



**The British Human
Power Club**



*BHPC Newsletter Editor Auditions For
Title Role in "Alien IV"*

Spring 1997

Issue 48

Front Cover: The Editor "maintaining" his Kingcycle
Photo: Tina Brandenburg

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Objectives: The British Human Power Club was formed to foster all aspects of human-powered vehicles - air, land & water - for competitive, recreational and utility activities, to stimulate innovation in design and development in all spheres of HPV's, and to promote and to advertise the use of HPV's in a wide range of activities. We hope you like our new direction...

OFFICERS

Chairman & Press Officer	Mike Burrows 16 Thunder Lane Thorpe, Norfolk	 Work 01603 721000  Home 01603 32142
Competition Secretary	gNick Green 267 Tixall Road Stafford, ST16 3XS	 Home 01785 223576 E-mail: gnick@compuserve.com
Secretary Touring Secretary	Steve Donaldson Sherri Donaldson 21 Glenholme Avenue Dyce, Aberdeen AB21 7FF	 Home 01224 722514
Treasurer & Membership all cheques to be made out to the BHPC	Dennis Adcock 29 Chequers Hill Amersham, Bucks HP7 9DQ	 Home 01494 721088
Newsletter Editor	Dave Larrington 166 Higham Hill Road London E17 6EJ	 Home 0181 531 4496 E-mail: dr_technical@cix.compulink.co.uk

Please advise **Dennis Adcock**(not Dave Larrington!) of changes of address. Thanks.

Letters, articles, pictures, vintage Bentleys etc. are always welcome - please send to the Editor at the address opposite. Technology being what it is these days, we can cope with most file formats¹ readable by a PC, but if you haven't got one, items on paper are just as acceptable.

The Editor Writes...

Monster Thanks...

...to everyone who said nice things to me concerning my first attempt at a Newsletter. Also thanks for the letters and articles - keep 'em coming. And finally thanks to John Lafford for buying the Menace Trailer and not complaining about having to roll around in the pouring rain fixing the electrics. I'll give you the keys for the bike rack at Eastway, John, but I still haven't found the jack handle...

It's That Time Of Year...

...when for one reason or another I *always* seem to end up with my recumbent in bits for two months. This winter has been no exception; in fact *both* the household's recumbents have been off the road recently. Which meant three weeks of using the old faithful touring bike, through howling gales, pouring rain, etc. It was an indescribable relief to get back behind a nice snug warm nosecone, to be able to see ahead without straining the neck, to have the use of some sensible lights once more, and to be able to go to bed without flooding the entire house with the smell of Deep Heat as applied to aching backs, shoulders and even arms. Naturally, the wretched machine has repaid all my careful cleaning and loving reassembly by breaking down with an assortment of maladies three times in the first week of use.

Touring Matters

Sudden and substantial amounts of news on the touring front. Not only do we have an *official* touring secretary (who as I write has just become Mrs. Donaldson and, I'm told, wore a pair of Specialized racing shoes *in the church!*), but it also seems that Paul London and Anna Pond have hatched plans to hold mini-social tour events on the Saturday before some of this year's race meetings. Likely candidates so far include Castle Combe and Hengrove, while Sherri has said she'll do something similar in her old stamping grounds around Lichfield the day before Curborough. Rumours that Messrs. Larrington and Sheen are to conduct cycle tours of the Walthamstow area on the Saturday before Eastway are totally unfounded.

A further suggestion on the subject of touring came from Ian Hague. In his own words: "As a compromise [*with regard to the general racing bias of the Newsletter - Ed*] perhaps someone whose interest is commuting and / or touring, and preferably takes the relevant magazines, volunteers to collate the info in these magazines about HPV's, it could be a source of information. Failing to get a volunteer perhaps people who have articles could send them to me and I will start to collate the info. I do not buy magazines myself, so will totally rely on info sent to me. People wanting information naturally will have to pay postage and copying costs". Ian can be reached at: 24 Cedar Avenue, Tiptree, Colchester, CO5 0NR. Phone: 01621 815476.

Also on the subject of touring, my good lady wife came up with a suggestion the other week. "Why not" she said, "get people to send in details of their favourite touring rides. Not touring stories of the "we went here, we saw this, we ate that, we drank the other" variety, but route information, details of places to see, eat, drink etc." This seems like a quite a good idea, especially to an editor chronically short of material to keep the covers of this publication apart. So, constant Reader,

¹ except, it seems, for stuff from MS-Works. Sorry Mr Sims...

over to you.

If you fancy something a little more strenuous, check out Ymte Sijbrandij's tale of crossing the Alps by Alleweder - 2800 km in seventeen days. Little wonder that this man wins things like the Crits at Bruntingthorpe and the Paris - Amsterdam race... Incidentally, the new C-Alleweder to which Ymte refers is the 1997 lightweight model, with most of the aluminium stuff replaced by composites (the "C" stands for "Carbon"). The machine rather resembles an old-shape faired Windcheetah, but without the high tail. The article in "HPV Nieuws" didn't quote the weight of the new vehicle, but one would imagine it to be substantially lighter than the "Tin Speedy" of old.

Events

More news on the events program for 1997. Elsewhere in this publication can be found in-depth details of the 1997 World Championships - thanks to Ludger Bütfering for this. There *is* to be a Rail HPV World Championships, but in Laupen, Switzerland, rather than Germany as hinted in the last issue. And just as that issue went to the printers, Jean-Charles Gosselin invited everyone to the French Open Championships in Le Havre. Sadly this event takes place on the same weekend as CycleVision '97 in Lelystad. Further details of these, and other, events in the "Events '97" section.

Sacha's "Caravan"

Just before the last Newsletter was completed, a snippet was spotted in "HPV Nieuws" concerning an accident which befell Sacha Knoop in an event in Alkmaar, shortly after returning from the European Championships. We were unable to fully comprehend the details, and Wouter Suverkroop was in the middle of moving, so it took a while to discover the truth. Which was:

"The sensational highlight was the fastest criterium. In it Sacha Knoop, with his bright orange fairing, had trouble staying on the track at speeds of over 60 Km/h. In the end, he did not manage and this resulted in agonised cries from the stands. Thankfully, the fairing doubled as protection, and Sacha emerged unharmed."

Hopefully the bike wasn't too badly damaged either...

White Lightning

Does anyone know of a UK source for the above-named chain lubricant? It's from the USA, and comes highly recommended by various publications over there, as it apparently cleans all the gunge out of the chain as well as performing the lubricating business. Having recently spent a long and highly tedious Sunday afternoon with a can of diesel and a toothbrush de-grotting a three hundred-plus-link chain, I for one would welcome an alternative that doesn't require the use of half a pot of Swarfga to clean oneself up afterwards.

IHPVA Reorganisation Committee

Last time I looked, the IHPVA Reorganisation Committee was still deep in discussion on converting the said body into an "umbrella" organisation of national HPV clubs. Thanks to Peter Ross for forwarding the following update:

"REORGANIZATION COMMITTEE TO FINISH SOON

A committee given the task of coming up with a transition plan for reorganizing the IHPVA into a truly international organization of clubs is now in the process of forging the final agreements among the members. The result will be a proposal that will be given to the IHPVA board to bring to the membership for voting. Concurrently, the same proposal will be brought to the membership of

each non-IHPVA international organization for voting.

Only if the proposal is approved by the MEMBERSHIP of the IHPVA and the membership of these groups will the reorganization take place.

The committee, called simply the Reorganization Committee (or RC), was commissioned in late July by a board resolution from the IHPVA Board of Directors. The RC was to be composed of twelve members, four IHPVA Board Members, four IHPVA members-at-large and four non-IHPVA representatives of HPV groups throughout Europe. The final committee members are:

IHPVA Board Members: Andrew Letton (U.S.), Murray Dowling (Australia), Al Krause (U.S.) and Christian Meyer (Germany).

IHPVA Members-at-Large: Paul Buttemer (Canada), John Stegmann (South Africa), Theo Schmidt (Switzerland) and Carole Leone (U.S.)

Non-IHPVA Members: Peter Ross (Britain), Guus van de Beek (Netherlands), Jean-Charles Gosselin (France) and Kurt Bjaellby (Denmark).

This international discussion group has been meeting via e-mail almost daily since early September 1996, although it took through October to locate and invite the final four members. Even so, the group was unable to directly contact Kurt Bjaellby, and has lost contact with Murray Dowling, both apparently due to internet provider problems.

The resolution specified that the topics should be open to anyone with e-mail access who was interested or who wanted to address the Committee. Brian Wilson, majordomo of the HPV mailing list, opened a special mailing list just for the RC group, called the RC list (to subscribe, write to majordomo@ihpva.org and put the words 'subscribe RC' or 'subscribe RC Digest' in the body of the message). The Reorganization Committee is composed of the 11-12 members listed above who are active in the discussion and who have voting rights. The RC List is composed of interested people from around the world who make their opinions known, assist in fact gathering, or just read the messages posted daily.

The mission given to the RC was to develop and outline a plan to change the IHPVA from its current membership of individuals into an association of clubs. One of the first items discussed was to decide why a reorganization was needed. The main reason was for increased communications. By the Committee's best estimate there are approximately 5,000 organized HPVers in the world, with IHPVA members accounting for around 1,400 or 28%. In comparison, the Netherlands club has a membership of over 1,100 (22%), the German Club over 900 (18%) and both the British and Swiss clubs have over 400 members each (8% each). All HPVers have many things in common, but unless you have access to the other groups' magazines or newsletters (and can read Dutch, German and/or French), information does not easily flow from one club to another.

A second reason to reorganize is to attempt to establish a minimal, standardized set of rules for records and international racing that any organization can adopt (for racing) or must adopt (for records). Currently all matters related to world records are in the hands of the IHPVA, which most of the HPV world sees as the North American HPV club. To be truly international, the Committee believes that representatives from many groups should have a voice in the things that matter to them.

Currently, the Committee is recommending that the reorganization start by changing the IHPVA into an "association of national organizations". Representatives from the HPV clubs of the U.S., Canada (both would have to be formed), Britain, Netherlands, Germany, Switzerland, France, Australia, Denmark and Sweden would be appointed by their organizations to join the IHPVA General Board. Information about voting, communications, etc. will be listed as part of the proposal. As envisioned by the RC, each national organization would be responsible for what happens within its borders, with the IHPVA acting only as the overall governing body in terms of

communications, records and other items that involve decisions between the national organizations. The IHPVA would also assist in the formation of new national organizations.

Several IHPVA Board members on the Committee are of the opinion that the reorganized IHPVA should be composed of all HPV clubs, regardless of country of origin, and that any club formed for any human power purpose should gain member status in the IHPVA. Currently this would only affect the U.S. (which has a number of small chapters that members can belong to) and possibly Poland (which has or had two competing HPV groups). The majority of the RC felt the idea had merit, but also had many problems. Therefore the Committee majority voted to start with the National Organizations only.

A necessary part of the reorganization would be the formation of a new U.S. HPV association or club, and the same for Canadians (unless they chose to combine into a North American club). U.S. members of the Committee and the RC List will be proposing their ideas of the form this organization should take.

The Reorganization Committee's goal at this point is to come up with a plan outline and a time frame to start a reorganization of the IHPVA. If the proposal is passed by the combined memberships, the chosen governing body's representatives will then be responsible for taking the next steps and making the ongoing decisions to start a combined future for the IHPVA.

If you would like to comment about the reorganization, I can be reached at TRASLO@fix.net.

Carole Leone, Chairperson, Reorganization Committee"

Hillingdon

Miles Kingsbury tells me that the new Hillingdon track will be open for business on April 8th. Ian Sheen has kindly volunteered to go and check it out, but so far two attempts to find the track have proved fruitless, while at the time of going to press, further missions have been prevented by an attack of the Lurgi. Hopefully there'll be something concrete in the next issue.

<Custom=Folder>...

...is the name under which Dave Holladay supplies unusual bits and pieces, following his experiences in towing a mobile office around with a Brompton folder. Among the items available are canoe flotation bags / luggage, which he thinks would make excellent waterproof HPV luggage boxes. See the "Suppliers And Wants" section for contact details.

So You Want To Build A Web Site

Following Steve Donaldson's thoughts about publishing "So You Want To Build An HPV" on the Web, a couple of volunteers have emerged, specifically gNick and Joe Jones. Also on the subject of "So You Want...", Ian Hague has noticed that the passage of time has already created certain inaccuracies therein, and has offered his services in keeping track of updates, to be published annually either with or as part of the Newsletter. Ian's address and phone number can be found elsewhere in this issue.

Human-Powered Boats

We don't appear to get much material on this subject, so big thanks to Jon Sims for the material on the "Escargot" human-powered canal boat. We wish them every success with this project.

Subscriptions

Together with this Newsletter, you should all have received a form for next year's subscription. Please return forms, money, etc. to Mr. Treasurer Adcock as soon as possible, as otherwise there *will* be no more Newsletters for you. And then you'll be sorry!

Back Issues

And finally, I've had some enquiries about back issues of the mag. In short, there are a *few* copies of a *few* issues in Dennis Adcock's custody; however, it's pot luck as to whether he has the one you want. Please contact Dennis directly - details inside the front cover.

Enough of this gay banter - there are bicycles to reassemble, fairings to make and the "T" word to be done. See you at Eastway!

LETTERS

Firstly, the Great Rolling Resistance Saga continues - Ed.

31 Hummer Road
Egham
Surrey
TW20 9BW

Tel: 01784 436796 (H)
0181 562 4989 (W)

- 1: Since the club clearly does not own a shredder, I thought I would contribute a few thoughts. I think there is an aspect of resistance that has not been emphasised. I might call it the 'Slashes Leg Syndrome'. Two anecdotes illustrate it. Firstly, downhill skiing is one of the most intensive aerobic exercises. Since little energy is used for propulsion, the energy must be going somewhere. The answer must be that the body is acting as a giant human shock absorber. The second observation is a more common cycling one, which it is that a loose chipping surface usually causes one to have to change down a gear.

My contention is that shaking the legs around causes the rider to use energy, which is then not available for propulsion. If this is the case, the energy lost in suspension may well be less than that wasted by being shaken around. It also means that the lower rise time over bumps of larger wheels may have a disproportionate advantage and small wheels a disproportionate disadvantage, especially as high frequency vibrations seem to be coped with worse. This effect will not show up in any of the rolling resistance tests so far with the exception of the one done by Mike Burrows some years ago, as all the rest are done on smooth surfaces.

Does anyone have access to an accelerometer? It may be possible to devise some experiments to find out more about the forces involved. At any rate it may be possible to find the speed for a given heart rate on different surfaces (if they can be found with the same slope and wind conditions).

- 2: I have had no responses to the note about the coach to Cologne. If I don't have sufficient numbers interested in the next month I will not pursue it further. If it happens, it will have to be paid for in advance as I am not going to ruin my year chasing people for money.

Jonathan Woolrich

Dave Larrington
Editor BHPC

6, Castle Meadows,
Offton,
Ipswich,
Suffolk,
IP8 4RQ
10 2 97

re:- rolling resistance debate

Dear Dave,

whilst I accept John Kingsbury's theory favouring fat tyres, the snag in practice is with pressure ratings. For example I'm using:-

Schwalbe City Jet	20" x 1.25"	(406-32)	100 psi
Halfords fat slicks	20" x 2.125"	(406-57)	40 psi

Now I suppose the fatter tyres offer little advantage unless inflated above the rated pressure. So on the assumption that manufacturers build in a massive factor of safety, I'm presently using them at 60 psi. Any comments, advice or information would be appreciated. Maybe any further pressure increase should be to rear tyre only.

My present steed is a home built diamond frame for 20" wheels. I was intending to build a recumbent, but am still undecided about design. Could there be some discussion about the hill climbing ability of recumbents? Possibly very long chains behave like springs, alternately stretching and contracting at twice the cadence speed, especially during hill climbing, thereby reducing transmission efficiency?

Or am I talking nonsense?

Yours sincerely

Vince Brett

*On the matter of pressure ratings, **most** tyres can safely be inflated to pressures well in excess of the figures stamped on the side, though I have occasionally encountered problems with tyres of various brands, both reputable and less so. All I can suggest is to try them, and be ready to deflate in a hurry if the bead shows signs of lifting off the rim.*

Regarding long chains, I've heard in several places that chains don't actually stretch at all, and what is usually known as "chain stretch" is actually wear in the links. There was a certain amount of debate as to the hill-climbing prowess of recumbents in this very magazine a few years ago, with no firm conclusions being drawn - whether the perceived lack of climbing ability is due to having ones legs higher than on a diamond frame, or caused by lack of stiffness in one component or another. My personal view is that I can't climb hills on a diamond frame either, so it doesn't make a lot of difference to me! Add to this the fact that with a nose, tail, wheel discs, heavy battery etc. etc. my recumbent weighs considerably more than, say, my touring bike, so I just stick the thing in a comfortably low gear, twiddle up the climbs and enjoy the extra speed on the descents - Ed.

Garden House, Welbury
Northallerton DL6 2SE
Tel/Fax 01609 882 501

Dave Larrington
166 Higham Hill Rd
London E17 6EJ

13 February 1997

Dear Dave,

Rolling resistance

No doubt others will spot the half measure given to rotational energy in BHPC News No 47. The moment of inertia for a hoop, not a disc, is mr^2 and rotational energy equals linear energy. But those kinetic energies are recoverable, as in a flywheel, so they only affect acceleration.

Rolling resistance comes from deformation losses (in road, tyre, wheel, frame and rider) plus road adhesion and bearing friction. It could be argued that, other things being equal, larger wheels and smaller axles should help to reduce rolling resistance. But the other things never are equal and there is no substitute for practical tests. More rigid (train-like) wheels might help on smoother tracks where they are not crushing gravel. Have HPV records been tried on rail tracks?

Air resistance is in any case the dominant factor at race speeds, so aero-design must prevail.

Incidentally, "running resistance" seems to depend less on speed. The work done to run a given distance is nearly constant for an individual runner, and fell runners trade off height for distance.

Yours sincerely,



Mike O'Carroll

P.S. After impetuously writing this I've consulted the excellent BHPC booklet "So You Want To Build An HPV" - which is almost word for word the same except it is better written than mine.

Actually, at the time of going to press, you're the only one to spot this! My excuse is that I sold all my engineering text books in 1985 to enable me to get to the Zapple HPV Festival in Milton Keynes. Regarding rail-borne HPV's, yes, records have been attempted (see elsewhere in this issue), but so far the speeds attained have not been that impressive compared with those achieved by machines running on the road. I didn't actually see the rail events at the 1994 European Championships, so cannot comment on the design of the competing vehicles, but I'd imagine that the aerodynamic drag created by running either a "standard-gauge" multi-track vehicle or a bike with outriggers would outweigh the reduction in rolling resistance from running on rails - Ed.

JOE JONES design

2 KILN COTTES
HIGHAM
COLCHESTER
CO76JJ

01206 337384

Dave Larrington
166 Higham Hill Road
London E17 6EJ

31.1.97

Dear Dave

Congrats on newly-acquired editorial duties. My favourite drink is not Grapefruit Tango too, but probably for different reasons. Anyway, a couple of ideas about the newsletter which have sprung or, more accurately, gently risen to mind.

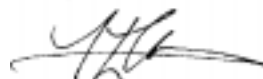
I'm not a racer and my main interest is in the Design of HPV's - OK this is very general, but what about a section in the newsletter dealing specifically with new designs, technical stuff and comment (be it informed, misinformed or completely random). I appreciate that you can only publish what is submitted, but maybe having specific sections would spark people's imaginations, or even more draconian, roster all members to submit something, size no object!

Personally I'd like to see more articles about the general HPV scene, especially in relation to the marketplace. OK, I'll declare my interests: I'm studying Industrial Design, I love HPV's and I want to know if there's a career in them for me. Perhaps the BHPC is not the right forum for a debate about marketing strategies, but I really want to know if there is a general desire to get HPV's into every home, and how we (you/they/them/thar) are going to do it. I remember talking to Miles Kingsbury about three years ago about his 'target' market for the Kingcycle, and he didn't seem particularly interested in that - I realised that here was someone building HPV's because he loved them, not trying to create a vast HPV industry that would knock the established Cycle trade sideways, remove the need for short car journeys, and really annoy Shimano by only ever fitting European components (ah, what a dream!)

Am I alone in thinking that HPV's maybe have an image amongst the general populace of being a little, er, eccentric, and that for wider marketing maybe some very imaginative advertising and promotion is needed? OK, I confess, I'm the sort who likes mountain bikes because they look great, as well as being great.

As to putting 'How to build..' on the web: this is a great idea. I would volunteer immediately except that I'm up to my er, eyes, in project work until the end of April (plus I've left my anorak at a Star Trek 'Virtual Personality' Convention somewhere). If no-one else puts their name down before then, please let me know!

Keep 'Cumbering.



Joe Jones

Events '97

Blimey, eh, what a lot of events we've got this year! To start with, here's the BHPC event calendar as it currently stands:

April 6th	(P) Eastway	Quarter Mile Lane, London E15
April 27th	(P) Hengrove	Bristol
May 18th	(P) Wheels Adventure Park	Birmingham
June 14th	(P) Hetton Lyons	Hetton-le-Hole, Co. Durham
June 15th	(P) Darlington	
June 28th/29th	Cotswolds Social Tour	Contact gNick Green for details
July 13th	(P) Herne Hill	Burbage Road, London SE24
August 3rd	(P) Salt Ayre track	Lancaster
August 23rd	(P) Ingliston	Near Edinburgh
August 24th	(P) Meadowbank velodrome	Also near Edinburgh
September 21st(P)	Curborough	near Lichfield, Staffs
October 5th	(P) Castle Combe	near Chippenham, Wilts
October 19th	Eastway	Races and BHPC AGM

Except where noted below, we aim to gather at approximately 10:30, with a view to getting racing underway at 11:30 or thereabouts. Note that no pre-registration is required for any of the events - just turn up, sign on, pay the entry fee (usually £5), remove yore brane and pedal like Mad Jack McMad.

Pace Notes

By now *everyone* should know how to get to Eastway, but... Quarter Mile Lane is located on the southern side of Ruckholt Road, a.k.a. the A106. The latter has the Leyton High Road at one end and the Blackwall Tunnel at the other.

At the time of writing, some doubt exists as to whether we will be able to use the Hengrove circuit on the above date, as it currently has a hole in it. Mr. Competition Secretary Green requests that prospective competitors contact him during the preceding week for an update. To get there: from the A4 follow the outer circle clockwise and take the Airport Road until it becomes a dual carriageway. The circuit entrance is on the left ~100m past the traffic lights and the Fighting Cocks pub. I *think* that if approaching on the M32, you want the *first* exit south from the M4, which should land you on the outer circle.

The Birmingham event is scheduled to start at approximately 12:00, as the track will be in use up until then. The track is in Landor Street, to the east of the city centre. From the M6, leave at J6 and take the A38(M) Aston Expressway south. Leave the A38(M) at the second exit - Dartmouth Circus - and bear left along Dartmouth Middleway. This turns into Lawley Street. Go straight on at two roundabouts; Landor Street is the second left after the second roundabout. The park is on the right, just before the junction at which Landor Street turns into Arden Road.

The Hetton race is traditionally a one-hour event, and equally traditionally, we try to get the race going at about 14:00 (to give ourselves plenty of time to thaw out afterwards). Hetton-le-Hole is on the A182, south-south-west of Sunderland - for detailed directions ask gNick, as I can never remember them...

This year at Darlington, we no longer have the use of the very silly circuit in the park, which will no doubt come as a great relief to many, but we *do* still have the hilly 32 mile time trial, so fit your widest range gears and ensure you have a Monster chainering if the wind is from the south-west. It is planned to get this underway at 09:00 - 09:30, starting from the lay-by next to the VW dealer on the A68, just to the east of the A1. The finish will be at the pub as usual, but we have been requested by the nice Council bods to sing for our supper, or rather prizes, by gathering in the town centre in the afternoon for some variety of static display. As an alternative to the time trial, there is a non-BHPC organised ride around the Darlington area, with a choice of 26 or 40 mile routes, in which we are welcome to take part.

gNick says to remind everyone that with regard to the Cotswolds Social Tour:

1. It is *not* a competitive event.
2. Trips to the A & E unit of Cheltenham hospital are not compulsory.

The Herne Hill velodrome is on the east side of Burbage Road, which is in turn off the south side of Half Moon Lane (the A2214). The area is well-served for BR stations, with Herne Hill and North Dulwich being the nearest.

Information about events in the latter part of the season will be included in the next Newsletter, mainly because I'm rapidly running out of space in this one...

As stated in the last issue, the points system has been mildly modified, to:

1st - 20 points. 2nd - 15 points. 3rd - 12 points. 4th - 10 points. 5th - 8 points. 6th - 6 points. 7th - 4 points. 8th - 3 points. 9th - 2 points. 10th - 1 point.

Events marked (P) above are points events, although only one of the two Scottish races will count - which one has not been decided yet. So as missing the odd event will not have a disastrous effect on anyone's Championship chances, only a rider's best SEVEN results will be counted. Even if you're not into racing, the race meetings are as much social events as competitive ones, as well as giving one the opportunity to try out all sorts of machinery. Well worth a visit, I'd say.

And finally a reminder that you **MUST** have legible numbers on the left and front of your machine, at least A5 sized. Some races will be scored by camcorder, hence no number = NO SCORE!!! Thou shalt also have a helmet and functional brakes.

Next, news of various semi- or non-competitive events. Ian Hague has suggested a social tour / meeting at the Mildenhall Cycle Rally. I've no further information at this stage, but stay tuned.

Jim McGurn has provided details of the "Bike Culture Week" get-together, to be held in Normandy in the Spring:

OPEN ROAD

Publishers of Encyclopedia and Bike Culture
Consultants in all things cycling

THE RAYLOR CENTRE
JAMES STREET
YORK
YO1 3DW
UK
TEL +44 1904 412200
FAX +44 1904 411155
PETER@BCREDIT.DEMON.CO.UK

Bike Culture Week

A UNIQUE INTERNATIONAL GET-TOGETHER IN FRANCE

Unlikely as yet to rival the Tour de France as an international cycling event is **Bike Culture Week**: a get-together for cycle freaks from Britain, Germany, Holland and France, in a small Normandy village, close to the delightful Suisse Normande. They've taken over a 50-bed *gîte d'étape*, as a base for their cycle-cultural activities, and there are camping possibilities, too. Around 80 cyclists are expected.

The venue is an ancient farm bordered by the remains of an 14th Century priory, and close to several ancient forests, with many superb, well signed cycle routes through them.

The event is organised by Open Road, who publish Bike Culture magazine and Encycloepedia. They'll be bringing along some exciting bikes for people to try out, and cycling celebrity Mike Burrows will demonstrate some of the machines he has worked on.

The organisers promise a stress-free time, with guided and unguided rides, evening talks and entertainment.

The dates are from the **26th May to the 1st June 1997**, and the cost is £180 per person in the *Gîte*, and £126 per person camping. If you can't make these dates, the organisers ask that you register an interest for 1998: they plan to make it an annual event.

For full details contact the York office of Bike Culture Quarterly: The Raylor Centre, James Street, York, YO1 3DW, UK. Tel +44 1904 412200 Fax +44 1904 411155 email peter@bcqedit.demon.co.uk

Jean-Charles Gosselin sends news of the following, which may be of interest, particularly if this Newsletter hits the streets before the event has been and gone:

"A major event for recumbents and special bicycles will be held in France next Spring:

The FUTURE CYCLE INTERNATIONAL SHOW
at LUNEVILLE (25km from NANCY), Lorraine, France
Erckmann Centre,
From 11th to 14th April, 1997

Luneville, renowned for its bicycle and motorcycle museum, its 500m velodrome and the quality of its cycle installations, will be hosting a four day event for new cycle technology: recumbents, foldables, bicycles with electric assistance, disabled bicycles, tricycles, bike components and trailers.

In addition to designers of high speed bicycles, the French, British and European cycle industry will also take part in the exhibition.

On the program :

- . a special bicycle and accessories EXHIBITION,
- . CYCLE DEMONSTRATIONS and an OPPORTUNITY TO TRY THEM YOURSELF ON THE TRACK,
- . SPEED ATTEMPTS on the velodrome (on Sunday morning),
- . ENTERTAINMENT (fashion parade with bicycles, cycle ball, artistic cycling exhibition, etc...),
- . TALKS and DISCUSSIONS.

The exhibition opens on the 11th April at 3pm; and is open all day on April 12th and 13th. Monday 14th April will be a "Trade Only" day for those in the Cycle Industry.

National TV, press and radio coverage is expected.

ORGANISERS: LUNEVILLE 21eme CYCLE
1 rue Cosson
F-54300 LUNEVILLE
FRANCE
tel : +33 383 64 09 24
fax : +33 383 73 55 40

If you build or sell special bicycles or components and wish to show your products, please contact the above address for details."

Next, assorted races in Europe. First, news of the French Open Championships. It's a little unfortunate that this should be scheduled on the same weekend as Lelystad, but there you go. Herewith the details - thanks to Sherri for forwarding them, and to Jean-Charles Gosselin for the originals:

Sorry for having set our event on the same date as Lelystad; we didn't know!

*French (open) HPV championships in Le Havre (Normandy)
APAC (Association pour la Promotion des Actions Commerciales), 22 rue du Général de Gaulle,
76310 ST ADRESSE, France*

Dear HPV People

We are please to confirm that the HPV French Championships (open), on water and on land, will take place on June 7 & 8th at Le Havre (Normandy).

Program: *There will be three events.*

1. *Saturday afternoon: races on Gravelle cycle track*
2. *Sunday morning: 200m flying start*
3. *Sunday afternoon: one hour circuit race and at the same time water competitions*

Registration:

The fee is FF200, and includes dinner on Saturday night and lunch on Sunday. For accompanying people it's only FF150. Accomodation is not included. Hotel and camp site addresses will be provided later. Please send the completed entry form (see opposite) to the above address, together with your payment by postal order only, payable to APAC.

Insurance:

Personal insurance is compulsory. Please bring a written proof of it, otherwise we would have to make you pay more.

Where to meet:

We would like to welcome you between 09:00 and 11:30 at the latest on Saturday morning at the City Hall in Le Havre, so that we could have lunch together.

Miscellaneous:

meals:

- *buffet lunch on Saturday*
- *organised dinner on Saturday night for socialising*
- *Sunday breakfast at the hotel*
- *Sunday lunch on the spot*

security - a very safe place will be available for vehicles, and it will be watched



FORMULAIRE d'INSCRIPTION (*Registration form*)

Nom de famille (*Family name*)

Prénom (*First name*)

Adresse (*Street and number*)

Code postal (*postcode*)

Ville (*town*)

Pays (*country*)

accepte de participer au **Championnat de France de Véhicules à Propulsion Humaine** (*agrees to take part in the championships*)

Membre de France HPV (*France-HPV member*) oui (*yes*) non (*no*)

Assurance personnelle (*personal insurance*)

Description du véhicule (*vehicle description*)

aquatique (*water*) terrestre (*land*)



STOP PRESS!!!!

The latest issue of "InfoBull" (the Swiss / German newsletter) carries details of the fifth Amsterdam - Paris Human Power Race - this being one of the few events open to *any* HPV, UCI-legal or otherwise. If anyone fancies having a crack at Ymte Sijbrandij's record of 15 hours 1 minute (for 540 km / 335 miles, if I remember correctly), this year's race takes place on June 21st. Entry is 275 guilders; registration details from: Stichting HPR, Waterlelie i4, NL-1991 GD Velsbroek, The Netherlands.

STOP PRESS 2!!!!

News of an international event in Belgium. The Limburg Open HPV Championship is being run on May 19th, kick-off 14:00, in the town of Hoeselt. The Dutch, French and German HPV clubs have also been invited. Entry is 150 Belgian Francs, which includes a commemorative sweater of some sort, with a *pocket on the front*. Pre-registration is preferred; please contact: Loco Bikes, Kempenstraat 181, 3590 Diepenbeek, Belgium. Telephone: (+32) 11 33 26 70.

To get there by road, take the E40 from Ostend to Brussels, the E314 towards Leuven & Lummen, the E313 towards Hasselt & Luik, then right on route 31 towards Hoeselt & Tongeren. They say from there on, look for the "Loco Bikes" signs...

Next, CycleVision '97, in Lelystad, The Netherlands. Kudos to Ymte Sijbrandij for supplying the information below which didn't quite make it in time for the last issue:



Dronten, 24th december 1996

Dear Recumbent cyclist,

Be There! At **7/8 june 1997** (weekend) the dutch HPV association organises a great recumbent cycle event. This event will take place at the **RDW** car-test track, already well known from the world championships Lelystad 1995.

On this international event the dutch recumbent cycle manufacturers will show their stuff. Technical orientated workshops (in case you want to build your own HPV) will be organised, equipment to measure power output of your legs, some good advices about aerodynamics and more. This all will take place in a big sheltering tent.

On the smooth road track there will be races, a 200 m sprint, 1 and 6 hour time trials. If weatherconditions are allright, (no wind) facilities are provided to beat the 78 km Vector Racing Team world hour record. Who beats Sergei's 6 hour-300 km record? In the meantime there will be short track races (300m) with sharp corners and very short but steep slopes (12-18%). For the practical everyday-use HPV's there will be a seperate test track.

In Lelystad there are good campingsites and affordable hotelaccommodations. So, we meet you in Lelystad, 7-8 june 1996. Futher details will follow.

Greetings,

Ymte Sijbrandij

Keep in touch:

Flevobike

De Morinel 55

8251 HT Dronten

The Netherlands

tel 0031 321 312027

fax 0031 321 319350

e-mail flevobike@pi.net



Now the Rail HPV World Championships. Although the last Newsletter hinted at the possibility of an event in Germany, those nice boys and girls at Future Bike in Switzerland have announced details of an event to be held in Laupen, in conjunction with a round of the Swiss (Road) Championships. Jürg Hölzle supplied the low-down:

"Invitation to the Rail HPV World Championship 1997

Laupen, Switzerland, 23./24. August 1997

Organised by Future Bike and the tourist office of Laupen

Do you remember the little town of Laupen, our host during the 1994 HPV European championships and place of the first rail HPV event?

This little town will be our host for the next rail HPV event and the 5th heat of the Swiss HPV championships. We can use the same rail track as in 1994.

We will part of a festival for the 150th anniversary of the Swiss railway system. Beside our races there will be an exhibitions of rail technology from the past, the present and the (HPV) future.

The main Rail HPV event will be the 200 m sprint for racing vehicles. The speed to beat is 59 km/h. We also plan some activity for utility rail vehicles like touring rail bikes or draisines.

Preliminary Time Table:

(depends on the number of participants)

Saturday, 23. August training and safety check for all vehicles

Sunday, 24. August 200 m sprint
5th heat of the Swiss HPV championships (road event)

The date for the utility rail vehicle activities is not yet fixed. Probably there will be a practicality test on Saturday and a parade on Sunday.

It will be possible to test the vehicles on the track of Laupen before the world championship.

Contact address:

Secretary: Future Bike CH
Juerg Hoelzle
Spitzackerstrasse 9
CH-4410 Liestal, Switzerland
Email: hoelzle@dial.eunet.ch
Fax: 0041 33 228 30 39
Future Bike Home Page: <http://is.eunet.ch/futurebike/>

Technical Questions: Theo Schmidt
Ortbuehl 44
CH-3612 Steffisburg, Switzerland
Email: tschmidt@access.ch
Fax: 0041 33 437 19 12

Finally, the big one - the 1997 HPV World Championships in Germany. I've not got anything to add to Ludger Bütfering's comprehensive programme, but getting there...

As previously stated, Ian Hague is still planning the "Convoy To Cologne". The proposed route is: Harwich - Hoek van Holland - Cologne - Calais - Dover. He's proposing to camp, though other types of accomodation shouldn't present a problem. Departure is on or about July 20th - a simple camp site is available in Tiptree (where Ian lives), while others are also to be found nearer Harwich. If you're interested, please contact Ian at the address on page 3 of this issue.

Jonathan Woolrich reports that the European Bike Express coach is still available; see his letter on page 7 for his thoughts on the subject. The total price for the hire of the coach and trailer is £4000, so the cost would be £200 per person if 20 people were to take up the offer, or £133 if there were to be 30 takers. Least one be sceptical about entrusting one's pride and joy into the hands of the coach company, here's some stuff from their brochure:

The Trailer



I hope the pictures come out OK, as scanned images from someone else's publication sometimes look decidedly manky!

The 6.5 metre long trailer has been professionally designed and built specifically to carry bikes on long distance journeys. The special 'soft ride' suspension is extremely bike friendly as opposed to the stiffer ride given on normal commercial trailers.

The trailer is completely covered in and offers protection from the weather and road dirt. All the bike racks and clamps are supplied by Thule Ltd of Sweden. They are the world's brand leading cycle rack manufacturers and their products are continually setting new standards in bike transportation.

The bike rack clamps around the lower part of the downtube with a rubber faced moulded plastic fitting coming into contact approximately 4" above the bottom bracket. There are also two quick release straps to secure the wheels to the bike carrier. To minimise the weight on the bike carriers we ask that the panniers and saddle bags are removed prior to loading onto the trailer and they are then loaded into the luggage area on the coach.

Also we ask cyclists to turn their handlebars through 90 degrees in order to ease the loading operation. We feel sure that this small request will greatly assist the coach drivers and will not be an inconvenience to you the cyclist. Further information and advice will be sent to you with your tickets several weeks before your departure date.

Our double deck trailer has carried solo bikes both modern and vintage, tandems and even tandem trikes (a bit more of a challenge!). Moulton split frames have been carried and the clamps have even coped with the large frame Cannondale tubes and also bike trailers. In addition to the trailer we fit bike clamps to the luggage area in the coach to increase our capacity.

We are confident that this method of transport for cyclists and bikes is completely hassle free and enables you to start pedalling within minutes of arriving at your prearranged holiday suite, having travelled through Europe in comfort.



Human Powered Vehicles Germany e.V.

Information about the HPV World Championship 26th July to 3rd August 1997 in Cologne / Germany

The HPV world championships 1997 take place in and around the city of Cologne. There you find an prospering and active group of recumbent enthusiasts who already organised some competitions. Although being a big city of almost 1 million inhabitants Cologne has great green areas and attractive surroundings for such an event. A newly built bicycle stadium and a huge rowing estate (next year's site of the World Rowing Championships) are well suited for our competitions.

The Program:

This week's program has two main parts: We will start with an HPV / Bicycle festival and the competitions for land HPVs in the first part of the week from Saturday the 26th of July until Friday, the 1st August. The water HPV competitions will be at the following weekend.

**ANMELDUNG
REGISTRATION
AANMELDING
INSCRIPTION**



Hörsing Weltverleihschrift 1997

Familienname/surname/nachternaam/hom - Vorname/first name/voornaam/prénom

Plz/post-code/postnummer/code postal - Ort/place/plaats/lieu

Straße/street/straat/rue - Hausnummer/house number/huisnummer/maison no.

Land/country/land/pays - Geburtsdatum/birthday/boortedatum

Fahrzeughersteller/vehicle-manufacturer/voertuig-producent/véhicule-producteur

Fahrzeugbeschreibung/vehicle description/voertuig-beschrijving/véhicule-description

vegetarisches Essen/vegetarian food/vegetarisch eten/végétarien diner

Weltmeisterschaft/Worldchampionship
25.07.97 bis 03.08.97 Köln/Cologne



vorläufiger Zeitplan/provisional timetable

- 25.07.97** frühester Anreisetag/earliest day of arrival
- 26.07.97** Fahrradfest, Alltagstest, 50m-Sprint/bicycle-feast, all day use test, 50m sprint
- 27.07.97** Vorlauf 1000m-Sprint/qualifying 1000m sprint (Radrennbahn/ bicycle track)
- 28.07.97** 4000m Verfolgung/4000m pursuit racing
- 29.07.97** Stadtrundfahrt/sightseeing - Stundenrennen/hour race
- 30.07.97** 200m Sprint/200m sprint
- 31.07.97** Langstreckenrennen/long distance race
- 01.08.97** Anreise Wasserfahrzeuge/arrival water HPV, Rundkursrennen/circuit races
- 02.08.97** Wasser-HPV-Wettbewerbe/water HPV competitions - Staffelrennen (Wasser/Land)/relay racing (water/land)
- 03.08.97** Wasser-HPV-Wettbewerbe/water HPV competitions - Abreise/ departure

Infos zur Klasseneinteilung folgen mit detaillierten Unterlagen nach der Anmeldung/ information of the vehicle classes are following with the detailed papers after the registration.

Informationen zu APV-Rennen bitte gesondert erfragen/please ask for information for APV-races separate

Anmeldungen an/registration to:

-fax: +49/221/421726 (+49/2241/83357)

-http://ourworld.compuserve.com/homepages/ludger_buetfering_hpv

-WM-OK Ludger Büetfering - Siebengebirgsallee 23 - D-50939 Köln

Anmelde-/Zahlungsfrist/registration/payment period: 31.03.1997

Startgeld/entry fee: 170,- DM Der Betrag ist ein Maximalbetrag, je nach Sponsoren wird ein Teil auf der Veranstaltung wieder erstattet/the entry fee is the maximum fee, depending on sponsors a part will be payed back at the championships.

Anmeldung nach dem 31.03.1997/registration after 31.03.97: +20,- DM

Vegetarisches Essen/vegetarian food: 140,- DM (Frühstücksbrot, warmes Abendessen/ breakfast, evening meal)

Kontonummer: 753 229 56 Bankleitzahl: 370 501 98 Sparkasse Köln

Überweisen oder Verrechnungsscheck oder Bargeld/transfer or cheque or cash

Wasser-HPV-Informationen/water-hpv-information:
Andreas Schließ - Gertigstr. 4 - D-22303 Hamburg

Thus the spectators have the chance to see competitions of both types of HPV at a weekend. Smaller variations of the schedule may be necessary because of organisational reasons but we try to keep on this schedule. The following procedure is planned in detail:

Friday July 25th: Arrival of the Competitors

The day of arrival doesn't comprise any competitions and serves for organising purposes and meeting other people. Rooms and camping grounds may be settled and we will organise a welcome event for information purposes, to become acquainted to each other and for meeting again.

Saturday July 26th: Bicycle Festival

At the beginning of the week we will start with a festival in the city of Cologne organised by the German HPV Association and the German bicycle organisation ADFC. From the morning on there will be stalls with information material, stalls selling HPV related goods, recumbent bike manufacturers and shops showing their portfolio of equipment near the cathedral. A testing area will enable visitors and competitors to ride new bikes. Everyone can show his bike to the audience. We start with the safety check for the bikes and we will perform a competition for everyday bikes. Furthermore a 50 m dragrace and a manoeuvrability test will show the spectators what recumbent drivers are able to do.

Sunday July 27th: Qualification and Classification Runs

As qualification and grouping runs we arrange a 1000 m sprint in the new bicycle stadium. According to the results the starting position for the following competitions is fixed. For faired recumbents there will be a longer distance competition. We will organise interesting specialities for the time between the races.

Monday July 28th: Main Runs for Sprint and Pursuit Racing

On Monday there will be main sprint runs over 250 m and a pursuit race over 4000 m.

Tuesday July 29th: Main Runs 1 h race

On Tuesday we will continue with a 1 hour race. For those not participating in this race we will arrange a guided city tour by bike. Further interesting events in the stadium are planned for the time from 26th - 28th July.

Wednesday July 30th: 200 m Flying Start High Speed Race

In two separate runs the fastest recumbent of this World Championships over 200 m flying start will be determined

Thursday July 31st: Long Distance Race

Outside the town of Cologne a long distance race over about 50 km will take place on public roads. The course will touch the hills around Cologne and we will try to use roads without a lot of high speed traffic.

Friday August 1st: Circuit Race

On a city course in Cologne (about 1.5 km long) there will be a circuit race of about 10 km distance. The varied course needs a high level of driving skills. On Friday the water HPVs will arrive and in the evening there will be a first classification run and a candle light procession of the boats.

Saturday August 2nd: Water Competitions 1st Day

The water competitions will comprise a slalom race over 200 m, 100 m sprint heats with flying start, bollard pull and a long distance race of about 8 km.

Sunday August 3rd: Water Competitions 2nd Day

The day starts with a still secret special mission for the participants. Between the heats the boats can do a second bollard pull. The last event will be an acceleration race (drag race) with a knockout system. The day finishes with prize giving and departure.

Miscellaneous

Prize giving will if possible take place directly after the races or in the same evening. The competitions on the cycle race track will be accompanied by exhibitions and trial runs. Additionally we try to arrange stayer races. Guided City tours and possibly a human powered aircraft may be presented in the by program.

Regulations / Grouping of vehicles and drivers

Land vehicles are separated in three different classes: Faired, partly faired and unfaired vehicles. Unfaired vehicles are not allowed to have any non rotating aerodynamic aids. Vehicles with front fairing or rear fairing are accepted as partly faired. Faired vehicles are those which have a rear fairing and a front

fairing as well or those which are fully faired.

Drivers are separated in the groups male, female, senior drivers from 45 years on and handicapped people. Non handicapped APV drivers start as participants of the first three classes. Participation is possible for all people being older than 18 years and for those older than 16 years having an agreement of their parents or the parents representatives.

For all vehicles with a chainwheel in front of the front wheel a strong protection is compulsory (even for those who have only one chainwheel). This protection assembly has to be mounted firmly on the frame. Deficiencies getting obvious during the safety check have to be removed before the vehicle get the permission to start.

Registration and Fees

The registration should be done as soon as possible. Registration is done by filling and signing the registration sheet and sending it to the addresses given below. The registration for land and water competitions is done separately.

The fee for participants of the land HPV competitions is fixed to an amount of 170 DM *[NB: 190 DM for entries received after March 31st - Ed.]*. This is a maximum fee because depending on the amount of sponsorship and the fees we have to pay to the city of Cologne we will reduce the fee and we will give a reimbursement of a fraction of the fees. This fee contains the possibility to use the campground. For a fixed fee of 140 DM you can buy a full vegetarian catering (breakfast and evening meal) for the time of the World Championships. A registration sheet for the land HPV competitions is enclosed.

The fee for the water competitions amounts to 90 DM and comprises camping facilities and catering for the days of the water events. For registration please contact:

Andreas Schlieff, Gertigstr. 4, D-22303 Hamburg, phone/fax +49-(0)40-278772-13

We need Helping Hands

During the whole week and even for the time before we need the support and assistance of a lot of people. We need you for the purpose of shutting off, organisation of time and laps measurement, stewardship, information services, transportation serv-

ices and so on. Especially people with foreign language skills are very important for us (English, French, Dutch, Russian). If you are able to help, and you are so kind, please contact us as soon as possible.

(You may also volunteer for a limited time only. Every help will be appreciated.) As a reward you will get a T-shirt and a reduction of the fee. For those who are able to join us we will organise a helper feast.

Contacts

Land competitions:

Ludger Buetfering, Siebengebirgsallee 23, D-50939 Köln
Fax/Tel:+49(0)221 421726 E-Mail Ludger.Buetfering@t-online.de

Latest information concerning the world championships on
http://ourworld.compuserve.com/homepages/Ludger_Buetfering_HPV

Water competitions:

Andreas Schlieff Gertigstr. 4 D-22303 Hamburg
phone/fax +49-(0)40-278772-13

Allewedertour'96 CROSSING THE ALPS

*Words & pictures
Ymte Sijbrandij*

As a Flevobike employee I own an Alleweder, an almost 'prehistoric' model as several years ago the 365-days-cycling award had been won with this very bike. Together with three of my workmates, Theo, Allert and Peter, we commute between Lelystad and Dronten every day. (2x20km). People say, well, in the vast flats of the Dutch polders with its well maintained bike-paths and the continuous winds an Alleweder may be a good option, but anywhere else.... I myself had found out that I particularly liked riding my Alleweder in densely populated areas as well, but a holiday trip, heavily loaded bikes with steep mountains, what would it be like?

I wanted to visit a Dutch friend who emigrated to Italy, several years ago, delivering a present to the birth of his first child. Magliano Alpi - 100km south-east of Torino - therefore was our destination. Theo wanted to meet the challenge. We imagined that some additional gears and a rear brake would be useful, so we



Ynte (L) & Theo van Andel on the St Bernhard Pass



changed the 65t chainring for a 42/52 combination, and replaced the rear hub with a 3x7 Quartz model from Sachs including a disc brake. Together with a cog-set from 12-28 teeth this offered a gear-ratio from 1.6m to 8.7m. The disc-brake keeps the tires from getting hot while braking on steep and long descents. After having put some new tires on the rims, we stuffed some spare tires, tools and our camping gear into our bikes. Even sleeping mattresses, tent and the rest of our luggage were stowed away with ease as the Alleweder has plenty of cargo space but now were facing the annoying fact of having to move two Alleweders with an overall gross weight of 50kg/110pounds. It turned out to be no problem at all - we made it all the way to Cologne (275km) the first day!

The following day we continued our trip along the Rhine river, as we could find our way more easily along the river. Unfortunately in some places the bike path turned out to be a dead end and we got stuck in harbour areas and private or industrial properties several times. In some places they would not even be wide enough for our bikes, so several elderly ladies on a "Radtour" got frightened to death when we passed. But the overall reaction on our showing up was fairly positive, nevertheless many people suspected us of having installed a hidden engine inside...

The next night we spent in Bingen. From here we took a 'shortcut' to Strasbourg as the Rhine would have forced us to make a huge detour on its way to Mainz otherwise. Furthermore we had been told that the 'Alte Weinstraße', ahead of us on this route would be especially nice. But, as wine is grown on hills, immediately after having left the river we faced our first steep ascent. We had to get used to climbing in the first place: shifting back and sneaking uphill at a cruising speed of 10km/h. Well, if you keep on going, you get there anyway. The weather is just gorgeous so we arrive at Kehl (near Strasbourg) with sun-burned faces. The bike path from Strasbourg to Basel/Switzerland is pretty boring and ugly as it leads alongside industry-sheds and goes straight along the Rhine-channel for about 100km. But a steady wind from the north helps us to pass through here very quickly. In Switzerland we pass the Murtensee and suddenly find ourselves riding several kilometres on the circuit of the EC 94 at Laupen. After our first mountain, 800m/2624ft, we descend to the Lake Lemman resp. Geneve. Exceeding 80km/h starts to appear pretty normal to us by now. We find a nice campground on the lake in the town of Montreux, unfortunately in September it's too cold for a swim already. A motorcyclist warns us of snow on the mountaintops...(we'll find out...)

And then comes *the* day! Climbing the Grand St. Bernhard pass (2500m/8200ft) by Alleweder! Theo suddenly got problems with his knee and his Achilles-tendons but we decide to go for it. The first 40 km climb to Martigny goes all but effortlessly, so we decide to have a good meal first before going on. As we continue our climb the road gets steeper and steeper. Theo's morale consolidates as we have only another 7 km to go. (plus another 600m/2000ft elevation!) It's kind of



strange to hang eternally in those long off-cambered curves at a speed of 8km/h. One major advantage of a three-wheeler on these steep ascents is that one can go as slowly as one wishes as balance does not have to be maintained by the rider. So you can ride (relatively) relaxed at speeds of 6 or 8km/h as long as you've got a good gear. As we're half way through a Belgian couple strengthens our spirit and we reach the top after a bit more than an hour. To motorists questioning us we pretend it's been no problem. Well, it hasn't after all!

And then...the descent! The road lies already in the shade as we're speeding down. Suddenly we notice a burning smell and a strange ticking sound from our wheels. We stop to investigate the problem. The brake drums are glowing and the ticking sound is caused by the spokes, they sound like a hot car engine. We solve the problem by temporarily removing the wheel discs and continue our downhill at full speed. That's one of the moments that makes riding an Alleweder so special, at speeds between 60km/h and 95km/h we virtually fly down to Aosta! An Italian couple at an "Alimentari" (grocery store) where we do our shopping for the night almost causes a traffic jam as they admire our bikes with lots of Italian "ah's" and "oh's".

Following the scenic Aosta-valley we are approaching Torino. On our way, we spend several kilometres with some Italian race-cyclists who are virtually 'blown away' on descents, but on the following ascents they always catch up again. Torino is, as we expected, a wild chaos of Fiats, scooters and motorcycles but we manage our way through without severe damage. All of a sudden we get stopped by an attractive female police agent, who wants to inspect our bikes but as we got no engines, everything is allowed and the Alleweders pass the technical inspection without any problems. After a long day's ride we arrive at Magliano Alpi. Here a refreshing shower and a pasta meal awaits us. Feels good!

My friend, who is pretty much "Italianized" by now, didn't get the message of our trip, although we had spent quite a few kilometres on bikes back in Holland: "Nice little car, but why don't you install an engine...?".

After seven days of pedalling and a distance of 1350 km a day of rest is welcome. We visit the market at Mondovi (by car), dip our feet in the local brooklet and the resting day is almost over again. The next morning we're leaving early in the morning with beautiful weather and a cool wind from the north, heading for Lago Maggiore. As many Italians go on a bike trip on Sundays, we get enthusiastic reactions wherever we show up. Even two attractive women pull over for us.... but - as St. Gotthard pass is expecting us the following day - we decide to go on.

The climb to St. Gotthard is not that steep but endless. Leaving Locarno, the lowest point in Switzerland (270m/886ft), you have to climb to an elevation of 2150m/7054ft on 100km. The motorway leads through a tunnel by now, but on



Advantages of trikes #41 - a stable platform for reading while climbing the St Bernhard Pass

the former route cycling is a pleasure. Although the descent is only a mere 5%, we soon reach more than 90km/h on the three lane road. At 95km/h I start braking but Theo goes for the 100! As the road starts to get narrower and the number of curves is increasing he has to give up at 98.5km/h. After having taken a close look to the map, I decide to go for the “three-passes-tour” Grimsel-Furka-Susten the next morning. As we cannot find a campsite before our final descent we decide to permit ourselves the luxury of a hotel room that night.

I could not get a good night’s sleep as those Swiss winter-blankets are way too warm if you are used to an old, worn out sleeping bag. Theo takes one day off as I start the next morning in sunny weather. The 14 kilometres to the Sustenpass take 90 minutes, I had expected a bigger difference in climbing performance without baggage. My average speed only increases an estimated 1 km/h! Well, I forgot to remove my sleeping bag... The descent is breathtaking, although the knowledge that I will have to climb it all up again (plus more) is kind of annoying. The climb to the Grimselpass is more difficult already but I get there. On my way I always meet the same people again who are doing this trip by car. On the following descent I enjoy the wonderful scenery as I have a good view of the Rhone-glacier. On my climb up to the Furka-pass I make use of my lowest gear for the first time as the last kilometres ascend at 14% but I would not let my speed drop

below 7km/h. After my last descent without crash barriers or guard rails but with "safety-fences" at eye height instead, I meet Theo back in the village of Wassen.

From here we finally descend to the Vierwaldstattersee. After 140km and 3400m/11154ft of altitude I finally feel some redemption of my urge to cycle, I even have slight problems to match Theo's speed. At halfway through the cooking process, the gas burner stalls due to gas shortage. I have a hard time, but Theo solves the problem by gathering a few dripples from each of the eighteen hoses of the nearby gas station, which enables us to get the macaroni boiled to an edible stage.

Our way home through France, Luxembourg and Belgium goes quickly and without problems, just the French police wanting to inspect our vehicles again. But we get an escort to a nearby campground in return! The fact that the weather has changed to clouds and rain by now does not bother us at all: at 10°C we still wear shorts. After 17 days and a riding distance of 2800 kilometres we arrive at Lelystad only to commute to Dronten the next morning to get back to work again.

We definitely enjoyed the trip in a fully faired recumbent tricycle. One feels the additional weight on climbs and when accelerating but as long as you have a good gear that means no problem. What you get in return is excellent weather protection, cargo space and improved braking performance as you can brake on three wheels. Therefore you feel pretty safe in the Alleweder. Furthermore you can climb as slowly as you wish to, without balance problems.

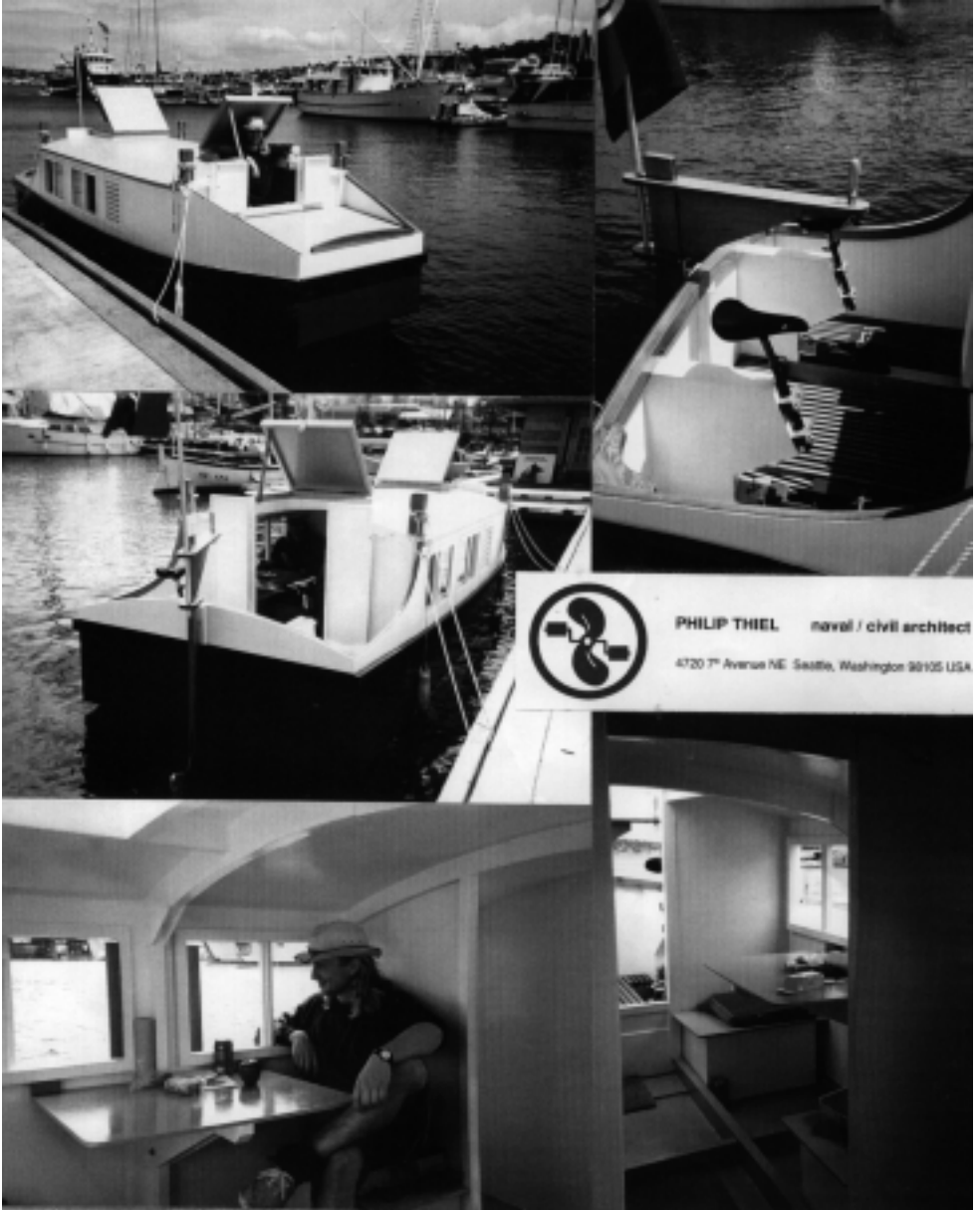
We are planning to go on a similar trip next year, but by then we will be riding C-Alleweders!

Greetings, Ymte Sijbrandij, Flevobike

PEDAL POWER CREATES A STIR ON BRITISH WATERWAYS

A quiet revolution in canal & river propulsion is heading this way with the ultimate in environmentally friendly boating

ESCARGOT is a two berth cabin cruiser especially designed for people who enjoy the peace and quiet of the inland waterways and who enjoy the satisfaction of going places under their own power. **ESCARGOT** is built from marine ply and measures 18'6" by 6'. She has 4'6" of headroom in a cabin which contains twin berths, a galley/saloon and a W.C. Where she differs from other boats is in her 'engine room'. This consists of twin SEACYCLE drive units mounted in the stern cockpit. These bear a close resemblance to outboard motors except that the engine block has been replaced by the sort of pedals to be found on a modern mountain bike. From their comfortable side-by-side saddles, the crew can cruise our beautiful network of canals and rivers with little more effort than if they were cycling along the



Q:

Who said...

..."It would appear that I am the editor of this Newsletter. I shall be casting around pretty vigorously for a volunteer come the lighter nights!!" And when? Answer on page 39...

towpath

ESCARGOT has been designed by **Mr. Philip Thiel**, Naval Architect of Seattle, USA. Philip is a passionate advocate of human powered boating and his intention with **ESCARGOT** is to demonstrate that long distance cruising by such means can be a comfortable, relaxing and immensely enjoyable experience with the added advantages of being great for the health and fitness of both the crew and the environment. This boat produces no noise and leaves neither oil nor exhaust in its tranquil wake.

To prove the viability of **ESCARGOT** it is intended to launch her in August 1997 at Windmill End near Dudley (the site of the 1996 National Waterways Festival). From here she will travel via Birmingham, Warwick, Braunston, Banbury and Oxford before cruising down the Thames to Henley in time for the 1997 National Waterways Festival. This will take place over the weekend of the August Bank Holiday. **ESCARGOT** will be crewed in relays by members of the **Waterways Recovery Group**. This is the volunteer branch of the Inland Waterways Association who have been responsible over the last 25 years for the restoration of hundreds of miles of Britain's once moribund canal network. WRG will be using the expedition to raise money for new plant and equipment which will be employed in further work.

What this project needs now is the help of sponsors who can provide the materials or funds required to build **ESCARGOT**. We hope that you would like to be included and have your name displayed on the boat which is sure to be the centre of attention at Henley in 1997. Further information about **ESCARGOT 97** may be obtained by telephoning UK publicity manager, Jon Sims 01703 732565

BE PART OF THE QUIET REVOLUTION IN 1997!

Waterway Recovery Group is a subsidiary of The Inland Waterways Association, a registered charity. Escargot 97 is a non-profit making project.

BUILDING ESCARGOT IN ENGLAND

The Boatbuilders Viewpoint

The prototype of Escargot was built in Seattle USA, home of the boat's designer, naval architect Philip Thiel. Escargot has cruised the local rivers and lakes, and such is her appeal, has just been sold on to a new owner. Being British and therefore reserved and cautious, we borrowed a Seacycle pedal drive unit and tested it on a converted 18ft GRP punt. The performance was impressive, achieving 3-4 mph with modest human power input.

Philip Thiel and I have been in discussion for more than a year about building another Escargot in England and this August we decided to go ahead with the project. She will be built in Southampton during June and July 1997 before being put through trials from the Basingstoke Canal boatyard of Galleon Marine at Odiham in Hampshire. From here she will be taken to the Midlands. Her expedition along the canals and down the River Thames will see her arriving at Henley in time for the National Waterways Festival which will take place over the August Bank Holiday. Her crew on this journey will be volunteers from the Waterways Recovery Group. The trip is

expected to take 3-4 weeks and should attract extensive local and national media coverage.

We believe that this is a great opportunity to publicise an environmentally friendly means of canal travel which will engender interest from waterways enthusiasts, cyclists, environmentalists and anyone who values quiet and efficient water transport. We are inviting firms to supply us with materials or financial assistance. In return, we will display their logos on a boat which is sure to be the centre of attention at the Festival which, for the first time is to be run as a combined boat rally and inland boat show sponsored by the British Marine Industries Federation.

Following the Festival, Escargot will return to Galleon Marine where she will be available for trials by interested parties and prospective purchasers. It should be emphasised that, at this stage, the only thing we are trying to sell is the idea that it is possible to cruise the waterways in comfort under your own power.

If you would like your firm to be represented in this unique project we would be happy to welcome you aboard. A 1/12th scale model is available for inspection.

Colin Jones
Boatbuilder

Pedal-power on the French canals by Philip Thiel

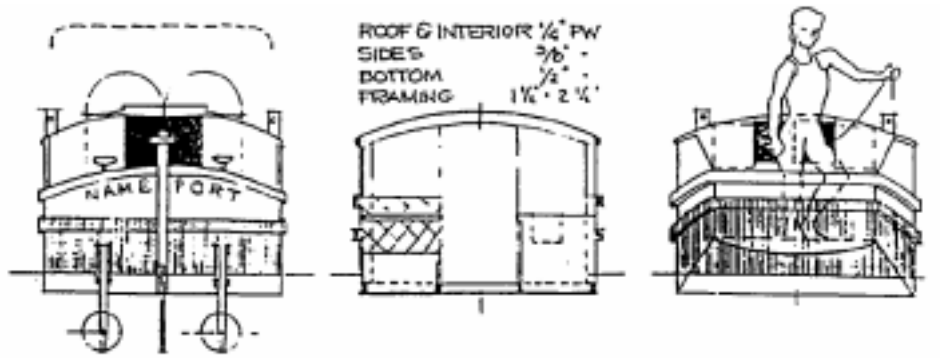
With a ruling depth of less than two meters and a speed limit of six kilometres per hour the smaller canals of France are ideally suited for low-power, slow-speed cruising. Thus, this project for a pedal-powered, screw-propelled, two-person “penichette”, classe “escargot”; or snail-class mini canal-barge. It is intended for easy construction at canal side by a group of like-minded people who would enjoy sharing a spring of boat construction and a summer of leisurely fluvial explorations as part of a small flotilla.

Here are my preliminary specifications: a simple, essentially flat-bottomed, square-ended hull with dimensions about 5.2 m (17') by 1.8m (6') wide to be built of exterior-grade plywood and softwood framing. Accommodated under 1200-mm (4') sitting headroom are two berths forward, with an access hatch over; followed by toilet and hanging space with two louvered doors to provide several different arrangements for privacy; and then a “salon” with table-seating and food-preparation counter. Aft of this is an open cockpit sheltered with a folding Bimini top. An outboard swing-up rudder is controlled by tiller from either of the two side-by-side pedalling positions, and propulsion is provided by two swing-up Seacycle drive units in wells built into the hull and transom.

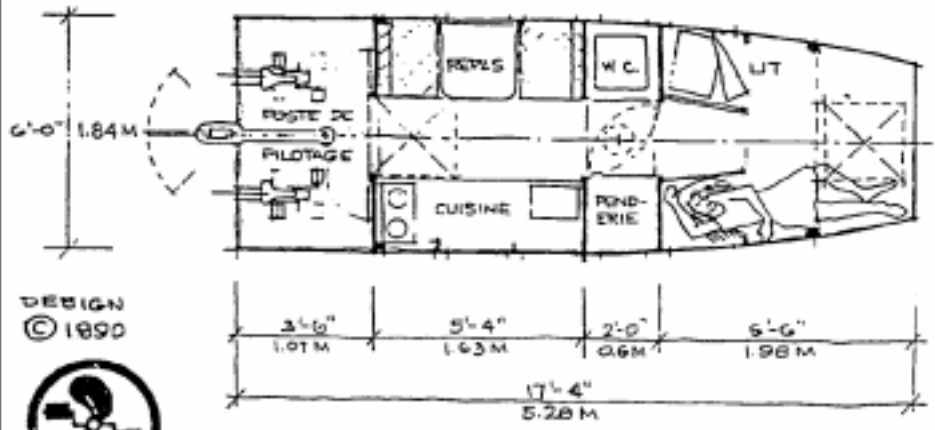
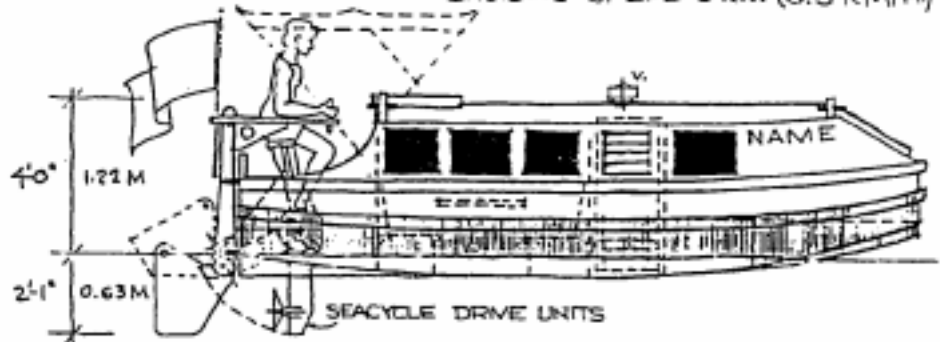
Essential equipment includes a folding bicycle, to be used for procuring fresh bread, fruit, cheese and wine from the nearest village.

The first phase in this program involves the construction in Seattle of a prototype, to test performance and to check out construction details, time, and costs.

Philip Thiel,
Naval Architect
4720 7th Ave., N.E.
Seattle, WA 98105
USA



DISPLACEMENT 2000 LBS. (907 KG)
 CRUISING SPEED 3 KN. (5.3 KM/H)



DESIGN
 © 1990



ESCARGOT-CLASS PÉNICHETTE

PHILIP THIEL NAVAL ARCHITECT SEATTLE WA 98105 USA

**Greenspeed, 69 Mountain Gate Drive, Ferntree Gully, VIC 3156,
Australia.**

Phone +61 3 9758 5541

Fax +61 3 9752 4115

e-mail: greenshp@ozemail.com.au

WWW: <http://www.ihpva.org/com/Greenspeed/>

Greenspeed trikes are designed for touring, commuting, racing, or just having fun. They have been well tested on Outback Australia Tours, are world renowned for their handling qualities, and have been successful in HPV racing.

GTR 20/20 Touring Trike, 63 speed, Sachs drums, rack, etc. **A\$3,500**

GTR Sports Tourer Trike, 24 or 42 speed, Sachs Quartz, etc. **A\$4,200**

GTT Tandem Trike, 63 speed, Sachs hydraulic discs, etc. **A\$6,000**

Frame kits, plans and parts (e.g. kingpins) available. Write, fax, e-mail, phone or visit for free information package.

Miles Kingsbury 01494 524004 / 450414

Enquiries to Neatwork - 01890 883456

KINGCYCLE recumbent Holder of the World 1 Hour Record for 4 years with the Bean

A quality and race-proven machine equally suited for commuting and touring. There are many accessories available, including nose and tail fairings and a pattern for a cloth fairing. Also available: wheel discs, headrest, touring carriers.

Kingcycle complete with 21 speed indexing Sach 'New Success'

Groupset & Sturmey-Archer hub brakes **£1380 inc. VAT**

As above but with Magura hydraulic brakes **£1500 inc. VAT**

Frameset, for owner to fit with parts of choice **£820 inc. VAT**

Front suspension supplied with the above **£246 inc. VAT**

Rims for 450A & 24" tyres **£18.50 inc. VAT**

Ask for details of the many other accessories

Aerobikes, PO Box 14079, Edinburgh, EH10 6YF

e-mail: 100412.363@compuserve.com

Phone 0131 477 7025

Offer the following range of compact long wheelbase models, which are highly suited for both touring and commuting:

Aerobike Model T	No suspension, caliper brakes, 3x7 gears	£995
Aerobike Commuter	Rear suspension, Sachs 'Traxx' components	£1200
Aerobike Tour	Frame as above with Sachs 'Centera' components	£1450
Aerobike Grand Tour	Sachs 'Quartz' components, disk brake, rack, dynamo	£1925
Aerobike Sprint	Neat small-wheeled SWB for BHPC racing and leisure	£895
Aerotrike	With full suspension and folding facility ready for release early '97	

Also mail order. Everything you might need for making bike, trike, folder etc. including tubing from 8mm to 50mm diameter. Wheels, tyres, nuts and bolts, gears, hubs, etc. etc.

Highpath Engineering - Chris Bell / Dave Wrath-Sharman

Phone 01570 470035

Custom milled chainrings Any size, any shape
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Future Cycles, Patrick Shaw - New & s/h machines

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STREETGLIDER - SWB with underseat Frameset: £795 inc. VAT
steering, 531 Longstaff frame with negative rake forks. Complete bike from: £1350 inc. VAT

VISION RECUMBENT - The only convertible SWB / LWB in the UK. Complete bike from: £995 inc. VAT

SPARES: Tyres: 500A Michelin - £7.50 450A - £6.95.
HP tubes: 500x28A Michelin - £3.50 Swallow 500A/20" - £3.00
450/18" - £3.00

P&P add £0.50 per tube, £1.00 per tyre, to a maximum of £5.00. Credit cards welcome.

Peter Ross, Crystal Engineering, Unit 1A Jubilee Wharf, Commercial Road, Penryn, Cornwall TR10 8AQ

Phone / Fax 01326 378848

We have been making recumbents since 1986, and over 300 TRICE tricycles and ROSS RECUMBENT bicycles have been sold in the UK and worldwide. Both models may be bought as a frameset; and full fairings, or separate tail fairing / luggage compartments, are available. The FESTINA Extra Low Racer is now available as a frameset. We usually have some used HPV's.

Ross Recumbent £875 Frameset from: £625
Trice complete £1399 Frameset from: £1050
Festina Frameset from: £799

Parts available: 20" rims, 20x1.125 tyres. Glassfibre seats. Tubular-framed seat with mesh cover. Rear luggage compartments / fairings. Suspension forks.

Valley Cycles, Wellingborough, Northants.

Phone 01933 271030

are now importing the CHALLENGE HURRICANE SWB recumbent bicycle.

Range of options include Sachs 3x7 gears, Magura Hydraulic brakes.

All models have rear suspension.

Prices from: £1100

Middleburn Cycle Technology, Chris Dodman

Phone 01420 22995

In addition to their range of cranks and hubs, there are also chainrings. The largest for each type are:

Compact drive (94mm PCD) 48T
Standard MTB (110mm PCD) 52T
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Larger chainrings can be manufactured in small batches.

Seat Of The Pants Co. PO Box 5, Sale, Cheshire M33 4AP

Phone / Fax 0161 976 5662

Offers the following models:

The Burrows Windcheetah	"Coolest Recumbent of Show", Interbike 1996 - Robert Bryant, Recumbent Cyclist News	£2,200 + VAT
The Pickup	Will carry half a Brox with ease!	£1,400 + VAT
The Velocità	All-aluminium Sports / Touring SWB, with front suspension as standard. Now being manufactured by The Seat Of The Pants Co.	£1,540 + VAT
Copenhagen Pedersen	We are now the UK importers. Prices start at around:	£1,400
Recumbent Shorts	Designed by Andy Wilkinson for his epic Lands End - John O'Groats record-breaking ride. The only UK shorts made specifically for recumbent riders. Real chamois insert. S/M/L	£35.35 + £2.50 p&p

FrameWorks, Loughborough, Leicestershire - Sean Kerslake

Phone 01509 268223

Offers all types of frame building - traditional and modern, prototype work, brazing and welding (MIG, TIG, steel, aluminium, titanium, etc.) - making your dreams a reality!

Small Adz...

Ron Beams, Coral Gables, Park Lawn Road, Weybridge, Surrey, KT13 9EU

Phone 01932 844038

For sale by one elderly owner!

Two fully-equipped touring recumbent tricycles:

1. Slipstream "Demon", as advertised in Issue 47.
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Genuine reason for sale - to be replaced by new touring Windcheetah!

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Club T-shirts **£6.50** or **£9.00** (Club logo on front / Objectives on back)
Sizes: 38/42/46/52

Does anyone have a recumbent tandem trike that I could borrow? It is not required for riding, though I will probably try it!

