

Records

Top speed 110.6 KPH solo flying 200 m record.
Top speed Multi Rider 104.6 KPH
Arm Powered single rider 52.1 KPH
Hour record 79 k.

If you're on the Internet here are a few Web sites of interest:

<http://sunsite.anu.edu.au/community/ozhpv/>
<http://www.ihpva.org/>
<http://sunsite.anu.edu.au/community/ozhpv/qldhpv/index.htm>
<http://sites.netscape.net/timsmithy/pprix.htm>
<http://recumbents.com/>
<http://www.geocities.com/Yosemite/Falls/1738/index.htm>
<http://www.ihpva.org/people/tstrike/home.htm>

To find other sites use the term 'recumbent' and/or 'HPV' in a search engine in your browser.

Queensland HPV Enthusiast Group

We are a loose collection of more than 50 people interested in building, riding and the design of recumbent cycles.

There are no compulsory membership fees but we strongly encourage members to join OzHPV, the Australian human powered vehicle group. OzHPV was set up to assist enthusiasts and promote HPV's throughout Australia. Membership is only \$15 per year which includes a bi-monthly newsletter covering all the news happening around Australia and the World.

For an application form or more information you could get in touch with Ray, Dave or Darryl or write to
OzHPV Inc, PO Box 1053 Auburn NSW 2144.

Australian HPV Manufacturers.

GREENSPEED,
Phone 03 9758 554
E-mail ian@greenspeed.com.au
<http://www.Greenspeed.com.au>

Wayne Kotzur
Ph 02 6236 8265
Email wkotzur@dynamite.com.au

Peter Holloway
Cycle Science
Phone 03 9874 8033
freedomhpvs@internex.net.au

Tri-Sled
Ben Goodall
ph 03 5987 2696
<http://www.trisled.com.au>

Mr Components
Michael Rogan
Ph 0359835886

Logo Recumbent Trike
Ph 61-8-94349089
<http://www.geocities.com/HotSprings/Bath/1913/Trikestory.html>

Peter Wilson
Ph 039455 0159

Comments:

Qld HPV Enthusiasts Group

HPV'S

Recumbents

***Interested?
Want to know
more?***



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shelco@adlink.com.au

Trikes

What is a recumbent?

A recumbent is a special kind of HPV (Human Powered Vehicle) that is considered to be a bicycle by everyone but the ICU (International Cycling Union) and can be a plane, boat, car, bike...

So why don't we see so many of these.

I'm not sure really. They cause tremendous interest wherever they are taken so maybe it is just the marketing that's lacking.

Are they difficult to ride?

No. It may take you a little time to get used to the feel and handling of the bike. There are variations in handling just as there are in uprights- some are fast, twitchy racing models and others are smooth, stable touring models. Be forewarned though, recumbents use different muscles, so even if you are a very fit upright rider, you will experience difficulty climbing hills until you develop the new muscle groups.

Advantages

The main advantage of a recumbent over an upright bicycle is the better aerodynamics and more comfortable seating. Due to the lower position, the front surface and thus the primary factor in wind draught is reduced.



So are they Faster?

Well, this is very controversial. In the IHPVA sanctioned events, all the land speed records are held by recumbent or semi-recumbent designs. The real question you are



asking is, will you be faster on a recumbent? The answer is, "maybe". There are so many factors involved; how long you've been riding, how long you've trained on the recumbent, style and weight of the bike, topography - hilly, mountainous, flat. Since the biggest factor limiting speed is aerodynamic drag, if you want to go really fast, use a recumbent with a well-designed fairing or a full body. In this case, the answer is YES, they are

faster.

The second speed advantage - the possibility to push yourself against your seat - is probably diminished by the disability to stand on your pedals.

You need to choose a lower gear and spin.

The safety advantage in crashes - you go feet first instead of head first, and you don't fall from high - is said to be reduced by the fact that you are more easily overlooked because of the lower height. But usually, recumbents are rare and draw everyone's attention.

Disadvantages

They cost more than a conventional bike. The seating position usually means you can't see behind and have to rely on a mirror and as they are usually quite low may be a little harder to see by motorists on the road.



Bikes

How do you steer it?

Generally, recumbents have either 'above seat steering' (ASS), or 'under seat steering' (USS). On the above seat steering bents, the handlebars are located at about shoulder height giving them the "chopper" look. On the under seat steering bikes, they are located just beneath the seat. If you are sitting on a chair right now, let your hands hang loosely at your side; this is where your handlebars would be. Above seat steering looks more conventional and is therefore sometimes favored by beginners; but USS bents are really no more difficult to control.

Where do you get them?

There are 7 businesses making them in Australia, mainly in Victoria (see over), some people import them and also many are home-built.

How much do they cost?

That depends where they are purchased. A home-built can be made with a majority of bike parts and so can cost as little as \$30. A custom made from one of the Australian manufacturers can cost \$1800 to \$4200.

