

22nd annual Michigan Human Powered Vehicle Rally Saturday-Sunday, June 11-12, 2005

Mike Eliasohn, newsletter editor

It's almost time for our annual "big event," which is the oldest continuously held HPV event in North America.

There's one change from last year's schedule. Unfortunately, Paul Pancella, who has organized the urban transportation contest for the past few years, had an unavoidable conflict, so won't be at the rally this year, hence there will not be an UTC. (Paul and his fellow physicists have yet to discover how to be in two places at once.) So you can leave your lights, baskets, fenders, etc. home this year, but presumably the UTC will be part of the 2006 rally.

The entry fee is the same as last year: \$35 for both days; \$25 for one day (Saturday or Sunday). The entry fee includes membership in the MHPVA. If you are not racing, annual MHPVA dues are \$10. A test ride pass is \$5. Spectators are admitted free. In addition to all the regular prizes, for the second year, we will have a special prize for "best homebuilt." There's no set criteria, except that last year's winner is ineligible, should it return. The prize, like last year, will be a copy of Atomic Zombie's Bicycle Builder's Bonanza, by

Brad Graham and Kathy McGowan (388 pages, McGraw-Hill, 2004), which retails for \$24.95.

The Michigan HPV Rally uses Human Powered Race - America classes and rules (<http://www.recumbents.com/hpra/rulesand.htm>).

Free camping is available overnight Friday and Saturday at the Waterford Hills Sportsman Club, site of the HPV rally, starting at 6 p.m. Friday. Restrooms, showers available and possibly electrical hookups.

Remember, volunteers are needed to help run events and to assist with scorekeeping.

This newsletter includes a copy of the rally flier. You can help publicize our event, and hopefully attract more entrants and spectators, by printing a copy, making photocopies and then distributing them to bike shops (especially those in the "hinterlands"), cyclists you think might be interested, and even the guy (or gal) on the dropped handlebar road bike (some recumbent riders call them "wedgies") who blows by you when you're pedaling down the road.



Here's the schedule:

Saturday, June 11

- | **8 am** - Registration, vehicle inspection, practice runs.
- | **9:30 am** - Hour time trial (faster vehicles).
- | **11 am** - Hour time trial (slower vehicles).
- | **Noon** - Lunch break (bring your own food or eat at nearby restaurants).
- | **1:30 pm** - Hill climb / coast down (counts as two events).
- | **3:30 pm** - 1,000 meter (1 kilometer) time trial.

Sunday, June 12

- | **8 am** - Registration, vehicle inspection, practice runs.
- | **9 am** - Speed sprints (flying start, speed timed through 200 feet timing trap).
- | **11 am** - Road races (no classes).
- | **2 pm** - Awards presentation.

(Please see "Rally" continued on [Page 2](#))

Photo at left of 2004 Rally by Mike Brady

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A HOMEBUILT QUADRACYCLE

Editor's note: The following ad appeared in the "for sale" listings in the Wolver-Bents April newsletter. It sounded intriguing, so I e-mailed builder Michael Fortuna, who was nice enough to write some details and send some photos.

For Sale: Unique homebuilt aluminum lightweight quad. Designed/built by auto engineer. \$300. Mike at 734/483-4323 or fortunare@comcast.net

Here's what Mike wrote:

I am selling the quad because we're moving to Arizona and I have a two-wheel recumbent that's easier to move.

This is not an off-road type vehicle. It is very lightweight due to aluminum construction and some clever design features.

I especially like the brake, which uses a v-belt over a pulley and a lever to tighten the belt. I wouldn't trust it on a really steep hill with a heavy rider, but it works fine in most other places.

There's two front sprockets, but no derailleur yet. I was going to replace the double chainrings with triple chainrings and add the derailleur.

The seat is functional, but doesn't adjust for length yet, so it's fine for someone 5-foot-6 to 5-foot-9, but could easily be made adjustable.

I have a 20-inch electric motor hub wheel I was going to install on one rear wheel for help on hills and replace the matching wheel with another 20-incher. Currently the quad uses 16-inch wheels on both axles.

The teak wood steering wheel lifts up for access to the seat and matches the teak brake handle.

Since these photos were taken, I've painted the few non-aluminum parts silver to match and it looks much better.

See a photo of Mike's Quadracycle on [page 4](#)

("Rally" continued from [Page 1](#))

PLACES TO STAY ON YOUR WAY TO MICH. HPV RALLY

Calling in advance to make a reservation is suggested

MOTELS

Clarkston -- Clarkston Motor Inn, 6853 Dixie Hwy. (US-10), 248-625-1522, 12 rooms. About 2 miles northeast of Waterford Hills track.

Hartland -- Best Western of Hartland, 10087 M-59 at US-23, 810-632-7177, 61 rooms. About 18 miles west of Waterford Hills track.

Waterford -- Best Western ConCorde Inn of Waterford, 7076 Highland Road (M-59), 248-666-8555, 111 rooms. About 3 miles southwest of Waterford Hills track.

Waterford -- Highlander Motel, 2201 Dixie Hwy. at Telegraph Road, 248-338-4061, 50 rooms. About 6 miles southeast of Waterford Hills track.

Whitmore Lake -- Best Western of Whitmore Lake, 9897 Main St. (off US-23, exit 53), 734-449-2058, 61 rooms. Southwest of Waterford Hills, about 33 miles away.

CAMPING

Free camping is available overnight Friday and Saturday at the Waterford Hills Sportsman Club, site of the HPV rally, starting at 6 p.m. Friday. Restrooms, showers available and possibly electrical hookups.

STATE CAMPGROUNDS (www.michigandnr.com/)

Highland Recreation Area, 5200 E. Highland Road (M-59), White Lake, 248-889-3750. Two miles east of Highland,

Holly Recreation Area, 8100 Grange Hall Road, Holly, 248-634-8811. Five miles east of Holly.

Ortonville Recreation Area, 5779 Hadley Road, Ortonville, 810-797-4439. Four miles northeast of Ortonville.

Pontiac Lake Recreation Area, 7800 Gale Road, 248-666-1020. About 4 miles southwest of Waterford Hills track.

PRIVATE CAMPGROUNDS (www.michcampgrounds.com)

Yogi Bear's Jellystone Park of Holly, 7072 E. Grange Hall Road, 248-634-8621, or 800-558-2954. About 12 miles northwest of Waterford (I-75, exit 101).

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A HOMEBUILT LOW RACER

Editor's note: Two earlier recumbents built by Mike Senyk of Leonard (in northeast Oakland County) were shown in the February 2003 newsletter (when the newsletter was still on paper) -- a short wheelbase and the world's smallest recumbent. Mike was kind enough to write about his latest project and send photos (taken by his brother-in-law).

1970 was a good year. I was 21, just out of college and had just bought a new Ford 302 Boss Mustang. It was bright yellow with black interior, black wheels and accent stripes. I had some very good times in that car. Years later, after I had sold it, I knew I had made a mistake in letting it go.

Since original Boss Mustangs are now way too expensive to buy, I thought I would build one, sort of. Now 35 years later, I have built a BOSS low racer in memory of my long lost Mustang.

I'm not a racer, but I like to be efficient. Sitting low and laid back with minimal frontal area makes you more efficient -- and cool looking. That was what I was shooting for. I like bikes like the Baron, Challenge Jester and M5s -- long and low. I didn't have \$3,000 or more to purchase one, but I wouldn't spend that much even if I had it.

I've built a few recumbents before the BOSS. My last attempt had over 11,000 miles on it before some serious cracks developed in the frame. This time I thought I would use 6061-T6 aluminum instead of the aluminum fence post I used on the previous one.

I used 2.5 inch outside diameter tube with a .065 thick wall for the main frame. I made the rear fork from a Cannondale Pepperoni aluminum mountain bike front fork that I had laying around. I replaced the dropouts to accommodate a rear wheel.

For the front fork I bought a 650c Kinesis aluminum fork on eBay for \$10, then I chopped it to fit the 406 Aero spoke wheel with disc brake.

For the boom, I used a section of 2.5 tube that I made smaller by removing a .45 wide strip lengthwise and welding it back together. I purchase the bottom bracket tube.

I made the stem, handlebars and head tube from parts I had laying around. The seat is a Baron fiberglass model that was given to me.

I bought the seat foam from a local outlet and routed out the slots and BOSS emblem. The paint is Krylon Fusion from spray cans.

That's about it. I'm sure I saved a ton of money and had a ball building it, not to mention the satisfaction I know I'll get from telling anyone who will listen to me on how I built it.

Wheelbase.....49 inches
Seat height.....11.5 inches
Seat angle.....18 degrees
Weight.....28 pounds



Photos of The Boss by Mike Senyk's brother-in-law



UPCOMING EVENTS

Human Powered Race America races (for more information: www.recumbents.com/hpra/)

May 21 - Morris, Ill. (Sam Whittingham, holder of the world human powered speed record -- 81.05 mph -- and hour record --52.39 miles -- is scheduled to compete. The venue is a 1/3rd mile paved oval auto racing track. For the \$25 entry fee, you get a pit pass to that evening's midget and sprint car races. HPV streamliners will do an exhibition race during the intermission of the car races.)

June 11-12 - Michigan HPV Rally, Waterford (see article, page 1)

July 9 - Northbrook, Ill.

July 10 - Kenosha, Wis.

Wolverbents Michigan recumbent gatherings (for more information: www.lmb.org/wolverbents)

May 14 Michigan Recumbent Rally - East, Willow Metropark.

June 25 Michigan Recumbent Rally - Central, Holt Pro Cyclery, Holt.

Sept. 10 Michigan Recumbent Rally - West, Hastings.

Sept. 11 Vineyard Classic Bicycle Tour/Wine and Recline Ride, Paw Paw.

Sept. 17 Fall Recumbent Rendezvous, Stony Creek Metropark.



Homebuilt Quadracycle by Mike Fortuna, from [Page 2](#)

LMB EXECUTIVE DIRECTOR DIES

It is with deep sadness that I report of the death of Lucinda J. Means, executive director of the League of Michigan Bicyclists, on Wednesday, April 27.

Lucinda, 49, died in her sleep at home. An autopsy report is pending, but all indications are that she died of natural causes.

Lucinda became LMB's first executive director in January 1997. Under her tireless and skilled direction, LMB has become a leading force in transportation policy in Michigan.

Just hours before her death, Lucinda -- along with Todd Scott, her counterpart at the Michigan Mountain Biking Association -- taped a TV interview with state Sen. Michelle McManus about pending legislation to clarify and strengthen cyclist's' rights on the road. Todd was the last person to see and talk with her before her death.

Lucinda came to Michigan from San Francisco, where she was a volunteer leader in cycling advocacy. She was born in Boston, Mass.

The LMB board and staff are committed to honoring Lucinda's legacy by moving forward in making Michigan a bicycle-friendly state. This includes cycling advocacy, sponsorship of the annual Shoreline Bicycle Tours, information and education, and other activities that Lucinda -- along with her staff, board of directors, and dedicated volunteers--raised to a new level.

There will be no traditional funeral service or viewing/visitation. Some of her closest friends and colleagues are planning an event to celebrate her life and work. This will probably take place in Lansing on May 19.

Not coincidentally, this is the first "Smart Commute" week in the Lansing area -- which, as you might expect, Lucinda had been much involved in organizing. We will post more information to michbike as soon as it is available.

Also, suggestions will be forthcoming for those wishing to make a financial contribution in her memory. The LMB office is open during regular business hours. The work of the league is continuing.

Philip Wells
Chairman, Board of Directors, League of Michigan Bicyclists

Editor's note: *The Michigan HPV Association is a member of the League of Michigan Bicyclists and Lucinda attended some of our activities. Last I knew, she owned a recumbent bicycle -- as well as the Dahon folding bike she bought from me -- and did not own a car.*