

Human Power

Newsletter of the British Human Power Club

Issue 2 - September 1983

Scribe: R. Ballantine

Fiets HPV Races

The Dutch HPV races at Zandvoort on 18 September have a confirmed 10,000 guilders in total prize money. Attendance from Britain looks to be good, with competitors busily engaging the usual last minute scrambles to prepare machines and raise funds. The Friday night ferry from Harwich is fully booked. Machines will also be coming from Sweden, Germany, Spain and America, as well as Holland, for a total of about 40 entries. Further details are in the attached repo of the US HPV News.

Brands Hatch

The 25 September meeting at Brands Hatch is off. Peter Selby worked extremely hard to find a prize sponsor but it was no go.

Battery Vehicle Association

We are invited to attend a race meeting of the Battery Vehicle Association on 25 September from 10:30 am at Duxford Imperial War Museum Airbase. We would not compete but could give demonstrations and generally mess around. The two groups have many common points of interest and this would be a good chance to make friends and exchange information. Entry fee £1.20 for the Museum applies to everybody.

AGM

The BHPC A.G.M. meeting will be at 1 pm on 20 November at Eastway Cycle Circuit. Up for discussion and decision will be:

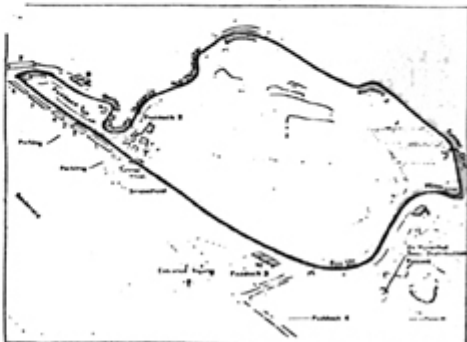
- 1984 Racing Calendar. A draft schedule is -
 - 15 April - Welwyn Track Meeting
 - mid-May - Isle of Wight - Speed trials, circuit and road races.
 - July - Point to point combined time trial and road race.
 - 18/19 August - Eastway/Welwyn meeting.
 - September and October left open for championship events. Eastway available odd Sundays.
- Race rules -
 - Vehicle classification system.
 - Types of events.
 - Required equipment - numbers, horns, bells.
- Election of club officials.

Classified

For Sale: Aerodynamic 'Funny Bike' as seen in Bicycle Magazine Jan 83. Equal to a 23" frame. Mike Burrows (0603) 721357.

BHPC

Eastway Cycle Circuit
Temple Mills Lane
Lee Valley Park
London E15



Hotel Info: Tourist office Zandvoort, Tel. (02507) 11947.
Race Info: Circuit Zandvoort, Postbox 132, 2040 AC Zandvoort.
Tel. (02507) 18264, Telex 41896

HPV NEWS

VOLUME 1, NUMBER 5

AUGUST 1983



At one end: Looking down the embankment at the staging area. Note the water-filled center channel.

RACIN' IN THE RIVER

by Stuart Huston

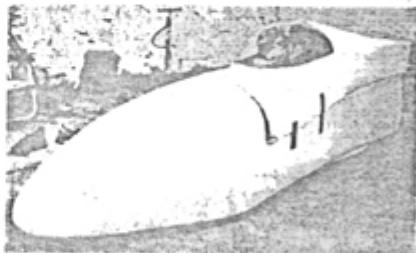
HPV's in the San Gabriel River -- to some, it probably sounded like the first HPV water race. Most of the passers-by on the bike trail above couldn't figure out what it was. In reality, it was a gathering of human-powered vehicles (and their builders and riders) trying to set some new (and) speed records.

For those who have never seen a Southern California "river", they're actually concrete flood-control channels, about 50 feet wide, flat, (mostly) straight, and (usually) dry, except for a smaller channel in the middle. Ever since the HPV's lost access to the Ontario Motor Speedway, where all the current speed records were set, people have figured one of the local rivers would make an ideal HPV course. The bottom on either side of the center channel is plenty wide enough for coast vehicles, and it's not too hard to find a section over a mile and a half long, with no curves, cross traffic, or tributaries. All you have to do is watch out for flash floods. Still, up until now, nobody knew how to get permission to run an event, particularly how to make sure nobody released any water into the river while the vehicles were down there.

Finally, with the cooperation of the LA Flood Control District, the HPV's got permission, and the first race in the San Gabriel River was scheduled for May in conjunction with the road races at the Carson Mall and parallel races at the Olympic Velodrome. Unfortunately, unseasonable rains left the channel too wet for racing that weekend, so the race was rescheduled for August 17. Rare day dawned hot and muggy, and by the time the channel was swept clean and the course was ready to go, it was about 80, which meant that the early morning calm was almost over. Still, there were about ten vehicles determined to make a run at some records.



And the other; Dan Eggar's vehicle about to exit the 200 meter traps.



Eric Edwards' Pegasus made its debut at 47.98 mph.

Particularly anxious were Gardner Martin, Greg Miller, and the Easy Riders Team, trying to win back the unofficial two-wheel record from Bluebell, which had gone 51.50 mph at the 8th IHPS. The event was also the public debut of Eric Edwards' new vehicle, Pegasus, a rear-steering single-rider trike.

As it turned out, the speeds were high, but not record quality. Greg Miller in the Easy Rider turned in the best time of the day, but at 50.94, it was almost 1 mph slower than they wanted. Greg Johnson in his 3100-lb Quantum Cruiser was next fastest at 48.88, followed by Pegasus, which (that) Blue pedaled to a speed of 46.98. Dan Eggar at 44.18 and Mike Vallender riding Kirk Newell's Other Woman to 43.23 were the only others to break 40.

Part of the problem was the late start; all of the best runs were made early in the morning. It didn't take long for the wind to come up, and when it did, it got funneled along by the sides of the channel, sometimes blowing up the course, and sometimes blowing down it. And much of the time it was too high for legal speed runs. A couple of the competitors had problems with the bumpiness of the course, prompting Eric Edwards to wish he had hooched up the suspension which Fegasus was designed to have.

In all, it was a marginally successful day of racing. No records were broken, but the times were equivalent to those at the IHSC in Carson last year. Maybe with a little more searching we can find a spot with a longer run-up, pick a nice calm day, and really go fast.

The IHFWA would like to thank Ron Boan and the Long Beach Radio Amateurs for providing radio stations up and down the course. Without their work, the event could not have happened.

VETTER ECONOMY RUN

by Lynn Tobias

The 1983 Craig Vetter Fuel Economy Run was held July 16 and 17 in Carmel, California. Although the vehicles are not human powered, the techniques we employ for our MV's are being applied to these highway proven machines, and most of the top designers are IHFWA members.

Last year's winner, Charly Perethian, achieved 365.93 MPG in Sunday's "Nickle Race" (each competitor started with five cents worth of fuel) during the Laguna Seca Grand Prix. He was the top qualifier from Saturday's 66 mile run down Highway 1 through the rugged Big Sur coast and back to Carmel, getting 312 MPG on 22 cents worth of fuel while maintaining the 40 to 55 MPH speed limit. Eric Hilskenstaff had gotten 429 MPG but failed to qualify when he came in two minutes after the 90 to 96 minute time window closed.

Dan Hanebrink's 90 cc machine was second in the Nickle Race with 364.55 MPG (qualifying at 362) and Matt Guzzetta's Suzuki 125 was third at 256.92 (252). Lisa Lucke had qualified at 299.99 but failed to restart her Honda 165 at the bottom of the big hill at Laguna Seca and fell behind the rear pace bike which kept the pack moving at highway speeds behind the lead pace bike ridden by Craig Vetter. At first, it had appeared that Kazuo Matsumae (who qualified at 295 MPG) was the winner, but it was discovered that because of language difficulties he did not realize that he had to completely drain his carburetor, thus he started with more fuel than the other competitors.



Charly Perethian's Yamaha 185, 366 mpg winner of the 1983 Vetter Fuel Economy run.



The highest mileage vehicles from the Vetter qualifier: (front to back) Blickenstaff, Perethian, Hanebrink, Lucke.

Charly took home \$3000 and the perpetual trophy for his efforts. For information on the 1984 Vetter Fuel Economy Run write to:

Vetter Design Works
1 Alta Mira Lane
San Luis Obispo, CA 93401
805/541-3330

WATER RACE NEWS

Due to (lack of) popular demand, this year's water race has been dramatically scaled down, but not canceled. We plan to run from 6-8 am at the Long Beach Rowing Association, 5750 Marina Dr. Long Beach Marine Stadium. To get there, take the 7th St. West exit from either the 22, 405, or 605 freeway (or however you want to get onto 7th St.) then turn left onto Santiago. Santiago turns into Marina, which dead-ends at the rowing center. We plan to run a 50 meter timed event with unlimited run-up, and if enough boats turn out, there may be a "road" race as well. This event will be run, even if only one or two boats show up. We want to demonstrate that this will be an annual event. We also may participate in the LARA meet in December, so if you've thought about building a water vehicle, go ahead and do it!

INDY UPDATE

by Rob Cotter

Well, the Championships are moving along in top gear, with dozens of entry forms already in. Bailien Helmets will be the official helmet of the Championships, giving \$1000 prize money, 25 helmets, ads, and banners. Other companies have been contacted, and more sponsorship is sure to flow in. IAC is donating their timing equipment (accurate to 0.001 seconds) and the timing director.

Arms Competition: Bill Warner of New England Handcycles has come up with rules for his Arms-Only category that will be recognized at the 9th IHSC.

The category is a subset of normal IHVVA race categories. It will be for single-rider vehicles only, which will compete at the same time as other entrants, in the same events (except where they may cause a hazard).

Warner has defined two classes of hand-powered vehicles:

Category A is indirect-drive vehicles including chain-drive vehicles with any type of arm power input: levers, cranks, linear drives, etc. Hand-and-foot powered machines will be eligible if the foot power input is disconnected.

Category B is for direct-drive vehicles, such as wheelchairs with no reduction gearing, no linkages, no speeds.

Riders need not be handicapped to compete.

Warner is putting up prizes for top speeds in the 200 meter sprints: \$150, \$100, and \$50 for 1st, 2nd, and 3rd in Category A, and trophies to the top three in each category.

For more information, call (617) 277-3035.

Practical Vehicle Competition: This event will also have two divisions: A -- two-wheeler, and B -- three or more wheels, or two wheelers with outriggers. The vehicles will be judged throughout the entire event, with their own competition on Sunday where each judge will ride each vehicle, rating comfort, appearance, safety, handling, etc. David Gordon Wilson, Professor at MIT and author of BICYCLING SCIENCE, has announced that there will be a \$1000 prize for the winner of the competition, sponsored by Frederick Lang, an inventor from Landenberg, Pa. This important event offers IHV designers and builders the opportunity to have their vehicle graded by the IHVVA Judging Panel.

Transportation: Mayflower Van Lines will ship vehicles from California to Indy round-trip at the incredible reduced rate of \$150. But, we need a firm commitment from at least ten vehicles. Please contact Steve Ball at (619) 281-2531 (H) or (619) 235-7759 (W).

Lodging: Accommodations at the centrally-located Hilton will run \$40 for 1-4 persons. Please return the enclosed registration card on the back of your entry form (don't forget to make a copy of one or the other) and mail it to: Indianapolis Airport Hilton, Indianapolis International Airport, Indianapolis, Indiana 46241, before Sept. 18.

Sponsorship: Ron Stevens, one of the organizers of the Laguna Prix who was instrumental in obtaining the \$5000 in sponsorship for the race, is offering his services. Ron is willing to aid Indy competitors in gaining sponsorship for a mere 15¢. He can be reached at 2031 S. Coast Highway, PO Box 1159, Laguna Beach, Calif. 92652, (714) 494-1786.

This issue of IHV NEWS contains the entry form for the championships and the registration form for the Indianapolis Hilton. If you plan to enter, the entry form may alarm you -- it says that your entry must be received by August 29th to be included in the program. You'll be awfully lucky if you receive this issue by August 29, so the program makers are allowing a few weeks' grace (until Sept. 8), but please make their jobs easier (and everyone else's, too), and get your form in as soon as possible. It's hard to run a race when every entry is last-minute.

This is an important moment for the IHVVA, as this is the first time the Big Race has been held outside Southern California, and the move to Indianapolis means the Championships will have a much bigger national profile than ever before. We hope you're planning to come, at least as a spectator (or worker), if not an entrant.

ELECTIONS

by Chuck Champlin

It's that time again. We're looking for nomination for officers of the IHVVA so we can hold elections in December. However, we're not looking as hard as we did last year.

Basically, we're facing facts. No one more than two blocks away from IHVVA headquarters (wherever that is) cares much about who's in office as long as they get mailings on time.

So, we're in the process of institutionalizing the way it worked last year. We'll find people willing to serve and then ask for a vote of approval from the members in the December newsletter. However, we would like nominations, very much. If you would like to be more involved with the group as an officer, nominate yourself. Or suggest someone you think would be good for us.

The only position really filled right now is Treasurer, whose functions Paul Benjardins will continue to perform next year. His wife Lois will also probably be corresponding secretary.

Still not formally filled are V.P.'s for Air, Land, and Water. Executive V.P., which Dick Hargrave will be vacating this year; Historian; Publicity Director; Executive Secretary; and an important new position of Chapter Coordinator.

Please keep this organization vital by participating. Send your nominations or suggestions to President Chuck Champlin, IHVVA, PO Box 2069, Seal Beach, Ca. 90740

DUTCH RACE

Plans for a grand day of IHV racing Sept. 18 at Zandvoort race track in Holland are moving along just fine, despite our slightly pessimistic tone last month.

Organizer Bob Rubinstein of the Dutch FIETS magazine still confidently predicts 50,000 spectators for the sports festival day, which will be primarily sports car races. TV coverage will be by the Veronica sport program, the Dutch equivalent of ABC Wide World of Sports.

Saturday, Sept. 17, will be a dress rehearsal so entrants can sample the very tight hairpin turns close up. Early morning of the 18th is for 200 meter sprints with a 10 km run-up. Rubinstein said the normally windy conditions will make legal records unlikely (the course is right by the ocean), but they are carefully checking course fitness just in case. The road race in the afternoon will be "a few laps" around the 4.5 km Grand Prix course.

Rubinstein is very anxious to know if any Americans intend to come. He can be called in Amsterdam at 020-251-516 (ask your operator for help). He says that free accommodations have been arranged for those who want them. Vehicles can be left at the track, where security has been arranged.

Judging by the last issue of FIETS magazine we've seen, there are a lot of impressive European vehicles (IHVVA director Wolfgang Groven will be there with two machines, and Bluebell is set to show). So the field should be very competitive. Keep your eye on IHV NEWS for the results!



NEW PRIZE COMING

We can't announce details yet, but the IHPVA is making arrangements with a large company to offer a major prize for a new land speed record, similar to the Abbott Prize of a few years back. As soon as we finalize the rules and other details, we'll tell you all about it.

Details are kind of sketchy right now, but there should be a race at the Brands Hatch race course in England on September 25. This would be in conjunction with the last Grand Prix race to be held on this famous course. For more information, call Peter Selby in London, 052-0640, in the morning or evening, London time.

CHINA TOUR

Dick Criss will be leading a bicycle tour to China in October 1983. He would really like to take a recruit, as he intends to visit a Chinese bicycle research institute while he's there. Any recruit over out there who would like his vehicle shown in China should contact Dick at (619) 435-0369.

T-SHIRTS

Executive Vice President Dick Hargrave has just donated to the IHPVA a carload of T-shirts from the 7th Speed Championships, held in the spring of 1981 at the Los Angeles County Fairgrounds. T-Up was to have sponsored the event that year, which raised everyone's excitement level and inspired the overproduction of T-shirts. However, as has happened before and since, the big guys backed out and the huge crowds didn't show.

So now we have a lot of what we consider to be a collector's item. The illustration on the front is of a vehicle by Dick Lewis that ran at Ontario in 1980. It's the only three-riders-abreast machine we've ever seen. Shirt material is 100% cotton and they come in blue, dark blue, gold, black, and burgundy (S, M, L, XL). Also, there are some women's halter tops.

We're offering them at the low price of \$5 each (\$4.50 each for four or more), which includes U.S. postage and handling. California residents add 6.5% sales tax. Send checks payable to IHPVA (use the order form on the back page).

By the way, Chuck Gamplin made a goof last month in offering copies of the seven back issues of HUMAN POWER through his home address. Please use the order form for these, too, and send it to the IHPVA PO box. If you want the 10¢ of back issues and the articles in them send a \$48, and we'll send you a copy.

9am-5pm - Oct. 22

SECOND International Human Powered Vehicle

SCIENTIFIC SYMPOSIUM

Join the international experts in Human Powered Vehicles as they meet for the second time to update their latest work. Scientific paper presentations and speakers will fill an entire day with discussions of air, land, and water vehicles. HPV aerodynamics, water vehicle design analysis, land vehicle configuration, rider training methods, latest air vehicle developments, new practical vehicle designs, rider positions, conventional bicycle aerodynamics, ergometer testing - these and other topics will be covered in an all-day session at the Long Beach Convention Center, Long Beach, CA, on October 22, 1983. This meeting is open to all and will provide a format for exchange of knowledge and ideas for the advancement of Human Powered Vehicles. \$35 advance registration must be received by Oct. 15. Registration thereafter or at the door is \$40.

REGISTRATION FORM

please print legibly

Name _____

Address _____

no. _____

street _____

city _____

state _____

zip _____

Send check payable to Symposium 83 to: P.O. Box AA, Idyllwild, CA
Advance registration \$35 92349
At the door \$40

School or company groups (3 or more) \$30 each

Use separate form (**see copy**) for each person registered
I wish to attend **SPEAKER'S DINNER** (**see prospectus**) _____

COPY THIS FORM AND MAIL TO:

INDIANAPOLIS AIRPORT HILTON
INDIANAPOLIS INTERNATIONAL AIRPORT
INDIANAPOLIS, INDIANA 46241

OFFICIAL HEADQUARTERS HOTEL

9th International Human Powered Speed Championships Sept. 28-Oct. 2, 1983

YOUR RESERVATION DEADLINE IS SEPTEMBER 18, 1983

SPECIAL	NO. OF PERSONS	DOUBLE	DOUBLE/DOUBLE	KING
CONFERENCE	1 / 3	\$42.00		\$42.00
RATES	2 / 4	\$42.00	\$42.00	\$42.00

Rate Includes State & Local Taxes Extra Person Charge \$5.00

TYPE OF ACCOMMODATION REQUESTED _____ NUMBER OF ROOMS REQUESTED _____
(BASED ON 400/400/400/400)

NAME _____ PHONE _____

COMPANY/GROUP NAME _____

ADDRESS _____

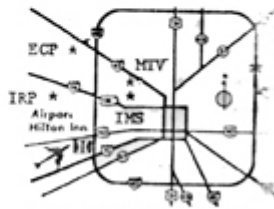
CITY _____ STATE _____ ZIP _____

SHARING ROOM WITH _____

ARRIVAL DATE _____ ARRIVAL TIME _____ DEPARTURE DATE _____

ASSURED RESERVATION _____ DEPOSIT _____ DC _____ AMEX _____ CB _____

CREDIT CARD NO. _____ EXP. DATE _____ SIGNATURE _____



Indianapolis Airport Hilton
Indianapolis International Airport
2500 S. High School Road
(317) 244-3361



ENTRY FORM

9th INTERNATIONAL HUMAN POWERED SPEED CHAMPIONSHIPS

Do not write in this space

SEPT. 3rd.-OCT. 2, 1983-INDIANAPOLIS RACEWAY PARK, INDIANAPOLIS MOTOR SPEEDWAY, EAGLE CREEK PARK, MAJOR TAYLOR VELODROME

ENTRANTS

Please indicate team role, e.g. OWNER, RIDER, DESIGNER, BUILDER Attach additional sheets if needed.

NAME & ROLE (1) _____ (2) _____ (3) _____

ADDRESS _____

CITY _____

STATE & ZIP _____

HOME/WORK PHONE _____

NAME & ROLE (4) _____ (5) _____ (6) _____

ADDRESS _____

CITY _____

STATE & ZIP _____

HOME/WORK PHONE _____

VEHICLE

If more than one vehicle is being entered, please duplicate and submit separate form for each vehicle.

VEHICLE HISTORY

Has the vehicle been entered before? Yes No If Yes, what year(s) _____

What event(s) _____

What results _____ What number was vehicle assigned _____

VEHICLE DESCRIPTION

Number and location of wheels _____ Length _____ Height _____

Number of riders _____ Type of drivetrain _____ Weight _____ Width _____

Steering: Front Rear One wheel Two wheel Cable Rod Other _____

CHASSIS: Production Manufacturer _____ Original Design Type Construction _____

STREAMLINING

Full Fairing

Partial

None

FAIRING CONSTRUCTION

VEHICLE TO BE ENTERED IN: 200 meter trials 600-200 meter trials Road course

Hill road race 1/2 mile sprint Velodrome

Hand powered vehicles

PLEASE USE BACK SIDE TO GIVE ADDITIONAL HISTORY, VEHICLE DETAILS, ANECDOTES... FOR RACE ANNOUNCER

ENTRY FEE: \$35.00 per vehicle \$5.00 late fee per vehicle

SPECIAL NEEDS: Please list any special needs on back.

Entry Fees and completed forms must be received by Monday August 29, 1983 to be included in the IHPSG Program. Forms received after 8:29:83 will be processed but not included in the program. Include a black/white (preferred) or color print PHOTOGRAPH with the entry form.

Hotel accommodations will be at the official race headquarters hotel, the Airport Hilton for \$42.00 per night for four man occupancy.

Limited accommodations will be available at IHHPVA member homes on a first come/first served basis.

Please make checks (USA only) or International money order payable to IHHPVA and send to:

Pam DeMoss

124 Harrison

Mooresville, In. 46158

Thank you for your cooperation.