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WHAT IS GOING ON ?

This is the **NEW** NWHPVA/IHPVA-Seattle Newsletter, "**NORTHWEST HUMAN POWER**", the official newsletter of the NWHPVA! I have just completed a friendly takeover of the NWHPVA from former President Grant Bower and Editor Bob Stuart.

RECENT HISTORY

NWHPVA (Northwest Human Powered Vehicle Assoc.) was formed in the early -mid '80s (before my time) by Tom McDonald. The NWHPVA was once a powerful chapter in the IHPVA under the guidance of Pres. Tom and Editor Kevin Purrell. Lots of scheduled events, including the "1985 Northwest Regional Human Powered Vehicle Rally". As with a lot of small clubs, leaders began to get hard to find. About the time that became a NW member, Grant and Bob were looking for new blood to takeover the NWHPVA reins. However it happened, the newsletter stopped being produced and the NWHPVA seemed to be defunct. (The last official NWHPVA Newsletter that I recieved was Winter '89) Recently the IHPVA stopped recognizing the NWHPVA on there chapter roster.

IHPVA-Seattle/ Seattle Recumbent Riders, This is a group that I formed or was in the process of forming. I got names from the following sources; OHPV , NWHPVA, IHPVA, Recumbent club of America and Angle Lake Cyclery. I spent several months five plus mailings and calling each one of you on my roster. The costs began to rise. I wrote many letters to people interested in recumbents. I asked for stamp donations. I recieved donations from about 25% of you. With this, I started to consider a Newsletter with yearly dues. Cont'd on Pg 2

SPEED-CHAMPIONSHIPS 1990

The 16th Annual International Human Powered Speed Championships Will be held at Portland Int'l Raceway August 1-4. For more info contact OHPV, PO Box 614, Beaverton OR 97075. Here is a schedule of events:

Wednesday Aug 1: 7am 200 meter sprints, Am ATV demo, 1pm 20 Mile Criterium. (all land events to be held at P.I.R.)
Thursday Aug 2: 7am 200 meter sprints, 10am Practical Veh., 1pm SPEED Segregated Lemans start Races, 7pm IHPVA General Meeting.
Friday Aug 3: 8am Pract. Veh.(phase 2), 10am (phase 3), 6pm Awards Banquet.
Saturday Aug 4: (Vancouver Lake) 7am Timed events, 11am ATV, 2pm Awards Ceremony.

LATE SPRING '90

NWHPVA

RECUMBENT MUSTER RECAP

An overdose of HPV fun! On Saturday June 2nd, 11 HPVers and lots of people made it to Beaverton Oregon for OHPV's Muster. The only Seattle area HPVers to make the trip were myself with the Infinity II and my own "Millennium-Tailwind" and Jon "Wheelie" Schwartz on his Dutch Roulandt. Jon was so ready to go for the timed lap, that when the timer yelled "GO", he popped a small wheelie on the starting line. We got a glimpse of Alan Mikoleits new ultra low and ultra sleek LWB recumbent. Alan is working on a full-fairing and says that he is going after "FastFreddie" in August. Jerry Jacobsen, our host, had his new neon-green SWB Jaririg, Jerrys bike is painted so that the competition cannot see him coming---yah right! The innovation of the day award, in my opinion, should go to Rick Pope, (The Counterpointer Newsletter) Rick had his newly modified under-seat steering Presto out for the first time. The individual handle bars are mounted to the seat tube ends and connected to the fork by linkage. This is the nicest riding Presto that I have ever ridden. I apologize for the lack of race-results, yes we did race. We had a timed-lap event, a 10-lap road race and a slalom. I guess I was having so much fun that I forgot to get the race results. The day ended with Pizza at Jerry and Lindas. Thanks to OHPV and Jerry and Linda for being such excellent hosts. Hopefully the OHPV Newsletter will have the race results.

RECENT HISTORY--cont'd

Latest update--June '90: I decided to look into the possibility of taking over the NWHPVA Newsletter and merging the mailing lists and combining everyone into one group. **THE NEW NORTHWEST HUMAN POWERED VEHICLE ASSOCIATION.** Through negotiations involving former President Grant Bower, Craig Cornellius, Paul Atwood and Bob Stuart, along with input from Jon Schwartz and Tom McDonald (founder of the NWHPVA). Everything seemed to be coming together.

I have agreed to rebuild the mailing list and put out a quarterly (minimum of four) newsletter. Since I am a one man operation (Editor, writer and publisher) I will eventually need some help! I have outlined this in "Agenda for the Future" at the bottom of this page. I did a sample calling of members and many people seemed enthusiastic about supporting a newsletter, what do you think? If we are to succeed we will need volunteers and prompt dues paying members, see DUES SECTION.

AGENDA FOR THE FUTURE

Here is what I can provide: I agree to put out newsletter, by myself--so far. I Have never done this before and I am not computerized--any tips? I will write articles for the newsletter, I would like to do articles on members custom or homebuilt HPV's. I will also do variations of my HPV News "RECUMBENT Ramblings" column which appears in every issue of the IHPVA's newsletter. This will keep me very busy!

What I need from the Chapter membership: see next page.....

continued on pg 3

AGENDA cont'd

In order to build a succesful group, we need people to help out. Pick an area you feel comfortable with and get a hold of me. This is what I need:

**Ride coordinators, I work a strange workshift and may not be able to make all of the scheduled rides. I can plan/ schedule them, but for those who would like to ride with other recumbent riders----speak up!

**Recumbent Musters anyone? OHPV , descendents of the original NWHPVVA put on Musters in Oregon. They usually have a race and a slalom. The best part of these are the BS session and the time where members ride eachothers bikes. We can either plan our own Musters (in conjunction with the above) or organize ROAD TRIPS to Portland? These Musters are FUN! ps OHPV had a Muster at the U of W last August. Someone needs to volunteer to be in charge of obtaining a site, cones and timing equip. if this is to become a reality.

**ARTICLES from members! Write about your bike, a new product, an event you attended? The great ones are where members write about building or designing there own recumbents.

**Technical HPV related articles. For any of you who have seen my column, I mainly write about new products, recumbents-both production and kits, components and HPV related services. I also do road tests and reviews. But I am not that technical! I need articles on building, brazing, composite and fairing building etc.

**To go along with the above; drawings, pictures etc. to go along with your stuff will be helpful. Any artists out there to do recumbent design cartoons?

**Since my HPV interests are mainly in land transportation and speed, I need people to supply me with articles/ info on pedal powered boats (Phil Thiel where are you?) How about Human powered aircraft enthusiasts. Even if you read a good article on one of these subjects, call me and tell me where they are!

DO YOU OWE '90 DUES ?

_____, This is your current dues status for 1990. Please send in your dues or let me know and I'll remove you from the list. Let me know if I made a mistake regarding your dues:

- You are an '89 dues paid member for '89 and you will recieve 1990 membership free. (because there was only one '89 issue)
- You are a NWHPVVA member who did not renew for 1989, please renew.
- You are a new NWHPVVA member, please send in your '90 dues.
- You are from my original IHPVA-Seattle list and you donated to my organization already. Your adjusted dues are \$_____, please join the NWHPVVA.

All renewals will occur in April of every year. So, 1991 Dues will be \$10 US and \$12 Can. There will be at least four newsletters per year.

WHO IS THIS CLOWN ?

Many of you may not have heard my name before, so I will bore you with a quick biography:

My name is Robert J. Bryant, I use this in my HPV News column "RECUMBENT Ramblings", but my friends call me Bob. I am 30 years old and I live in SE Renton with my wife, Marilyn and our one year old daughter Amy. I work for the Seattle Post Intelligencer/ Seattle Times, Newspaper Co., and of course I work weird hours.

I have been an avid cyclist ever since I got my classic British Racing Green Schwinn Stingray back in 1971. I graduated to a Varsity, another classic Schwinn and then on to European bikes. I used to ride a Paris-Sport track bike along Lake Washington BLVD for fun, no brakes! I had a renewed interest in cycling in the early '80s when Mountain bikes came out. I purchased a Schwinn Cimmaron when they first came out. This opened up a whole new world of comfort. Since I have had four mountain bikes, all mountain and road bikes that once hung in my garage are gone now. Subscribing to Bicycling Magazine and being a customer of Angle Lake Cyclery, I had limited exposure to HPVs. I actually joined NWHPVA from Phil Theils booth at the Wooden Boat Show about three years ago. I am also a sailor (without a sailboat). I am an information junkie, once I find a new hobby, I try to learn about every possible aspect of that area of interest. I Joined IHPVA and read every back issue, brochure, book or article that I could get my hands on, a self proclaimed Recumbent expert? Anyway I purchased my first recumbent through the mail, a Tour Easy from Gardner Martin. I went back and forth about doing this. I talked to Garder several times, but when you are spending \$1000+ through the mail, well I was gun shy. I happened to be at the Wooden Boat Show and saw a Tour Easy being ridden around. I approached the guy and he answered my dumb questions, although he did not offer a ride. My next stop was Angle Lake Cyclery, where I rode a DeFelice LWB. My first thought was, I WANT A RECUMBENT! So to justify my weirdness, I thought that the less radical Tour Easy would be a less radical choice, only because of the handlebars. I ordered a Tour Easy that day. Gardner Martin was a joy to do business with and the bike was perfect. Easy to put together and I was thrilled. I am now a Recumbenteer.

My HPV interest went crazy, I wrote letters to HPV News and then I started to write articles. Jean Seay offered me a column in December of '89. In the middle of all this, after two years on the Tour Easy, its now not just a recumbent, but a work of art. I get the bug to get a new bike. The Tour Easys seat was never that comfortable for me. Sore Tailbone after about 2 hour rides. So I sold it. Its somewhere on Bainbridge Island, anyone ever see a black Tour Easy with a UNI disc and a full Zipper over there?

cont'd on pg 5

RECUMBENT NEWS

Calling all High Tech Nomads--Steve Roberts of Computing Across America fame has a new Newsletter. If you are a Recumbent fan, a armchair nomad or a computerphile check this out. "Journal of High-Tech Nomadness" US bulk rate subscription \$15 per year, write to: Nomadic Research Labs, PO Box 2390, Santa Cruz CA 95063. "ROOTS IN THE SKY-BICYCLES THAT FLY" PAUL Atwoods company is building Counterpoint Opus/ Presto front fairings and an all new foam-core composite wheel disc. Contact Paul at PO Box 894, Kirkland WA 98083 or check out the fairings at Angle Lake Cycle. INFINITY yes it is self serving, but it is news. The folks at Infinity are working on an all titanium racing recumbent to weigh around 19-20 lbs. Also a new nylon full body fairing should be available later this year. You can check out my Infinity review in HPV News. I'll admit it, you have to have a sense of humor to ride a bike with square main tubes, but you have to have a sense of humor to ride a recumbent, right? The 1990 Powdercoated Infinitys are available at a discount, as a complete bike or frame only. PRESTO NEWS It appears the new non-fold is a success. Prestos are almost sold out, if you want one hurry down to Angle Lake Cyclery. PRESTO TIP There is a reason for the 44/54 front chainrings as reported by Rick Pope (Counterpointer Newsletter) Rick has been experimenting with his new Prestos gearing. He tried a 34 tooth chainring on and it would drag across the fork. Eventually sawing through the fork. Rick says with a 42 tooth small chainring up front the chain will clear the fork. It is your editors opinion that gearing combinations are not one of the Prestos highlights. It is also my opinion that a Moulton rear cogset and/ or a Sachs Huret rear 2 speed internal gear could help solve these woes.....

WHO IS THIS CLOWN CONT'D FROM PAGE 4

My first thought after selling the Tour Easy was to buy a Presto or a Lightning P38. Both are nice bikes and I like them for different reasons, but neither are in my garage yet. I am of the belief that you can never own enough recumbents and the perfect combination is a LWB and a SWB or trike, (or any two of the three?). How I got my current fleet was to offer to do road tests for my HPV News column. I wrote Don Barry at Infinity and Gene Lemle at Lightning Cycle Inc. of Ohio. I rode the Infinity for a ten mile road test and bought it. This bike is now set up for my wife. She likes it because of its light (for a LWB) weight of 27 lbs and its low seat height, 20". I think it is also the best deal in an affordable production recumbent. Gene Lemle has been building recumbents for several years, he has built them with electric motors for backup and with sails on them for fun. He offered to send me a Lightning Cycle "Tailwind" freight paid roundtrip for a road test bike. He called and asked my measurements so he could build it for me (I was impressed) basically, the bike came, I opened the crate, put it together, rode it and called him to let him know I'd be buying it. I am expecting to add a SWB or trike to my fleet by the end of summer. Back to selecting the Tour Easy, I bought it because I thought it was less radical. Well now that I have experienced many different types of recumbents, my own taste now calls for underseat steering on a LWB and upright steering on a SWB (ie Presto or P38.)

cont'd next pg

WHO IS THIS CLOWN CONT'D FROM PAGE 5

I apologize for my longwindedness. I have definite opinions on recumbent design and you will most likely be confronted with them from time to time. My main goal is to spread the RECUMBENT word. I won't argue with you on which type of recumbent is best for you, I am just glad that you are on a recumbent. If you are just thinking about buying one, think harder and buy one. Your upright, outdated-design bikes will become garage wall decorations.

I look forward to this new challenge of reviving the NWHPVA. I also hope that we can find adequate volunteer help for the departments that I listed on page 3. If any of you would like to write me (or the newsletter) or call, I am available during the day, usually from 10:30 am to 5:30 pm and weekends. I also have a machine. Give me a call and leave your daytime number. Also the more articles and stories I receive from members the less of my RAMBLINGS That you'll have to put up with.

FUTURE-TECH

One of the magazines that I read but I will not admit to subscribing too is "Mountain Bike Action". They regularly test and report their findings on MTB components. This benefits us, because most recumbents use at least some MTB type components. Most recently I read of a new planetary gearbox, the Shimano FM-5, It is a five speed internal gearbox to replace a crank assembly. MB Action actually tested it and said that it has potential to give the rider access to 35+ gears. The unit looks like a completely covered crank, the only place that you can see the chain is where it enters and exits the gearbox unit. Shimano is said to be not fully committed to using the FM-5.

SACHS-HURET ORBIT/ GALAXIE This is a two-speed + neutral internal hub gear. This model has the capability to have a 5,6 or 7 speed freewheel with or without a drum brake. This setup is perfect for some HPV drivetrains. In researching this, I was told that you lose a certain percentage of power to the friction caused by the internal gear. I spoke to Jack Olson, a NWHPVA member and HPV builder. He uses the Sachs hubs on all of his vehicles. We were discussing it the other day. The way he explained it to me is that in the main gear there is a 1:1 lockup. When you shift into low, which is a 25% reduction of your high. This is where the friction loss comes in. So when you are creeping up Snoqualmie pass or E. Madison just remember that you are losing a few percent power loss to friction. Richard Rau of Bow Wow trikes uses the Sachs on his Quadraped. They are also used on the 12 and 24 spd Dutch Roulandt. The neutral gear comes in handy on a trike if you want to shift gears at a stoplight or while standing still. Sachs is said to be coming out with a 3 spd + freewheel hub next year. Match this with a 7 spd freewheel and a triple crank (or an FM-5?) to get 42 gears. Overkill or Future-Tech.

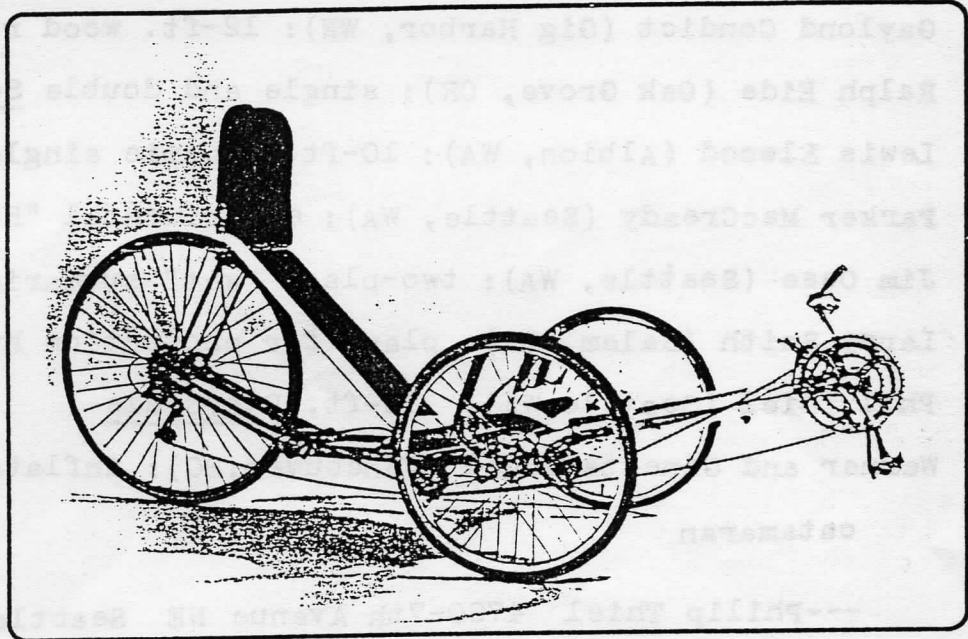
I know from talking with some of you that there is a lot of interest in recumbent trikes. I have some hot information on a new trike built in England called the "TRICE". It is two wheels in front (20") and a 700c rear wheel. The design is similar to the Burrows Speedy/ Windcheetah in design but simpler. The Trice was built in the past of square tubing, the '90 model for export will have a chromolly frame with an optional aluminum boom. The Trice weighs in at approx. 35 pounds and sells for under \$1200 complete. The builder is Crystal Engineering they have most recently taken on a US Dealer, Eco Cycle, c/o Ken Trueba, 5755 NW Fair Oaks Dr., Corvallis OR 97330. Ken will send you a brochure with picture for \$1. The Burrows Speedy is exported in kit form only and costs quite a bit more money.

side notes: Crystal also builds the Ross Recumbent, a 40" wheelbase handlebar steering bike that sells for under \$1000. You can also get info on this bike through Eco Cycle.

TRICE

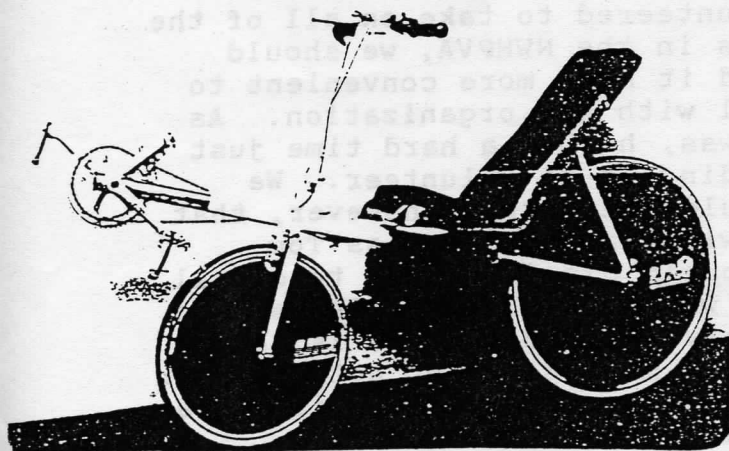
AND

ROSS



The New Lightweight Trice Recumbent Tricycle

Ken Trueba of Corvallis was at the Oregon Muster with pictures and brochures of the new Trice Trike. Ken should be getting demo any day now. For all of you that have dreamed of owning a Burrows Windcheetah and couldn't afford it or build it, give Ken a call at 1-503-753-5178.**



The 1990 Ross Recumbent Bicycle

FIFTH ANNUAL PEDAL POWER POTLATCH

Bright skies and warm weather prevailed for the fifth annual Pedal Power Potlatch on May 5 and 6, 1990 at the Center for Wooden Boats at the south end of Seattle's Lake Union. This annual convention of designers, builders, owners and fans of (generally) pedal-powered watercraft numbered the following participants, in alphabetical order:

Bob Benjamin (Fort Benton, MT): outboard pedal drive unit

Gaylond Condict (Gig Harbor, WN): 12-ft. wood runabout

Ralph Eide (Oak Grove, OR): single and double Seacycle catamarans

Lewis Elwood (Albion, WA): 10-ft. plastic single

Parker MacCreedy (Seattle, WA): experimental "Hopping Hydrofoil"

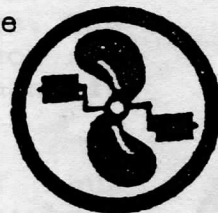
Jim Osse (Seattle, WA): two-place "wet" submarine

Larry Smith (Salem, OR): plans for production hydrofoil

Phil Thiel (Seattle, WA): 16-ft. DoryCycle

Werner and Ginette Vogel (Vancouver, BC): inflatable two-place catamaran

---Philip Thiel 4720-7th Avenue NE Seattle WA 98105



FAREWELL FROM BOB STUART

Dear NWHPVers;

As you can see, we have a new and more energetic editor. Looking back, I was surprised to see that I had only put out four issues. It felt like a lot more, but then, the last two straddled a burnout that saw me get within 20 miles but no farther for the '89 Championships, with two world class vehicles.

Since Robert Bryant has volunteered to take on all of the jobs in the NWHPVA, we should find it much more convenient to deal with the organization. As it was, he had a hard time just finding us to volunteer. We should not assume, however, that he will last as long as Tom McDonald did if he has to do all the work himself. It is hard to believe how much there is to do, and if more of us do not pitch in and do something, there is no way we will continue to have a volunteer organization.

The official Newsletter of the NWHPVA

FAREWELL FROM BOB STUART Cont'd

Victoria is also now blessed with a Cycling Coalition which will be lobbying for better roads and bikeways. We will be hosting a Bike Rally on June 3 from 9:30 to 2:00 P.M., and all are welcome. If any of you are passing through Victoria then or any other time, I would be happy to get a call. There is lots of good riding around here, too.

On this side of the water, the news is that the Car-Cycle project is still at the starting gate. At least this year I am talking to folks with money rather than just talk. The design is still evolving slowly, but I would be happy to freeze it now.

We had a Fossil-Fuel-Free Parade here for Earth Day with about 50 vehicles ranging from a horse-drawn carriage to a team on Rollerblades (4 in-line rollerskates). Special features were an electric car, a LWB

recumbent, the Car-Cycle, tandem bikes with 2&3 wheels, a bicycle-towed kayak, a sailboat, and a "Handicycle" hand-propelled trike.

In closing, I'd like to add that I have noticed that a lot of serious HPV builders read magazines about homebuilt aircraft. These always make me feel like a piker, since there are so many beautiful 'planes illustrated, usually representing enough craftsmanlike work for a fleet of HPVs. I just found out that we have these aviators beat one way though : Only 30% of all their projects get done, 10% by the 1st builder, 10% by the 2nd builder, and 10% by the 3rd. Enjoy that on your next ride, and your next workshop session.

Gears to you,

Bob Stuart
(604) 380-1940

Bob Stuart is the former Editor of the NWHPVA Newsletter. He is also Owner, builder and Entrepreneur of Original CAR-CYCLE Technology in Victoria British Columbia. He is working on a production, fully faired recumbent trike--He is a valued NWHPVA member and we wish him the best of luck with his commercial venture**

MEMBERSHIP & RENEWAL

(See the bottom of page 3 for your personal dues/ membership info.)

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

TELEPHONE NUMBERS: _____

Are you an IHPVA member ?

What types of HPV's do you own ?

Comments or questions ?



NORTHWEST HPV ASSOCIATION

16621-123rd Ave. SE, Renton Wa 98058

JOIN THE NORTHWEST HUMAN POWERED VEHICLE ASSOCIATION!!!

LATE SPRING '90

NWHPVVA

CALENDAR OF EVENTS

- JUNE 17 "BICYCLE SUNDAY" at Lake Washington BLVD. between Seward Park and the I-90 Bridge. I originally planned to meet at Stan
- JULY 15 Stan Sayres Memorial Hydro Pits around noon. But after my last mailing, I have recieved "0" calls! I will be there if I get calls from interested riders. Give me a call if you are interested. Robert 255-9479. (This Newsletter may be to late for June ride)
- July 29 OHPV Pre-IHPVSC Tour of the Columbia Gorge, contact Jerry or Linda at OHPV, 1-503-644-7038.
- Aug 1-4 The IHPVA Speed Championships in Portland at Portland Int'l Raceway. This is the **BIG EVENT** for HPVers. It is not always held so close to home. Next year it will be in the mid-West again. Contact me or OHPV, same number as above.
- Late Aug. Recumbent Muster: OHPV and NWHPVVA would like to host a Muster in the Seattle area. These are a blast if you haven't been to one before. 10-lap road race, slalom and timed lap events. The best part of all is meeting other HPVers and test riding different vehicles. Please let me know if you are interested in planning this event. Robert 255-9479

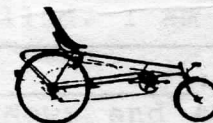
CLASSIFIEDS: Free ads for members. Commercial rates; Business card size \$5 per issue. $\frac{1}{4}$ page is \$10 per issue. Other rates on request.

1990 INFINITY II Black powdercoat, "the best recumbent deal !" Loaded demo 10 miles \$ 800. Frame prices start at \$349. Also taking orders on the LIGHTING CYCLE "TAILWIND" contact Robert at 255-9479***

**One 700c built up rear wheel, never used, Maillard QR hub \$32. One Suntour XC7000 rear derailleur, 10 miles \$10. One Shimano Deore XT front derailleur, brand new still in box. \$17. One Shimano 13-32 freewheel brand new \$15. + shipping ? Robert 206-255-9479.

WANTED:IHPVSC (Speed Championship) crew member. No experience necessary. Free roundtrip ride to Portland and Motel. Call Joe kochanowski "Team SWB-218" 206-767-7331 Keep trying.

ROULANDT RECUMBENTS New in box - \$745, As New demo - \$595, Used - \$495, Misc. spare parts (206)232-3802



SHORT WHEELBASE DESIGN SERIES

I am so intrigued with the short wheelbase (including medium WB) recumbent and its design evolution that I have decided to run a series of articles on them. I am inviting home-builders or short/ medium WB recumbent riders to send me their thoughts on the design.

NORTHWEST HUMAN POWER
THE OFFICIAL NEWSLETTER OF THE NWHPVVA

NORTHWEST HUMAN POWER is written, Edited, and published by Robert Bryant. All articles, letters or hate mail will be accepted. Special thanks to my wife, Marilyn for help with everthing and to Kevin Purrell for technical help.***