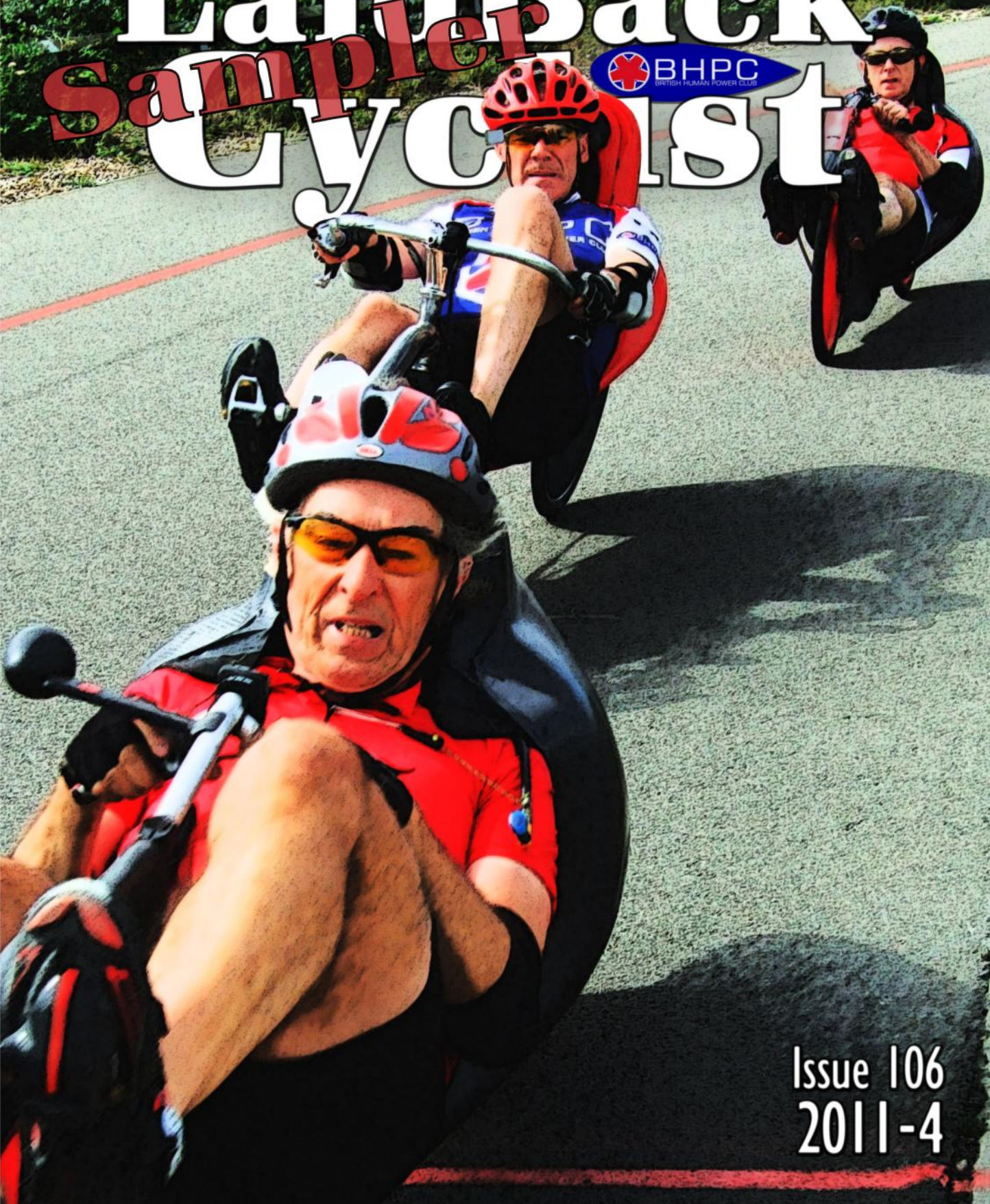


# Laid Back Sampler Cyclist

 **BHPC**  
BRITISH HUMAN POWER CLUB



Issue 106  
2011-4

# CLUB CHAMPIONS 2011

## Open



1st Stephen Slade, Beano & Kingcycle  
2nd Howard Yeomans, Great White  
3rd Ian Perry, Wobbly Bob & Quincy

## Partly-Faired



1st Mike Burrows, Ratracer B2  
2nd Andrew Sidwell, Rattysnake  
3rd Adrian Setter, VLR & Ratracer

## Unfaired



1st Neil Fleming, nocom  
2nd Dave Tigwell, Cuckoo Raaa  
3rd Gus Norcliffe, Challenge Furai

## Sports



1st Gus Norcliffe, Challenge Furai  
2nd Paul Goodwin, Raptobike  
3rd Andy Forey, Moulton Standard

## Street



1st Gus Norcliffe, Challenge Furai  
2nd Geoff Bird, HPV Heaven T5 & T7  
3rd Paul Goodwin, Raptobike

## Faired Multitrack



1st Ian Perry, Wobbly Bob & Quincy  
2nd Richard Everett, Windcheetah  
3rd John Lucian, Fair Sprint

## Multitrack



1st Richard Everett, Windcheetah  
2nd John Lucian, Fair Sprint  
3rd Judith Griffiths, Smurf

## Ladies Open



1st Claire King, Kingcycle & No. 50  
2nd Sarah Tweddle, Yellow Midget  
3rd Anne Coulson, Kingcycle

## Ladies Part-Faired



1st Judith Griffiths, Smurf  
2nd Heather Fortnum, Mason & King  
3rd Fiona Grove, Kestrel & Velodynamics's T7 & T8

## Junior



1st Sarah Tweddle, Yellow Midget  
2nd Sam Relton, Velodynamics Mk1  
& Giant Defy & Kingcycle  
3rd George Harle, Upwong

## Special Awards

### Homebuilders

From: Mick Crick

To: Barry Brown

### Unfortunate Scotsman

From: Andy Forey

To: Neil Hood

### Newcomers Award

Sam Railton



Congratulations to stars and supporting cast and a big thank-you to all the backroom boys and girls who make it all possible.



# LaidBackCyclist

The Magazine of the  
British Human Power Club

Issue 106 - 4<sup>th</sup> Quarter of 2011

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**All letters, articles, photos, and  
any other interesting things  
are always welcome.**

## Who We Are:

The BHPC was formed by a group of people who wanted to race their fast but funny looking bikes and trikes more than once a year. This is mostly what we do today, but we also have a social side. And individual members will organise touring rides and other non-competitive events, many on a local basis. And as little is set in stone, new ideas are always welcome.

**Web Site:** [www.bhpc.org.uk](http://www.bhpc.org.uk)

## Front Cover:

The Rat pack; from a photo by Fraser Tomsett

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**Note: Below are the contents of the printed magazine. You can see pages from a few of the articles in this sampler.**

Letter from the Editor

**Events, Stuff and People**

**The World Championships**

*St Helier, Jersey, 2010*

**Where Are HPVs Going?**

**The 2011 World's**

*a brief-ish story*

**Quattro Part 3**

**On the Highways**

**Lee's Ride to Spezi 2011**

**Battle Mountain 2011**

**Walking in the Foot-steps of  
Champions**

**Tilting at Windmills**

*The FastFWD Munzo TT*

**Front Wheel Drive Fork Building**

**Spats are Smart**

**Days at the Races**

**Scunthorpe**

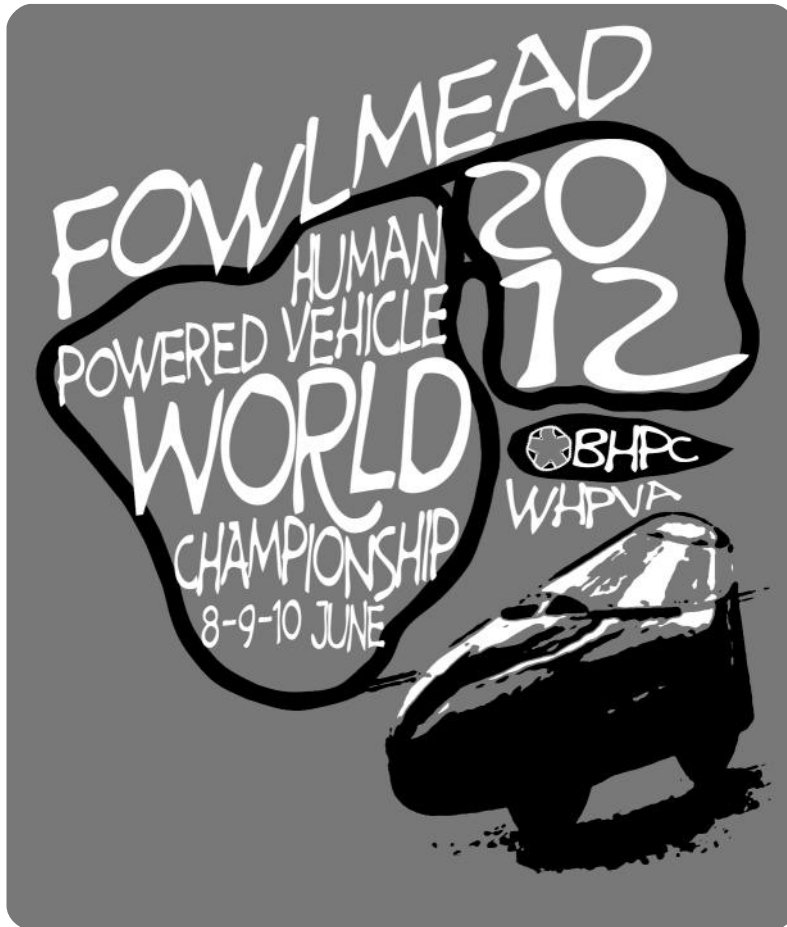
**Fowlmead I & II**

**Shrewsbury**

**Hillingdon II**

**Overall 2011 Results**

## Britain to Host Major Sporting Event in 2012



Yes, the BHPC will once again be hosting the World Human Powered Vehicle Championships. Technically we ran them in 2010 but that was a bit of a PFI job with Keith and Sherry running it on Jersey for us (overdue report in this issue).

Bentwaters that we used in '08 is not available, so we have decided to go for 'Fowlmead Country Park' to give it its full title. A circuit that we are very familiar with and a particular favourite of your editor, although I was in the past a bit dismissive about its potential as a site for the Worlds, there not being the variety that I thought should be at an event of that status.

But looking at what we got

this year in Italy, which was an excellent event on just the one very famous (but for those of the narrow hard tyre), bumpy and not very exciting race track; it compared well to Tilburg, the event that provided the most variety: i.e. 40 ton trucks, dogs, cobbles and lifting bridges!

So just the one very nice smooth, fast and swoopy race track could be quite a nice thing.

Organising and running should be a lot easier than other venues we have used and a lot less manpower will be needed, but there will still be a need for a few fresh faced and enthusiastic volunteers: race committee consists of race

secretaries: Adrian Setter and Nick Green, entries: Alan Goodman, web page: Lee Wakefield, timing: Kevin Jenkins, machine and helmet checking: Dave Tigwell, first aid: Ian Fardoe, tour/local contacts: Paul London, event accounts: Graham Sparey Taylor, regional promotion: Alan Braley and Glyn Lewis. They will formalise plans and requests for help will be communicated via webby thing as well as these pages.

### Programme

Current thinking is for a lazy Friday afternoon tour, then 100m, yes 100m sprints starting around 4 p.m. and carrying on until dusk using top circuit as run up and lower one as both run off and warm up/try out track. This could be repeated on Saturday afternoon or possibly a separate pedal car event.

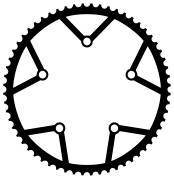
Saturday morning: one lap flying-ish then one hour time trial (both anticlockwise on full circuit).

Sunday: a bit different, as we cannot have 100+ vehicles on track at the same time. Proposal is for a 1½ hour race which for ladies, part-faired, unfaired, multitrack and juniors would count as part of overall but for slowest half-ish of part and unfaired would be for 'consolation' prizes for just that race's outcome.

Finally a 3-hour for faired and fastest part and unfaired.

Prizes likely to be a mix of Ceramics and stuff from sponsors. Nothing set in stone yet so all ideas welcome.

More details as things take shape. ■



# Where Are HPVs Going?

## Racing to the Future

by Richard Ballantine

To look at where HPVs are going, first a look back.

Technically, any human-powered vehicle is an HPV. Practically, the reference is to recumbent cycles, and/or cycles designed for greater aerodynamic efficiency.

Recumbent cycles have been around almost as long as the upright safety bicycle. The performance advantage, however, only became manifest in the early 1930s, when a Frenchman, Francois Faure, riding a long wheelbase recumbent designed by Charles Mochet, the Velocar, broke several speed records, including the hour record at 27.9 miles. Cycle racing was then a huge business, and the Union Cycliste International, the sport governing body, did not want radical cycle designs upsetting the applecart. Recumbents were banned from sanctioned cycle sport, and Faure's record retroactively disallowed.

Denied marketing through racing victories, recumbents went nowhere for several decades, and in the early 1970s were quite

unknown to two University of California students conducting a series of bicycle roll-down tests in university corridors, to measure the rolling resistance of tyres. However, one finding was that aerodynamic resistance accounted for over 80 per cent of the retarding force on a bicycle at speeds over 20 mph.

The discovery led professor Chester Kyle to build a full fairing for a bicycle based on a NACA-0020 airfoil. In 1974, Ron Skarin rode Kyle's Teledyne Titan for a mile at 40.63 mph, and 200m at 43.02 mph. Of course the UCI wasn't having it. To get the record into the Guinness Book of Records, it had to be ratified by an organisation, and so the International Human Powered Vehicle Association (IHPVA) was created. According to legend, the 'international' was tacked on so the organisation could benefit from tax breaks, as for charities.

The first open IHPVA championship was held on 5th April 1975 at Irvine, CA. The rules were simple:

human power only. The exact ethos was to encourage innovation in design and engineering. The winner (a tandem) posted 44.87 mph, and the modern HPV movement was born.

HPVs broadly include aircraft (HPA) and boats (HPB) and both these categories saw remarkable accomplishments and successes in the years following the founding of the IHPVA. Naturally enough, the most active sector was land vehicles. At successive annual IHPVA championships, competitors vied to be the first HPV to break 65 mph over 200 m and claim a \$25,000 prize staked by DuPont. The action was intense. There were various kinds of events, but the 200 m sprint was premier, and the winner the 'champion'. Speeds rose dramatically, then peaked at around 60 mph.

To date no HPV has done a 200m sprint at 65 mph – at sea level! The game-change trick came when the US Easy Racer Gold Rush team twigged that running in thinner air at a high altitude would increase

Continues in printed magazine...



# Battle Mountain 2011

## Dutchmen Fly on a Dark Desert Highway

by Dave Larrington & Jonathan Woolrich



Hello, I am Mr Larrington and I am excellent. That bloke in italcs is Mr Woolrich, who is also excellent. Recently we went to That America, which is mostly excellent apart from certain aspects of its foreign policy, Las Vegas and expecting people to eat 'biscuits and gravy' (i.e. scones and wallpaper paste with bits in it). For breakfast. Here is some of what went on.

## September 3<sup>rd</sup> - 10<sup>th</sup>: Larrington Towers -> Battle Mountain NV

In which Mr Larrington is directed to the wrong departure gate by a graduate of BA's Blob Farm and nearly goes to Los Angeles instead of Denver, loses much of the skin from his forehead and nose by driving his motor-car hatless and roofless, is nearly killed to DETH by an oncoming Thoughtless Motor-ist, climbs lots of mountains the easy way, discovers that Utah Highway 12 is the best road in the wuurld (in spite of what those twits on 'Top Gear' may think) and nearly freezes while Meeting some Memorable Trees.

*In which Mr Woolrich nearly misses the plane provided by the grinning midget on the 9<sup>th</sup>, flies to Las Vegas with 2 apparent male rugby players in basques and a large Northern Irish family who soak up all the booze, meets Hans & Ellen in a huge hotel full of stygian darkness and flashing light, picks up the later mentioned car and motors off into the desert to the sounds of Raaak. Should have been 'Leaving Las Vegas'. I was glad I did. With an extra night I went to see the sights. In my book that does not include hotels like miniature Manhattan or strip shows. It does include the rather splendid DETH Valley, the more dramatic Panamint and 3 Golden Eagles having a good look at me at Father Crowley Point. At dusk I got to Independence CA, just short of Lone Pine. You've seen Lone Pine. All the Hollywood Horse Operas were filmed there. Stayed at a severely retro motel, No Bates sign fortunately.*

## September 11<sup>th</sup>

Those semis sounded like thunder as they went past my window with their right-side wheels on the rumble strip. For most of the night. My room is at the Interstate side of the building and, being right at the eastern end, is closest to the main road. Most of the expected teams have now arrived, though the whereabouts and/or intentions of the ALTAÏR 3



- ⤴ **Jonathan's muscle car under the baking sun? of Death Valley**
- ⤵ **Eric Ware being taped into the Wedge**

team, from I.U.T Ancey, is still something of a mystery. Perhaps someone could tell me why the door into my bathroom appears to have a boot-shaped hole halfway through it.

I managed to spend much of the day successfully dodging work but got nobbled in the late afternoon to help attach plywood boards to the guard rails at the bridge, and applying straw bales to Hard Things. Fortunately the Human Power Team Delft has thirteen Penniless Student Oaves supporting two riders, so they were co-opted to help with the fetching and carrying. This made life a lot easier than last year. While we were out on the course, Jonathan Woolrich showed up in his take on the retro-muscle-car, a Dodge Challenger. This apes the styling of the '71 version made famous by Barry Newman in 'Vanishing Point', but like my Mustang it's only got a V6. We await with interest to see whether it too is speed-limited - the Mustang will accelerate pretty smartly up to 113 mph before abruptly changing up about three gears and going into cruise mode. The day concluded with more

hanging around in the motel car park and an all-hands-on-deck meeting.

*There was a big queue when I picked up the car at LV. They offered me a cheap upgrade. They said it was a 2 door. Actually it was a big saloon in drag. I dubbed it 'The Beast'. A handful on the twisty bits but quite economical on cruise control. Nightmare to park as I couldn't see any corners or the lines of parking spaces. I drove to Battle Mountain via Tonopah. Remember that Battle Mountain is the Armpit of America? Tonopah has it beat in spades. All beat up old mines and closed shops. On Google Maps the scenery the rest of the way looks interesting. In fact it was just more desert valleys with mountains each side. I hadn't been to Austin NV. It looked dreadful in the rain. The weather was brighter when I got to the course. The crew were setting out bridge barriers so I stopped and helped and said hello. That night I got volunteered as 'radio nanny' which meant getting up really early every day. Drat.*

## September 12<sup>th</sup>

The alarm goes off at 05:30. Note to self: 'sleep' is not the same as 'snooze'. Fill myself with coffee and the motor-car with motor-spirit. The Conoco station did not require a 'ZIP code' to be entered into its pumps last year; now it does chiz. And I've subsequently discovered that the Shell station at the other end of town is way cheaper. Continues in printed magazine...

Additional: There are more of our photos out there on teh Intarwebs - Mr Larrington's are at [http://www.flickr.com/photos/mr\\_larrington/](http://www.flickr.com/photos/mr_larrington/). Anyone daft enough to want to read about the other stuff Mr Larrington got up to while in That America will find the details easily enough by entering the phrase or saying "automatic diary" into a Famous Web Search Engine.

*My photos can be found at <http://s1127.photobucket.com/albums/1638/Protobikes/BM2011/>*

# Fowlmead I & II Writer 1-1 Editor

by Andrew Sidwell

It was Fowlmead, it was a bank holiday, there was a Test Match on. What could possibly go wrong? Survivors of last year's diluvial event may have been pleasantly surprised that the rain wasn't on quite such a biblical scale this year but it was still a bit dismal. Perched incongruously on a huge mound of colliery waste, the Fowlmead circuit offers superb views of the surrounding countryside, and of the huge, black stormclouds advancing remorselessly across the sky. Still, this was the highlight of the 2011 racing calendar, the first time we've combined a 2-hour race with a 2-day event, and we weren't about to spend it watching ourselves becoming helplessly engulfed in a torrential, freezing downpour. Actually, that's exactly what we did do.

As Fowlmead is so close to Europe a number of rare migrants were spotted among the usual species. Keith Davis and Sherri were seen for the first time this year along with Sherri's mum, an even rarer visitor from Oz. Also making



**Never put off by a spot of weather**

a welcome visit was Rudi Cools, the most rock'n'roll name in recumbent racing, well known to many from the World Championships at Bentwaters in 2008 and also from other World's and Cyclevisions. He had, rather bizarrely, chosen Kent for a family holiday and, happening to have a Fujin

with him, was looking forward to a refreshing break from the endless round of velodromes that comprises the Belgian racing season.

For those who don't know it, the circuit at Fowlmead is cleverly designed to provide a range of different courses, much like Redbridge/ Hog Hill only without the precipitous terrain. The two 1.3km and 2.1km circuits can be linked into one 3.2km loop which, given that each can be ridden in both directions, gives six possible options. The first race on Saturday used the 1.3km loop for a 10-minute 'sprint'. This event was introduced at Scunthorpe two weeks previously as a means of compressing the usual time trial into a shorter slot and brought back this time by popular demand. Can't see the attraction myself - tactics, strategy and skill thrown aside in a manic leg-burning, eye-popping trolley dash - but the youngsters (by which I mean anyone younger than me) seem to like it. The strain proved too much for Nick Marshall's tilting trike...

Continues in printed magazine...



**The eye-popping trolley dash begins**