

Velo Vision Sample Article

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If you have any problems or suggestions about the magazine in general, or this PDF article in particular, please email me at

peter@velovision.co.uk

I hope you enjoy the read.

Peter Eland
Editor and Publisher, Velo Vision

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Small print

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VELO VISION AND VELO-VISION
We weren't first with the name. Velo-Vision (note the hyphen) is a progressive HPV-friendly bike shop in Körten, near Bergisch-Gladbach, Germany, who also make their own recumbents. Velo Vision magazine is working in friendly harmony with Velo-Vision in Germany. Contact them on www.velo-vision.de



Cover photograph:
Ken Davison on his Trice, on the way to CycleVision in Holland. Photo: Peter Eland

Opposite: Steve Hall and his son Jordan test the Valleys Viper (see page 30) near the Neath Canal, South Wales. Photo: Steve Hall

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CYCLE SUMMER

The world has changed – in publishing terms at least. Before I'd even finished travelling home after CycleVision in Holland, at least three owners of digital cameras had posted pictures up on the internet. Within a day of my return my own report was up on www.velovision.co.uk. In a similar way, you could read online reports about Cyclefest and Spokesfest within hours, rather than the weeks or months you'd have to wait for a print magazine.

Given this, why do we still cover events in the paper *Velo Vision* magazine?

Partly, of course, for those who have no inclination, or facilities, to root around on the internet for their information. But mainly because the two media have different strengths. The instant gratification of an online picture gallery or report is fine. But there's also something to be said for the discipline of compressing the best information into just a few pages, giving the reader the good stuff in a nutshell – and usually with better picture quality than can be achieved on-screen.

Websites don't last, either. When you want an instant-access reference, paper still rules. Events are a magnet for new ideas and technology, and interesting people – so they deserve reporting in a less ephemeral form than on a website.

So we hope you enjoy reading about some of the things that have been happening around the world this summer. We certainly enjoyed being there.

Looking forwards, Issue 8 will mark the completion of our second year of publication. For next issue we're planning a few changes – so look out for a welcome surprise when it arrives in December, just in time for Christmas. On that subject, perhaps I could issue a seasonal reminder that a gift subscription to *Velo Vision* makes an ideal present for any cycling friend.

Peter Eland

CYCLEVISION 2002

Peter Eland reports from CycleVision 2002: probably the biggest HPV gathering the world has ever seen

Last year's CycleVision was my first introduction to the impressive scale and professionalism of the Dutch HPV movement (see *Velo Vision 3*, page 42). This year's event took on the added challenge of incorporating the European HPV championships, bringing with it an influx of racers from across Europe.

The result was what I've been reliably informed was the largest ever (non-UCI) HPV racing event ever: almost three hundred competitors took part. And like last year, it was all impeccably organised.

Of course, the racing was just a part of the larger event that is Cycle Vision. It's a magnet for recumbent enthusiasts from across Holland and from its European neighbours: after six years at the same venue it's built

up a momentum that comes from familiarity. It's low-stress to go to an event and to know from last year where everything is, how to get there, and so on. Perhaps that explains the high level of repeat visitors – and plenty of new ones.

So without further ado, here's some of the many things which caught my eye in the trade tents, outside amongst visitors' bikes, or on the racetrack.

The Cycle Vision website is at www.ligfiets.net/cyclevision: check there for details of next year's event. We'll also put details in *Velo Vision's* event listing as soon as they're confirmed.

Thanks to Jason Patient Photography for almost all of the photos in this report.

If HPV racing is your thing, then this event was a delight. I never thought I'd see the huge track, (designed for testing cars) filled with HPVs - but 120 riders took part in each heat of the one-hour race; quite a sight. An impressive 284 individual racers took part in the weekend's competitions. Plenty of racers on the track throughout the weekend made for some good

crowds of spectators, who were entertained by running commentary in several languages.

Despite the presence of several potentially record-breaking machines, the windy conditions ruled out any serious attempts. Handcyclist Didier Simmons did set a yet-to-be-confirmed world record for the 200m (flying start) at 51 km/h.

The large British contingent did well, including winning a full house on the podium for the faired criterium, which ran around a twisty course inside the main track. Apparently the British racers are more used to twisty, windy circuits than most of their European competition.



Power testing

A popular attraction in the trade tent was this stand, where a recumbent equipped with SRM power-measuring cranks had been set up for visitors to try. Did I detect a little mild competition to record the highest power output?



Top-speed timber

Wood, nature's own composite material, has some impressive engineering properties when applied in the right way. Whoever made this lovely wooden tail-fairing clearly knew their stuff. Look a little closer and you'll see that the fine woodwork extends to the wheels.



Ups and downs

There have been a number of attempts over the years to make a recumbent with a variable riding position. The idea is that in town, you want to be fairly upright, so that you can see over things and stop and start easily. On the open road, on the other hand, it's better to be laid-back for aerodynamics and more comfort. It's not an easy bit of engineering to let you change from one to the other safely as you ride along.

This complicated-looking machine was I'm pretty sure a home-built, and it functioned impressively as the owner demonstrated its two positions.



Side by side

This side-by-side trike has some nice styling and was popular with visitors. I believe it's a prototype from a Dutch manufacturer. Does any reader have more details?



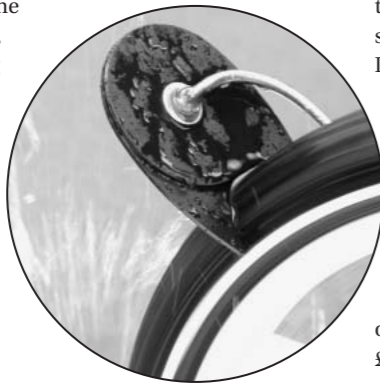
Hase's handcycle

Hase Spezialräder, who make a variety of interesting machines, were demonstrating this prototype handcycle. Yo Rollenbeck of Hase, riding it for this picture, explained that their existing range is often adapted to riders with special needs, so it seemed to make sense for them to add a handcycle to the line-up. Production is some way off.

Made by Muntz

The fantastic concept drawings of the Velo Nova project (see Velo Vision 5, and elsewhere in this report) spring from the fertile mind of Bauke Muntz. But alongside his job as an architectural and conceptual artists, he also designs interesting bicycles and bits.

When I reported on last years' CycleVision a small device around the rear wheel of a home-built recumbent intrigued me, and I speculated that it must be a mudguard. It turns out that I was right: Bauke was behind the idea, and he's now marketing it under the name



'Drop-Stop'. Supported from one side, the device adjusts for tyre width, and should sit about 3mm from your tyre. It isn't, he says, designed to stop every last drop of water, but will stop the vast bulk of it. He intended it specifically for use with hard-shell recumbent seats of the type popular in Holland: the seat back would catch any remaining drops. It's available for 20" wheels only at the moment, though he's working on other sizes, and costs Euro12 (about £8, \$12).

Bauke's other product was an ingenious transporter machine: the Trappporteur. Designed for use in large warehouses or the like, the front end could tilt flat to the floor for loading up with crates or packages - then it tilts back with little effort when you're ready to ride off. He's also arranged the steering so that the rear end tilts into corners, which should help with stability. The Trappporteur can certainly carry a good weight: Bauke enlisted the help of a brave volunteer, who stepped onto the load area and was whisked easily around the trade tent! At the moment the Trappporteur is a prototype, but Bauke hopes to go into production if there's enough interest in the design.

You can contact Bauke on Tel +31 321 325276 or email dronten@bmconcepting.nl for more details of either innovation.



Burrows' low racer

Mike Burrows' recumbent range now includes the 'RatRacer': a fast low-racer. It uses his trademark bonded aluminium construction, and a rather neat tail fairing. Two of them were racing with the Bikefix team at Lelystad: the photo shows racer Denise and owner Stuart from Bikefix.

Contact Bikefix on Tel 020 7405 1218 or see www.bikefix.co.uk for more details, or contact Burrows Engineering directly (see page 6).



Versatile

Flevobike's Versatile velomobile has been long-awaited, and the first prototype was on view at CycleVision. Their stand was more or less mobbed throughout the weekend, and more than one visitor went away wondering whether they could save enough pennies to have one...

Inside that sleek bodywork is full suspension on all the wheels, an enclosed Rohloff hub, and a rather neat adjustable seat. But perhaps more interesting than the features is the manufacturing processes: it's designed for production. Machined parts are all computer-designed for CNC production - the machine is controlled by computer, so it's easy to

produce anything from one-offs to several hundreds. And if you need spares later - just load up the relevant part file, add some metal and there you go!

The bodyshell/chassis monocoque is made from a thermoplastic material:



this should be vastly cheaper to produce than the epoxy-based composites traditionally used for velomobiles.

All this should result in a lightweight, low-maintenance and high performance velomobile at a reasonable price? How reasonable? Well, they won't say for sure, but around Å5000 (roughly £3000, \$5000) seems reasonable. Proper production should begin in 2003.

See www.flevobike.nl for more details. They seem to update this site regularly as the project progresses, but unfortunately it's only in Dutch.



Recumbent replicas



These rather fine models of eight popular recumbents were on sale to help raise funds for the Velo Nova project, which we covered in Issue 5 of Velo Vision. Apparently the project is still forging ahead, with strong support from local and regional government.

Land has apparently been earmarked already. One aspect I didn't make clear last time perhaps was that much of the capital costs of the project would be met by the sale of luxury apartments adjoining the centre. So if you'd be interested in living right in the centre of the European cycling world, watch this space! We'll report further developments in due course.

The models are available for Euro25 (around £15, \$25): Tel +31 416 343 766 or email fam.geijs@wanadoo.nl

Aerorider

The Aerorider velomobile has been pictured in plenty of show reports: it does now seem to be nearing production. A pre-production series of ten should be underway as you read this. The technology seems to be heading toward making the Aerorider very much a hybrid vehicle, with the on-board batteries and power-assist very much part of the concept. Overall weight is estimated at a hefty 60kg all-in, but the computer-controlled electric-assist should apparently be good for 60 to 80km, providing you do at least half the work, and it assists you at up to 45km/h (around 30mph).

Other recent changes include the new access arrangements (check out Velo Vision 2, page 44 for how it used to look) and anti-condensation and anti-scratch coatings on the windshield.

See www.aerorider.com or phone +31 255 524 636 for more information.



Kinky KIKO

Isn't that a pretty shape? If you fancy something a bit classier than a porcelain shepherdess for your mantlepiece, how about a wooden model velomobile? About six inches long, they cost just under 30 (about £20, \$30) from KIKO Design, Burg v. Heemstraat 73, 3731 TB de Bilt, Holland. Tel +31 30 220 5844.

Low riding for two
Have a low-racer, but want a tandem? This nicely made attachment puts the rear rider facing backwards in what must be a very aerodynamic arrangement. Perhaps not for touring!



An essential part of CycleVision is the test track area, where visitors could try out a wide range of recumbents, mostly provided by exhibitors in the trade tent. As ever at such events, it was busy throughout the two days.

Nearby, another marquee housed the secondhand recumbent trading tent: plenty more machines for sale, both commercial and a good number of home-built creations. Again, plenty of room to try the bikes out!

Child transport with a bend in the middle

Ever since Flevobike launched their bend-in-the-middle bike, the design has had plenty of fans in the Netherlands. Yes, riding it may be an acquired skill (some people just never get the hang of it) but the simplicity of the concept is very attractive for designers.



A two-wheeled rear end does make it easier to handle, and it's a popular practical layout: cycle couriers in Amsterdam use FlevoTrikes. Two homebuilders were showing machines along these lines for transporting children. One had constructed his rear end in composite

(glass or carbon fibre) and he'd placed one of the foam 'cores' alongside the finished product to show how it's done. The other (the yellow-coloured one shown here) used a more conventional aluminium and fabric construction.



CYCLING TO CYCLEVISION

An impressive number of visitors cycled over to Lelystad from the UK: perhaps 30 or 40 in all. There are handy ferry services from (amongst others) Newcastle, Hull and Harwich. Bikes of all sorts go free on all of these services.

The convoy I joined, travelling via Newcastle, put this to the test. Three recumbent trikes, a tandem, a recumbent and trailer combination and assorted others rolled up to the ferry, where the staff were unruffled - even kindly directing us to wait out of the rain in the Customs shed.

The Newcastle ferry comes in to the port of IJmuiden. From there to Lelystad is about 60 miles (100km), and the most direct route is straight into Amsterdam and out the other side. An alternative route goes north, then mainly south again for 20 miles (30km) along a narrow dyke or barrier built across the sea - it sounded spectacular, but the wind direction was unfavourable, so we went across Amsterdam.

I can't think of another capital city where you can, with only a large-scale map, cycle in one side following (cyclepath) signs for 'Centrum' and straight out the other, following signs to the next big town. And this almost entirely on segregated cycle paths, with

only a few roadworks creating obstacles to the trikes and tandem. In this land of bikes, our strange convoy attracted very little attention.

Past Amsterdam, the route took us along major waterways towards Flevoland, a huge body of land reclaimed from the sea. Lelystad is on its northern edge. Over a huge bridge (away from traffic, naturally) and we took the coastal bike path (it's mere metres from the sea) up towards a set of towering wind turbines on the headland, before the final drag along the coast to Lelystad.

The "Y'Oppertje" campsite at Lelystad was packed with CycleVision visitors and their bikes. The annual event is their busiest weekend of the year, and the campsite owners sponsor some of the races each year as a thank-you. Lelystad isn't really much of a tourist town, so I'd imagine it's a very welcome boost to their trade.

From the campsite to the event venue is a 45-minute ride across some of the dead-flat, shelterless fields that make up most of Flevoland. It's this sort of road which makes you realise why Holland is

the home of the velomobile and the low-racer: two subspecies of recumbent which are ideally suited to this sort of terrain. Riding over to the venue, fully-faired trikes and lean low-racers overtook our more touring-oriented machines with relentless ease - especially in any hint of a headwind.

The venue itself is a car test track: a huge oval circuit. Off to one side, undiscovered by most visitors, is a fun little area equipped with 'test gradients': always wondered how you'd cope on a 33% slope? Or how your brakes would cope coming down? It was fun finding out in relative safety...

Then, on to the trade tent, the test track and the racing!

Passing painlessly through Amsterdam (BELOW) and on the Flevoland coastal bike path, with the sea just metres away to our left (MAIN IMAGE)

