward to the slow sweeping downhill. So much for downhills..!! We had to pedal every inch of the way into a howling gale. The average speed for the day 13.8 Kph over 61 Km. Crawling exhausted into Goolwa we had a Guinness at the Irish Pub while Bob did Guard Duty over the trikes.



The next day we looked around Goolwa and headed to Victor Harbor along the Encounter Bike Path. Its only around 17 Km but it took us ½ the day. No headwinds this time – it was the tourists – every stop lasted at least an hour while we talked about the trikes, the trailer, and of course Bob.

speed, the first 2 days our average was around 9 Kph despite maximums in the low 60's. Going into McLarenvale we averaged 15.5 Kph with a top speed of 69 Kph.

We had the headlights on as we arrived in Victor Harbor, and not planning to be so late we made a “B Line” for the supermarket ...another crowd, more photos, and more explanations. Eventually we made it to the caravan park.

To put all this in perspective we had over a quarter of a metric ton on the roll, that's right over 250 Kg..!! Helen and I together weigh around 160 Kg, the trikes are just over 20 Kg each, Bob is 16 Kg + his trailer and food and water, then our luggage is around 15 Kg each. If you add the 9 litres of water we were carrying you have well over 250 Kg..!!

The next day we retraced our steps, and tried a new tactic. Only one of us would stop...then you could beg off with the excuse “I must catch up or we will loose each other”.



After a day of Wineries and doing the tourist bit we headed back up the hill to the southern end of Kuitpo. We



That night we stayed at a different Caravan Park in Goolwa, the average speed was up to 14.7 Kph on a mainly flat ride, the maximum was 43 Kph.

From Goolwa we went to Milang where friends have a shack, it was a Sunday on a long weekend and the main road was bumper to bumper at 100 Kph though I have to say the traffic never gave us any problems. As you can see from the pictures we have done our best to be visible – the truck safety triangles work a treat. Leaving the main road at Currency Creek we took back roads through to Milang where we spent a couple of days fishing and relaxing.

From Milang it was up to Strathalbyn, then on to Verdun for a night at my parents house, then home.

We climbed more hills than we would normally do and I was very glad we decided to fit Schlumpf Mountain drive to the trikes. Next trip we will travel a bit lighter as the trikes are around 5 Kg heavier than our normal “Wedgies” and that is something we made no allowance for.

We also trailed solar power on this trip as well, both trikes have strobe tail lights running off rechargeable batteries with solar panels to top them up. Some days we ran these nearly all day (when it was wet and misty) The trikes also have cigarette lighter sockets for charging the mobile phone, and UHF walkie talkies.

For tent lighting we used a small Cold Cathode Fluro every night that ran off the same batteries. The system worked well and I can recommend this sort of setup if anyone is thinking about it.

We are still playing around with things, Helen has 2 strobe tail lights and can choose just the right hand one or both. When they are both on it is VERY eye catching. The strobe is under the solar panel and the cigarette lighter sockets are on the side. I am running a LightSpin dynamo with an E6 headlight. This was so much better than the battery light that we took and both of us will soon have the same dynamo setup. As for Bob any chance he gets he jumps into his trailer and sits there staring at me as if to say 'come on lets go do it again'..!!

If we can help any one with more detail on travelling with a dog, or the solar setup, or anything else feel free to drop us an Email at : the_shed@picknowl.com.au



Maryborough HPV Enthusiasts Inc Social Ride

We have extended a special invitation to other HPV groups who have shown some interest in joining us on a social ride.

We are hoping that this event will be the start of an annual event which we can make bigger and better the following years to come. So if you are not going away for the holidays don't miss out on this opportunity to maybe get an eye full of some very interesting looking recumbents. Self guided rides will be on Sunday 25th January. There will be varying rides to choose from to suit different levels of fitness. These rides will take our visitors to various scenic and/or historic areas. All rides will be signposted but unsupervised and unmarshalled so please be aware and alert and obey the road rules. Route maps will be provided on the day.

Camping has been made available at Paddys Ranges State Park. The camp site is accessed from the Old Avoca Road (off Pyrenees Hwy) side of the park, and is located by following the Karri Track signs. No camping fees apply. Dogs & cats are prohibited in State Parks. There are toilets and water but I would advise that you bring sufficient drinking water to suffice your camping needs. Solar or camp showers would be a good idea to wash the sweat away.

For the ride make sure you have adequate water and snacks if required.

Ride costs are .. Individual...\$5:00, Family (3 or More)\$12:00. Entry forms available on request.

If anyone out there is interested in what our club is all about feel free to rock up at our next meeting or call Mickey 54 605 996 email moo2u2au@hotmail.com or bottrell2001@msn.com 5 Barkly St Maryborough Vic 3465

An entry form can be downloaded from http://members.austarmetro.com.au/~cesnur/misc/MAR_ENTRY_FORM.doc

2004 Greenspeed OzHPV Challenge

Just a few stop press announcements about the 2004 Greenspeed OzHPV Challenge.

* Its great to have Greenspeed back as the Challenge's major sponsor. Greenspeed have covered half the basic cost of hiring the track which virtually assures us of a profit on the Challenge weekend. Thanks to Ian Sims & all at Greenspeed.

* Bike Chameleon (Twin drags), MR Components (off road), D & H Enterprises (Road Race) have come on board as race sponsors. A "speed sign" approximately 1m high by 1.5 long will be hired for the weekend and Trisled has sponsored this sign.

* Catering: We will try to appeal to all tastes with the catering at the challenge by having some home cooked/vegetarian food /fruit available on the days of the challenge as well as the sausage/chops offered by the scouts.

* We will aim to have some organised activities on the Saturday night of the event, including a campfire, maybe some technical demonstrations and a trivia or talent competition!

* T-Shirt competition. If you have or can make a HPV or bike related T-shirt, please wear it at the concourse event on the Sunday of the challenge. As well as judging bikes at the concourse, there will be a "funky - t-shirt competition" which all are most welcome to enter.

* Look forward to seeing you there!"

Steve Nurse - cesnur@austarmetro.com.au

Wallaby Vs Lowracer

On Sunday the Bicisport, Northside, Manly-Warringah and Brookvale cycling clubs let the Baron and I participate in the Clubs 10km Time Trial and 50km road race.

The deal was that I could start at anytime in the Time Trial but would have to start 5 mins after A grade in the road race, so it was really a chase for me.

This was to be an opportunity to display the superior speed of the Lowracer design to a heap of hotshot roadies.

Entrants in the road race had to first do the T.T

My time was 14.37, only a couple of young A grade riders beat me, this was a good start. After the T.T and before the start of the road race about 6 or 7 roadie riders wanted to talk to me about this "bloody fast bike"

The overall attitude of the riders and officials towards the recumbent was very positive.

And so for the road race.

All the roadies stated and 5 mins later I was let go,

I marked the first of the roadies at about 25km, at this point I became totally revved and my HR was toping 190 fortunately this was where some big descents were, I gave it all I had.

My max speed for the day was 89.6km/h

With less than 5km to go, I had passed a lot of riders that had fallen off the pack but it was unlikely that I would catch all of them.

On the second last big downhill before the finish I spotted a bunch of riders half way down the hill. My plan was to give it hell on the downhill and pass all of them before the finish. THIS DID NOT HAPPEN!!

While approaching speeds in the mid-late 60s a wallaby came from nowhere, I didn't have a hope of avoiding it. I hit the deck at around 70km/h and rolled and rolled on the rough aggregate road for what seemed like the length of a football field.

I was not in good shape, my leg was bleeding badly, but it was the left arm that concerned me. When I looked at my arm the sight of ripped muscle and exposed bone didn't do a lot for my morale.

I laid on the side of the road until some of the roadies came upon the scene of carnage. One of them rang an ambulance, however luckily for me within seconds some guys rolled up in a car. The friendly but squeamish good Samaritans poured me into the car and drove at high speed to the Hospital.

The nice people at the hospital gave me lots of drugs that made the world seem like a really cheerful place, I was put to sleep and the damage repaired.

No broken bones ripped tendons or head injuries but lots of skin left on the road, 25 stitches in my arm and the possibility of skin grafts looming.

Still haven't seen the Baron, will go get it soon. Race result - wallaby won - Lowracer zero. Wallaby last seen hopping off into the bush.

Glenn Druery - weec@bigpond.net.au

1940 Aero Load Carrier

Most kids will at some time think of running away from home. In 1940 my father (then 14 years old) decided to run back home. He had been sent to live in Melbourne to go to high school, while his father was working in a little Victorian gold mining town called Woods Point.

For transport he had a typical single speed bike of the day. To carry his luggage he built a trailer out of an old banana box. The towbar was wooden and he fitted 'aero' disc wheels (off an old pram). Also notice the forerunner to the zipp front fairing fitted to the handlebars. This device was made out of leather moulded to shape- still an interesting idea (It was a suitcase). The aerodynamics were a bit 'low resolution', but there were no Electronic Wind Tunnels on computers back then.

Woods Point was 'only' 110 Km. from Melbourne along hilly gravel roads. The trip was completed in less than two days. The riding gear was standard school uniform and the nearest thing to a helmet was the haircut.

Even today, this ride would not be easy. I'm quite impressed with dad's ride. The story only emerged when these photos were found in an old box recently. I have written this to remind people that even a simple HPV can be effective transport.

Ken Houghton - k.houghton@crc-ac.com.au



Industry News

Greenspeed

The main thing we have coming out for 2004 is a new folding trike aimed at the Commuting/Recreational market.

This trike has been evolving for a whole year and one of the reasons for releasing it was so that we can offer a full range of trikes, not just sell trikes at the high - end level.

The GT3 has :

16" wheels (349) front and rear.

Narrower 750mm Track.

Drum Brakes.

27 speed

Shimano's Capreo 9-26t 9sp Cluster.

Shimano Tiagra Cranks, Front and Rear Derailleurs.

Bar con shifters.

Flag and mirror as standard.

Rack, Head rest and Front mudguards are optional extras.

The Frame uses a different break down system to the GTO. It has the same bolt at the front of the seat, but it uses an elastomers/stud system for the rear of the seat. The elastomers

are contained in the seat and have holes in them that fit onto studs coming out the top of the seat braces. To take off the seat, all you need to do is loosen the front bolt, pull the seat off the studs at the back, and then take out the bolt.

Instead of the coupling, the trike has a Folding Mechanism welded into the frame. This is a quick release system and the folding mechanism allows the rear of the frame to be folded up and into the front section of the frame. The folding mechanism is welded into the frame at an angle which allows the rear wheel to sit into the space between the cranks and left hand front wheel.

Unlike the S&S couplings, chain and cables remain in place and intact during folding and unfolding. Thus this is very fast and simple to do, and will allow the trike to fit into the trunk of most cars. This way a person can pack up the trike, put it in to the car, go to their favourite park or trail, and go for a ride. Or the commuting person can pack it away in their office/apartment etc...

Mick Sims, Greenspeed - mick@greenspeed.com.au
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Flying Furniture

Now located in Canberra, Australia.

Velokraft bikes (www.velokraft.com) and accessories are now available from Flying Furniture. These award winning European sports bikes are from 7.8kg complete for the lightest model. Velokraft accessories like the new 450g carbon fibre + kevlar seat, Carbon fibre handlebars and carbon boom pieces are also available separately.

The new "FLIGHT" FlyingFurniture recumbent bike has been added to the "Tour" and "PBP special" models. It is the ultimate Flying Furniture design - a fast sports bike in cromoly steel designed and manufactured by Ian Humphries - it can be raced or even toured around Australia - it is available with different seating options: carbon fibre (variable seat angle), cromoly mesh seat or aluminium, each designed with Australian riders in mind, and 3 different handlebar configurations, including an underseat steering version. There are 20 inch (406mm), and 24 and 26 inch wheelsize and SUSPENSION option. (Note - new frame tube and parts kit available for the home builder who wants to ride this design)

Many many mail order parts and accessory parts available! From lightweight touring and shopping trailers (www.radicaldesign.nl) and child trailers (www.burley.com) to mirrors, axles, disk brake hubs (single sided and normal), cables, chain, chainguides, chainrings, cassettes, cranks, hub brakes and disk brakes, lights, dynamos, mudguards, racks, rims and fully built wheels and a wide range of tubes and tyres! Fairings from www.windwrap.com are what I believe to be the best available.

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

Synchro-pull braking mechanism

The rules for Pedal Prix racing in this country demand that both front brakes be linked to a single lever, as many of the early trikes were built without centre point steering.

Plus we have had a number of customers who have only had the use of one hand, e.g. due to a stroke.

At first we modified brake levers to take two cables, and then we found a lever designed for BMXs to take two cables.

However the problem was that not only did these levers need frequent adjustment, but the braking capacity was much REDUCED due to being able to only use one hand!

Then we came across a "magic" design. The most amazing thing about this design, was that the braking power increased with this lever over the use of separate levers! Not a large increase, but it definitely had a slight edge on the independent set up, instead of having the large reduction in braking force, that we were getting with the normal 2 into 1 levers.

Why? Dunno. We were never really able to find out.

One of the major features of the design is that it incorporates a balance bar, to balance the braking on the front two wheels. It also incorporates "Stirrups" which reduce friction at the cable ends.

Strangely this ingenious design was not in production, possibly due to the fact it would NOT be a good idea to use it on an upright bike! So we have been getting them specially made, and have had them available for a couple of years.

For a photo and price, please see our Parts and Accessories page. <http://www.greenspeed.com.au/accessories.htm>

Ian Sims, Greenspeed - ian@greenspeed.com.au
<http://www.greenspeed.com.au>



OzHPV CD

Things have gone a bit quiet on this proposal, so I'd like to propose that we start compiling HPV information that could be put onto a CD.

Distribution of the cd could be by Ozhpv as "HPVware" ie in a similar way to the distribution of some of Oliver Zechlins CD's, (Quote here is a translation from German, a bit rough but it gives you the gist.)

"The '99 CD is so-called HPVware, that means that national organisations associated with the IHPVA can duplicate and sell it. Other HPV organizations can get this "distribution status" after permission from the authors. Further it may be copied by individuals and passed on. If you are copying a small donation to your local HPV association is requested"

The core of the CD can be in the form of a printable pdf file, that would end up something like the British book "So you want to build an HPV" and that the rest of the cd be made up with spreadsheet tools, plans and individual's descriptions of their HPV's, building processes, where they have ridden them etc. Some of this stuff could be handwritten, it could all be scanned in.

Each chapter of the book part of the CD can be authored & edited by Ozhpv members.

I'm prepared to make a start by preparing a list of chapters (or at least shuffle round the list from the Who wants to build an hpv part of BHPC website at <http://www.bhpc.org.uk/>!) After that, we could ask who could write or edit what chapter and go on from there.

Any takers/approvers/budding authors out there?

I could see this sort of information finding its way into every Australian school that has an hpv project, it would be great publicity for Ozhpv, and the "hpvware" bit would mean we could help overseas Hpv organisations as well.

Steve Nurse - cesnur@austarmetro.com.au

VicHPV Ride on December 5th 2003

This ride was well run and attended: lots of interesting HPV's. Many thanks to Damian for organising the ride and the good weather!

We met near the Hawthorn Bike Track. There were a few some new faces and I'm sorry I didn't catch everybody's name. A bloke from Hopper's Crossing had been to the OzHPV Challenge in Werribee in 2001 and was inspired to make his own HPV. A long wheelbase, mixed conversion, underseat steering bike was the result, very nice and employing an empty wine cask bladder for a seat cushion!

Paul Sims brought along a new folding Greenspeed Trike, there is a hinge in the main boom and the seat removes, simple 27 speed derailleur drivetrain "capreo" (9-26 tooth?) rear cassette, 16" wheels, nice trike!

There were a few early casualties on the ride: one lady who had just started riding and had large "P" plates front and back on her Greenspeed electric assisted trike, turned back about 2k from the start.

David who has been a regular on VicHPV bikes recently broke a pulley and bailed it with his wife Faye a few k's further down the track but rejoined us later. Rodney Williams broke the steering link on his trike but kept on going!

The ride was along the outer circle rail trail with conditions varying from very good (paths winding through deep culverts with lush vegetation) to fairly ordinary where there were major roads to cross without traffic lights.

The highlight of the ride was a stop for lunch - Damian had brought a celebratory bottle of champagne which made for a festive atmosphere. We rode past lots of people who said things like "What are these bikes? Wow! I want one of those!" So HPV's are alive and well and living in Melbourne.

Stephen Nurse - cesnur@austarmetro.com.au

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