

The Magazine of The British Human Power Club

# Windpower CYCLIST

ISSUE 154 | DECEMBER 2023

**40**  
**YEARS**



# BHPC membership renewal for 2024

The BHPC membership year is 1 January to 31 December

Membership for 2024 will be available to buy via  
the shop from mid-December 2023.

We have two types of membership:

1

## **Annual e-membership £8**

Receive downloads of the BHPC magazine four times a year and discounted race fees\*

2

## **Adult membership £20**

**Student membership £13**

**Overseas adult membership £30**

Note: 60+ Concessionary rate is no longer available  
See AGM report on page 28.

Receive printed copies and downloads of the BHPC magazine four times a year and discounted race fees\*.

If you have a standing order arranged to pay your membership, please amend it as necessary in line with these changes.

\* Race fees per event: **£9 for members**  
**£14 for non-members.**

## THE BHPC TEAM

### **Chairman**

Alan Goodman 07941 364 182 [chair@bhpc.org.uk](mailto:chair@bhpc.org.uk)

### **Competition Sec**

Chris Hamilton [compsec@bhpc.org.uk](mailto:compsec@bhpc.org.uk)

### **Treasurer**

Heather Fortnum [treasurer@bhpc.org.uk](mailto:treasurer@bhpc.org.uk)

### **Secretary**

Derrick Tweddle [secretary@bhpc.org.uk](mailto:secretary@bhpc.org.uk)

### **Membership Sec**

Kevin Jenkins [membership@bhpc.org.uk](mailto:membership@bhpc.org.uk)

### **Magazine editor**

Nigel/Derrick [editor@bhpc.org.uk](mailto:editor@bhpc.org.uk)

### **Publicity**

Nigel Sree [publicity@bhpc.org.uk](mailto:publicity@bhpc.org.uk)

### **Web Master**

Andrew Sidwell [webmaster@bhpc.org.uk](mailto:webmaster@bhpc.org.uk)

**The British Human Power Club** was formed on 29 May 1983 to foster all aspects of human-powered vehicles for competitive, recreational and utility activities, and to stimulate innovation in HPVs.

The club's core activity is organising an inclusive and informal national race series for bikes that aren't allowed to race elsewhere - so recumbents, hand-cycles, upright trikes, other weird-stuff and even the occasional conventional bicycle.

Most members ride recumbents and velomobiles on a daily basis and are a fount of knowledge via the BHPC Forum and Facebook page.

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

**Shop** [shop.bhpc.org.uk](http://shop.bhpc.org.uk)

**Forum** [forum.bhpc.org.uk](http://forum.bhpc.org.uk)

**Facebook:** [@britishhumanpowerclub](https://www.facebook.com/@britishhumanpowerclub)

# 40 YEARS



First Windcheeter club ride (left-right) Mike Burrows, Mike Cumberland, Andy Pegg, Dave 'Nigel' Hingley and Dave Larrington.

Hi All,

Welcome to the December 2023 edition of the BHPC Magazine!

Many thanks to Nigel and Derrick for putting it together, and to all those who have contributed articles and pictures. Your stories, race reports and pictures will always be welcome and the more material we get the better your magazine will be!!

I'd also like to take this opportunity to thank all of our committee and our race organisers and helpers for another great season of racing on our various tracks around the country.

Those of you who were at the AGM and managed to stay awake may remember that we were awaiting confirmation of track hire and terms for the World Championships next year.

I'm very pleased to confirm that it's now all sorted and a deposit has been paid so you can safely add 16-18 August 2024 to your calendar and start planning how you're going to lift the trophy (obviously without resorting to anything as drastic as training...)

In addition, we have secured camping on site for the Sunday night if the pedalling/organising/drinking have rendered you unfit to drive home after we wrap up and present the gongs.

Finally, it's time to think about renewing your BHPC Membership, which runs from January each year and will be available via our online shop. Membership will mean you don't miss out on the next issue of the magazine and you'll get reduced race fees at every BHPC round in 2024. Merry Christmas Everybody!

Hope to see you all next year.

Alan Goodman  
Chairman – BHPC

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Cover: Russell Bridge in Snoopy pursued by Liam Goodman in Notso racing at Hillingdon October 2023.

Photography: [David Kirkham](#)

# BHPC MEMBER NEWS

## Do you have news, race report or article to share?

Send to [editor@bhpc.org.uk](mailto:editor@bhpc.org.uk) or via race page form

## Winter projects

Russell Bridge and Martin Kiszel are apparently both working on new streamliner projects over the winter. Hopefully more news to follow in future issue? Meanwhile other members are spending more time riding online. Group ride around Watopia anyone?

## Zone 2

Talking of indoor riding and training, another hot topic is choosing the best winter training plan. As Alan says "Winter miles, summer smiles". Plans using different heart Zones growing in popularity. Dan Bergonzi shares this podcast link with David Attia talking to Iñigo San-Millán Phd. Dan says:

"Skip to 5.00 - 4 x 1.5 hrs per week at Z2 will do it".

<https://www.youtube.com/watch?v=z82GCNXdLAA>

## Pete Warburton

### Wooden Velomobile update

From our facebook page:

"You'll all be pleased to know that I haven't fallen off the face of the earth.... just our extension build and kitchen fitting has taken a considerable bit longer than we'd originally hoped or planned.

After the catastrophic failure of the front suspension back in May, I've not done a lot to the velomobile unfortunately. I've redesigned the front suspension and started making some of the new bits, and managed to weld-up/rebuilding and get galvanised, the chassis of the trailer that I'll use to transport the velomobile to races. But since the end of July, I've been decorating and building the kitchen so I've had no time in the garage at all.

As soon as I can get my garage back to some sort of order, I'll do a full update on the suspension redesign".

but briefly, it involved lots of spreadsheets and number crunching!"

## John Learmonth - first time racing with BHPC

John joined us to race at York riding a 19 mile return from Leeds in his Katanga WAW velomobile. He came 13th overall and wrote a report for his local cycling club.

"I had lots of fun trying out new lines and speeds at the corners the hairpin being a particularly difficult challenge resulting in two trips to the grass on the inside and one up the banking on the exit, but most scary of all was going onto two wheels my heart was in my mouth but I managed to keep the velo upright and avoided rolling it over".

Hope to see you in 2024 John!



## Five out of Five for Judith

Judith Swallow has had her best ever racing season with BHPC and the Tricycle Association (TA), winning five out of five Gold medals in different categories. She writes:

"After a silver place at the World Recumbent Championships, the consequences of immunosuppression and vasculitis combined meant that a week later I quit Paris Brest Paris at 40km. In part I didn't want to do any major damage to my health, but also a quote from James Coxon kept spinning in my brain "Do what you can, forget what you can't". I did a back of a kit-kat wrapper calculation and decided that James was right, that I should embrace the new version of me. So, I prioritized racing and turned my back on PBP as, even putting health issues aside, I wasn't ready for a 1,200km brevet on a trike.

A combination of being unhappy about quitting PBP (I've only packed on one other 1,200(+)km brevet and completed 25) and the pressure I was putting on myself to succeed in the post-PBP race programme made life challenging.

It turned out that I was correct to put the focus 100% on the racing. A week later, I was racing the BHPC circuit at Darley Moon, Bettehanger, Gravesend and finally Hillingdon. The placings not only bagged the BHPC multitrack award but made me both the first women and the only recumbent trike to win the Tricycle Association (TA) Criterium League. I also donned my pointy hat and raced back-to-back the Tricycle Association's Jenny Node '10' and Stan Spelling '25' time trials, winning 1st handicap in both races.

This brought my TA gold trinket haul to five wins out of five on handicap. To quote a TA friend, Edwin Hangraves, 'this shouldn't happen!' As the only lady racing time trials in the TA, I was also awarded the XX for best '10' and XX for best '25', both being Women's Tricycle Association trophies. It was only in the '80s that women were accepted into the TA itself and the two organisations amalgamated.

Then there was the surprise at the TA Closer Lunch, that I had won the Albert Crimes handicap award. Reading the names of the many past winners, including Ian Pike (well known to many on the BHPC circuit), mine is the first woman's name on it.

The gamble of putting all my focus onto racing and turning three wheels at PBP has turned out to be very positive. I am pushing the door wide open to return to where I was with randonneuring, but on three wheels in future. I am now looking forward to a busy 2024 racing a bit further and quicker plus a 1,200 on trike in Florida".

## BHPC members star in new GCN video.

Club members Russell Bridge, Liam Goodman and Steve Slade are the stars of a new GCN video that was released in early December. Filmed at Castle Combe race track the trio, along with Barne Harle, took part in a day of filming.

The hook for the video was whether a faired bicycle could beat a moped. Not shown in the final cut were some speed camera laps with Liam and Slash reaching 48mph and Russell 47mph. Hmm, are there some new scrapes on the Snoopy, was GCN's Hank involved?

The video was seen by 50k people in first 3 days and 350+ comments with many hpv fans - "This was the best gcn video ever" by @mnveloguy.

Sadly no mention of BHPC by GCN but well worth watching to see the UK's fastest recumbents in action.

<https://www.youtube.com/watch?v=st57tiKsstk>



## Lars Koerdt, a drive train, and the missing 5%

Spotted on our facebook page a growing thread started by Leeds' member Lars Koerdt.

"For those who are interested in technical stuff and in particular drive train efficiency. I wanted to find out 'exactly' how much power is lost in the drive train between pedals and the rear hub I conducted various experiments on my Performer High racer RWD and a bog standard road racing bike". Surely a potential tech report for the magazine.

## FOR SALE

### 44 - 406 Tyres

Colin Rose passed on news from Carl Lister:

"I have been clearing some stuff out of the loft & i have found some special tyres. that might be of interest to some of the H.P.V. recumbent guys you know. They are Michelin Servic Course low rolling resistance tyres size 44 - 406.

I have 6 tyres. 3 brand new & 3 lightly used. Not asking silly money.

[325carlos@googlemail.com](mailto:325carlos@googlemail.com)



## BHPC OGs at Hillingdon

Dennis Adcock pictured left alongside fellow OGs Dave Larrington and Jonathan Woolrich.

Twed writes "Dennis, all 85 years of him, alas he declined my request for an article, citing his poor memory and keyboard skills. However, he was at the Isle of White (IOW) 1983 racing and at the pub where the idea to form a club was proffered and agreed as a good idea by all attendees".

OGs? Sorry editor has been watching Snowfall on iPlayer. OG is gang slang for Original Gang member - original or originator and highly respected or regarded. This certainly applies to all three, and thanks to Twed, Dave and Jonathan have contributed articles for this issue.

## Pedal Car Race Dates 2024

The British Pedal Car Championship (BPCC) is organised and run by the British Federation of Pedal Car Racing (BFPGR). The full championship is around 6 assorted races each season at various locations within the UK, however there is no compulsion to do every race - all comers are welcome, whether for a single event or a full season. Visit: <http://www.pedalcarracing.info>

### Sunday, March 24th

The Wombwell Spring Sprints  
South Yorkshire Kart Club, Wombwell, Barnsley

### Sunday, May 5th

The Welsh Borders 6 Hour  
Evesham Raceway

### Friday, June 28th - Sunday June 30th

The Shenington 24 Hour  
Shenington Kart Club, Banbury

### Saturday, September 7th

The Blackbushe Sprints

### Sunday, September 8th

The Blackbushe 100  
Camberley Kart Club, Blackbushe Airport

### Saturday, September 28th

The Curborough 6 hour  
Curborough Sprint Course, Lichfield

# ROAD TRIP PART

## 2 GERMANY

**Russ had managed to swing an invite to the German world record weekend event at Aldenhoven test track where various people were aiming for 6, 12 and 24 hour records in HPVs so a few days in Kent playing with aircraft was just a warm up.**

The aim was when the record attempts finished for Russ to take 77 out on track for a blast and to see if it may be suitable for attempting distance records with 77. The Aldenhoven track is a motor industry test track in a teardrop shape of 2.087km length with banking to enable safe use of motor vehicles up to 160 km/h.

It was a mammoth road trip with ferry crossings from Dover to Calais booked to allow us 23 hours on foreign soil.

Arriving in France we then drove France, Belgium (nice Burger King service station), Germany arriving at the track a little before 11pm to meet Mathius Konig who had just set a new 6 hr record in his velomobile of 388.2 km / 241.2 miles – average 64.7 km/h (40.2 mph). Despite that immense effort he was wandering round the pit lane looking fresh as a daisy.

It transpired our accommodation was not what Russ had understood so I slept on the conference room floor with eight half-naked German men while Russ threw 77 out of the trailer and bedded down in its place inside the trailer.

4am I was woken by significant noise as Melchior Poppe was carried in from the end of his 12 hour record of 463 km – average 38.5 km/h on his M5 unfaired high racer. Poor chap had put in so much effort he had to be half carried half dragged to his bed. 5 hours later he was found sitting in the boot of his Saab estate eating pasta.

The 4am shufflings in the shared bedroom and a week of getting up at that time meant I took my chance to get up and go for a walk round the track in the emerging daylight. One of the German marshalling crew told me how the three lanes work with the lower lane being rated at below 50 km/h, the middle lane 50 – 100 km/h and the higher banked outer lane at 100-160 km/h, the inner line of the 50 -100 km/h is used as the record distance so no vehicles can go below this line during the record attempt.

7am wake up call for Russ so I could kick him out of the trailer so I could set the trailer up as our cook house. Breakfast cooked in time to watch the fast Germans.

Around 10am local time the 24 hour record attempts closed with Holger Seidel finish at 1,225 km in 24 hrs average 51.0 km/h and Ruben Schütze 1,256 km in 24hrs average 52.2 km/h both had broken the previous record and also apparently by default the 1,000km record.

Russ now disappeared to change and leave me with my total lack of German language skills to recruit and train a volunteer catch crew and bike lifters. Crew recruited Russ arrives and we start with a gentle sighting lap lid-off and protective shell on.

After several successful starts, runs and catches the wind was topping out at about 20 knots with gusts up to 30+ knots, everybody was concerned and Russ was complaining about having to lean into the gusts but being sat inside the shell was unaware of the actual wind strength. The general mood of the crowd was it was time to quit but Russ wanted a last blast so cameras on Kevlar off and a call for 6 full power laps, I stood nervously watching as the gusts were taking Russ up to the absolute top of the 160km/h banking and he was sailing the bike back down.

I called out a time of 2 mins 05 sec for the first fast lap and the crowd shrugged. The next timed lap was 1:44 and now the crowd was interested. This Brit could go fast and in conditions they wouldn't have ridden. Half a dozen laps completed, safe catch completed



All photography:  
Jörg Basler  
[droplimits.de](http://droplimits.de)

**40**  
**YEARS**  




and Russ hatched out of his shell to say the wind had been a little bit dodgy. Power data shows he'd laid off from pedalling for most of the windiest corner probably 300 metres plus of no effort.

Having had the exclusive use of the track for about 45 minutes collecting loads of data, we reloaded the bike, Russ went for a shower and left me and my bad German to manage at the closing ceremony and say our goodbyes. Time for another 4 hours and 4 countries driving back to Calais doing Germany, Netherlands, Belgium (nice Starbucks service station), France and then the immense bureaucracy at the port before ferry back to the UK.

Russ dropped me back at my tent in Manston at around 8pm Sunday night to realise that in the 6 days I'd been away from home I'd only drunk 2 of the beers I'd brought with me – time to solve that, then have an early night before another early morning helping to dismantle and load planes post competition and everyone set off home already talking about and planning for next year, place and time to be advised.

Barney Harle

Previous page: Russell getting shut into 77 for a test ride. This page: 1. velomobiles night racing during 24 hour event. 2. Ruben Schütze celebrates 24 hour record distance of 1256 km. 3. Barney launching 77 in windy conditions Main picture: Barney preparing to catch Russell in 77

All photography:  
Jörg Basler  
[droplimits.de](http://droplimits.de)



The logo for BHPC (British Human Powered Vehicle Association) is displayed. It consists of the acronym 'BHPC' in a bold, sans-serif font, enclosed within a stylized oval shape that has a red 'X' through it.

www.bhpc.org.uk





# 40 YEARS OF THE BHPC

## 1983 – 2023

I can't remember who came up with the idea that we should do an article on the origins of the club in this our 40th year of existence, but there was a general mumblings of agreement amongst those assembled. I suspect it was our esteemed (read deluded) editor Nigel ... as he certainly picked up that banner and waved it around, asking who was there? and where? (but thankfully not why?). I only raced/joined the club three years after its inauguration, so did not know any of the details Nigel sought after ... but I did know a few boids who would, as I raced against them.

Alas not all of the original characters are still with us today, so I must doff my Kask to Richard Ballentine and Mike Burrows for all their contributions and roles they played in starting the club and keeping it running. I certainly could not therefore extract an article out of them, so I turned to two of the more 'active' members that I could contact ... Dave Larrington and Jonathon Woolrich ... which did pay dividends as Dave was an original member. I enquired about others I knew such as Dennis Adcock ... but we hadn't heard from him in a while. I also turned to Steve (Slasher) Slade as he most certainly was the oldest active racing member .... also enquiring about the Kingsburys (John & Miles) who certainly would be original members. After conversations with Jonathon, I also was surprised to calculate that I was the second oldest still racing member ... no wonder my legs ached after the race

at Hillingdon. Where, by wonderful luck, a certain Dennis Adcock turned up ... all 85 years of him. Alas he declined my request for an article, citing his poor memory and keyboard skills ... shame. However, he did leave me with snippets of the fact that he was at the Isle of White (IOW) 1983 racing and at the pub where the idea to form a club was proffered and agreed as a good idea by all attendees. He also said that he had enjoyed the racing and had in fact won the Aqua bike race. Dennis was also renowned for not painting his home-made machines ... always a slight shade of rust ... and always quirky. Additional luck continued in the form of Miles Kingsbury, who also arrived at Hillingdon and was promptly interrogated by yours truly regarding the health and wellbeing of his dad (John). Miles also left a snippet with me ... in the form that his dad in his younger days had restored a Bugatti but had sold it after his wedding to buy a house .... If he still had it today, he could have bought a street! Thankfully, this did mean that he was able to concentrate on HPVs with Miles.

I also took the opportunity to request an article from both Miles and his works rider Steve (Slash). More from them later. But lets start things rolling with Dave Larrington who will inform us of the beginnings in his own imitable style.....

Derrick "Twed" Tweddle

**40**  
**YEARS**  
 BHPC  
BHPC CYCLES



# An Old Lag Writes...

Being as it were a founder member of the (dis)organisation that produces the fine publication you are currently grasping in your hot sticky mitts/gaze at on your Babbage-Engine<sup>1</sup> Twed collared me and asked for my recollections of the prehistory of ect and, moreover, etc. Being too dull-witted to think up an excuse for e.g. washing the dog<sup>2</sup>, doing security for some wet paint or taking Holy Orders, here it is.

In the beginning the Universe was created. This has made a lot of people very angry and been widely regarded as a bad move. Then there was Richard's Bicycle Book. Some time after that, Oxfam knocked up a design for an upright cargo trike – the Oxtrike – the prototype of which appeared at st custards<sup>3</sup> in the late 1970s for no reason that I have been able to uncover. Simultaneously, someone anonymous decided that it would be a good idea to hold a six hour race around part of the skool grounds, open to anything that wasn't an upright bike or trike.

Competing vehicles ranged from kiddie go-karts – a proper sight to behold with lanky type like me or Keith Dean at the helm – to the aforementioned Oxtrike. Which had its saddle and associated support infrastructure removed and the seat of one of those hideously uncomfortable stackable chairs bolted to the load bed. With steering provided via a length of sturdy blue polypropylene rope attached to each end of the handlebars and looping round the seat back. With its three-speed Sturmey-Archer gears and crew of Big Boys it dominated the race like Audi at Le Mans.

Also of interest was another delta trike, which crept out of Brian Chester's Dad's barn. Frame welded up from angle-iron, front wheel from a small-wheeled shopping bike, rear from a motorcycle, seat from a Morris Minor and steering via a three foot long tiller. Having most of its not-inconsiderable mass firmly planted over the rear axle it was prone to both understeer and falling over. It was great fun.

After two or three years the race stopped happening and we moved on to other things, such as beer. After another two or three years I was finally paroled from st custards and one bright sunny afternoon in the autumn of 1982, as a freshly-minted Penniless Student Oaf at Imperial College of science, Technology and beer, I practically tripped over a curious amalgamation of bicycle parts cunningly attached to a cruciform arrangement of sturdy pipes. Natch I had Questions, viz.

1. What is it, mister?
2. What are you planning to do with it?
3. Can I have a go?

1 - Strike out words which do not apply.

2 - Which in my case I have not got.-

3 - East Yorkshire's extension of the Gulag Archipelago in which I was serving a ten stretch.



Dave "Legs Larry" Larrington

"I remember that at the end of 1983 it was decided that we should actually have a season-long race championship... If I remember rightly, the first one of those running in 1984, was won by Andy Pegg, riding for Mike Burrows, and one of the prizes that he got was the right to set fire to the old bluebell fairing in the middle of the track. So after the presentations of the rest of the trophies, we carted the old fairing out into the infield and doused it with paraffin and set it on fire. It made a lovely blaze."

From Dave's interview on [Laidback Bike Report](#) interview 2021

To which the answers were:

A Windcheetah Mk2 recumbent trike built by some bloke called "Mike Burrows" in darkest Norfolk, Stick a body shell on it and 3. ride it 4,675 miles round the coasts of England, Wales and Scotland next summer, to raise money for the RNLI, and we'll look after your coat.

Hooked! I signed up for the venture forthwith, thus leading inexorably to the haggard remains 4 of a human being you see today<sup>4</sup>.

Fast-forward to the following January. Team Principal Tim Bell<sup>5</sup> suggested getting up early on a Saturday and going to a pub in Camden, there to meet the builder of this so-called "Windcheetah", the esteemed Mr Ballantine and one or two others. I agreed and shortly thereafter found myself competing in an impromptu race around the block against Mike, his pal Andy "Nigel" Hingley and Tim Gartside on Richard's Avatar 2000. Tim won. I came last. And Nigel managed to overcook the corner outside the pub and crash into Tim's Perfectly Good Gentleman's Mountain Bicycle (which he'd just ridden across the Sahara without major incident), impale his shin of the Speedy's chainset and get carted off to A&E by Mrs Ballantine. This racing lark was fun.

4 - To be fair, the beer may have had something to do with this too.

5 - Not the one subsequently ennobled by Thatcher, I hasten to add.



Meanwhile the tourist folks on the Isle of Wight were busy trying to promote their Sceptred Isle as "Bicycle Island" and, in addition to the usual Stuffs, managed to add some HPV racing to the bill of fare. Many veterans of the earlier Aspro-sponsored events held in Brighton and on the Goodwood and Brands Hatch circuits appeared, as did I and fellow team member Mike Cumberland. The racing was fun, even when it involved being soundly thrashed by June Kingsbury in a pedal car.

The watching the racing was equally so: watching Tim Gartside in Bluebell shaving big chunks off the bike's nose on the bumps and rushing to the aide of Duncan Lawrie after he went straight on into a stone wall, standing the bright yellow Cranfield faired trike on its nose before toppling gracefully over on the pavement.

Then we went to the pub, where many a great idea<sup>6</sup> has been hatched. Someone voiced the opinion that we should be doing more of This Sort Of Thing. To do so would require some sort of Organisation as we could not rely on the charity of others to give us a slot in their event which, in any case, would probably treat us as some sort of novelty item. And thus was the idea of the BHPC born. To reiterate: in a pub in Ryde, Easter Saturday 1983.

A few months after that, and having pulled off the Round-britain round (with your Narrative Unit having had the privet hedge of riding the final stint and pulling into the forecourt of Charing Cross station at hours 01:00, witnessed by a couple of bemused taxi drivers and a drunk), we convened at the late lamented Eastway circuit in the armpit of London's Famous

6 - And not a few terrible ones.

London. There were races. I may even have not come last.

And then there was A Meeting. And thus was the BHPC actually born. My recollection was that it went on for a long time and, with the old Eastway club room being rather prone to overheating, some people may actually have fallen asleep. Not so Mr Burrows' works nutjob Andy Pegg, who went out to play on the BMX track.

And after that there were forty years of adventure, excitement and really wild things. Drinking BEER Making race with Nice Peoples both in britain and Abroad, where dwell the foreigners. Appearing on television and meeting Sophie Ellis-Bextor's Mum<sup>7</sup>! Exploring the far-flung reaches of a Former Colony and witnessing outright speed records soar by more than 25 mph since first being ensnared. And so on.

I shall raise a glass of Leffe 0.0% tonight in anticipation of another forty years. After which Slash may have retired from racing.

Dave Larrington

Top picture: "Legs Larry" at Salt Ayre by beci (Flickr)  
 Bottom: Dave and JW helping at Hillingdon (Nigel Slee).

7 - Trufax! I even got a Blue Peter Badge out of it!





## My history with BHPC by JW

I have always made things. Kites, model boats, model aircraft. Always more interested in things that worked than static models. My Dad was hopeless at practical stuff, but my mother could turn her hand to anything.

I had a bike at some point in my teens. Not before, because we lived in a hilly area and my mother was worried it was dangerous. I have been compensating since. My first bike was a second-hand Carlton. I suppose it had 5 gears. I sold it to my cousin when I went away to university.

I didn't have a bike for a while but bought one to get to work in St Albans around '82. A Dawes Lightning, I think. Nice red fade paint, but gas pipe tubing, it got stolen. By then I was reading cycling mags. I bought a Bell Street Bikes special with Ishiwata tubes which turned out to be butted gas pipe. I did a longish tour from Mâcon in France to Ancona in Italy. The Weinman brakes proved quite inadequate for the descent of the Mont Cenis pass into Italy. I got it resprayed and short Shimano canti brakes fitted by Roberts Cycles. That's when I found out it was gas pipe. Looked nice in burnt orange.

I bought some nice wheels from Freewheel (27"). Used it to get to work in North London until I rode it into a stationary car on a dual carriageway. Little damage to rider or front wheel, but frame folded.

**I thought there  
were some older  
blokes (my age now)  
who appeared to  
be running things.  
Something of an  
illusion.**

I went back to Chas Roberts and had a lovely tourer built. I was quite light, so 531c. Cantis from the old bike. Simplex Retrofriction levers, including one on the back of the seat tube to control the dynamo under the BB. I rode it from St Malo to Lisbon, Portugal while scraping around to find a job. I still had that one when I joined The Hitchen Nomads and was persuaded to

do a TT. I think my first 10 was a 26. Then it got stolen.

I bought a racer from a Freewheel sale and did some more TTs. I was reading Bicycle Action and got interested in HPVs. I went to Bikes at the Bowl in Milton Keynes in '86. I met Mike Burrows and Andy Pegg and tried a Speedy. Slash was there with the red Bean and Glen Thompson with the "geodetic" Bluebell. I looked at what was available to buy. Just a Speedy kit or an early Trice. I tried a Trice at Covent Garden Cycles. It had upright kingposts, and I was weaving about a fair bit because I wasn't used to the steering on each side. I bought a Speedy kit, which was mostly a bag of unmachined castings. I started work at a local model engineering evening class. It took a very long while.

I went to an Eastway meeting where I was allowed to try some machines. One was a trike owned by Ian Sheen. Another was the Bean Trainer on two wheels. It had front wheel drive with short pitch chain. Probably crunched that a bit, but I could ride it. Simple single tube frame. I looked at it and some others. A friend had a Bickerton. The idea of an interim bike came into my head.

In Issue 23, Summer '90 I wrote:

Initially it was pure Bickerton, down to the non-grip white tyres. The seat from my Windcheetah was mounted on an original seat tube and another one cut down using BMX handlebar stems and BMX flued seat pillars. The steerer was extended with a suitably reamed alloy tube clamped over it and an stump-neck stem at the top. The main tube was sold to me by Mark Bickerton and drilled and cut out with Q-Max sheet metal cutters. An old derailleur and rollers courtesy of Peter Ross of Crystal Engineering guided the chain.

My first race was at Eastway, 27 Sept '87. John Kingsbury wrote:

Another newcomer was Johnathan (sic) Woolrich riding his own two wheeled creation which was dubbed the "recumbent Bickerton (not sure by who) because of its use of Bickerton components, on an elongated Bickerton aluminium rectangular tube, with a Speedy seat. Very nicely constructed, its light weight suited the Eastway circuit.

At the time it still had a Sturmey 3 speed and standard 14" and 16" wheels. I seem to have come 6th out of 7 unfaired. Last was Dave Larrington on The Menace, which is another story. There was a handicap race, based on scratch race times. Dave Marsh replaced Simon Thompson on Pacer and won. I am not recorded in the handicap results (Issue 14, Jan 88), but I'm pretty sure I came second.

I think I was made quite welcome. It's hard to remember. I thought there were some older blokes (my age now) who appeared to be running things. Something of an Illusion. Almost no structure. Very small fields in those days. I remember people complaining if races were more than 20 mins. At that time Steve Slade was good for a half hour, then faded, in speed and skin colour.

That bike went through many iterations, ultimately with Moulton slick and 520 wheels and tyres. Dual suspension at one time, though the rear never worked right. It formed the chassis for two versions of my streamliner Oscar. That bike was smashed. I sold the frame to Tony Cresswell for a pittance. Would quite like it back, but that's another story.

You can find this and some of my other creations on [protobikes.org.uk](http://protobikes.org.uk)

Jonathan Woolrich

Main picture: JW racing at Gravesend in 2022 on Hocus Pocus although looks like a trike!

This page:

1 Miles Kingsbury, Andy Pegg, Slasher Slade, JW, Roger Akres and Richard Ballantine.

2 JW, Liam in Notso

3 Lazy B on the road

4 Hocus Pocus - past

5 Hocus Pocus - recent history





# A brief history of me

## Slasher

It all started with a successful interview at Portaprompt when Pat and John Kingsbury hired me to service CNC machines. A few years later it all changed to prompting (Autocue).

At some point John and Miles made a 4-wheeler for the round table called the Bacon Slicer, mainly because of the massive front chain ring, 1000 teeth or so. The race format had a crew of 6 and raced for charity. Then a bit later another pedal car with 4 wheels called The Parrot, in which we used to compete in the British Pedal Car Championships – a series of 24-Hour races still with a crew of 6 eventually becoming British Champions. It was in one of the Parrots I pedalled to Southampton to see some friends and whilst peddling back and tanking through Maidenhead on the A4 was stopped by the police who wanted to see if I had a motor in it! Had a chat and was on my way home, no harm done.

History is not my strong point but in about 1983 when the BHPC was born Miles started to make two wheeled bikes. One of the first 2 wheelers was called the Brown Bag. It came with a brown rip stock fairing. This was followed by the Wasp with big wheels, then the Waspli with K drive and smaller wheels. The K drive kept the fairing nose cone low enough to see over. It had a yellow rip stock head out fairing and did quite well in the BHPC series.

Me and Steve Donaldson did some very close racing in the Waspli's

Miles also made and rode the cycloid it was based on a kingcycle but had two pedals which only went back and forth 180deg apart. This only had one gear so was more suited to velodromes as to start you had to use short pushes which got longer

as the speed increased. And like the kingcycles it had a head out full fairing.

The Kingcycle was made and nearly 500 were mass produced. This also came with a rear box, nose cone and head out rip stock fairing, a few can still be seen racing in the BHPC series today. I still use my one to commute 12 miles 5 days a week 9 to 5 up and down hills, more up than down.

Me and Miles have been on TV a few times. I was on Big Breakfast and Saturday Super Store. Miles did the science programmes.

In 1991 I appeared on TV show "You Bet" to race a racehorse over a mile from a standing start. After my free lunch (steak pie) the horse next. It was a close thing as the horse shot off and gained a large lead. With the green flash (Plimsoll) pounding the pedals I took the lead with just yards to go and stayed there.

I have the trophy and a video to remember the day. I raced on a faired Kingcycle with head out, it was exciting stuff. The nicest moment was when watching the show back home my then two-year-old son Stuart recognised me on the TV and started waving his arms and shouting "come on daddy" oblivious to the fact I was sitting right behind him. He is now 30+ with two kids of his own. My other son Sean came to support me at Bettleshanger in 2018 shouting encouraging words such as "switch to beast mode" when at the end of the 3-hour race I was suffering from cramp and couldn't get out of the Beano, Sean lifted me out! What a star.

There was a version of the Kingcycle called 'Road Runner', which was fully faired. It had a large clear screen, and we went to France or Holland (memory a bit sketchy) with it. The race I remember was on a velodrome with a flat area at the top ends. I was

going very well in the one-hour race overtaking everything on the track. Then too much sun overheated my legs, no pain, just no power I started to slow down, not knowing why I tried to keep it going but I ended up going slower than the unfaired bikes. Not sure where I finished but the bike never raced again.

Then the Bam Beano, which was red, it went very well but was too small for Pat Kinch, so Miles made a low racer and put a single fibreglass skin full fairing over it and Pat used it to set some world records, including the Hour (47mph+).

Around this time the first Beano in yellow came into being, it was very small and had the K drive in it. At about this time short cranks were becoming popular, so Miles started a new Bean which became the Beano of today, with 4" cranks and 40mm bottom bracket. The K drive shell went to Eddie Robbins who put his home-made bike in it. I don't think he ever got around to putting a lid in it, you had to get in though the screen. He went very well. But did end up in hedges.

About 2006 Miles & John started the new Beano, it was smaller than Pats yellow Bean. Miles was hoping to use it but he (6'1") was just a bit too tall, whereas me (5'8") was the gold-ylocks fit.

### 2008 WHPC Bentwaters.

I started to use the Beano in the late half of 2007 in the BHPC series and in 2008 I surprisingly won my first Worlds at Bentwaters. I remember it rained for some part of the weekend and on one of the races I lost the back end on a bend but being on a runway with loads of run out I managed to save from going down by straightening up, did a large U turn

40  
YEARS  




and carried on.

2009 WHPC Tilberg. "Boys Are Back In Town" (Thin Lizzy) was the soundtrack to a video which shows me and others falling off in Cycle vision 2009 (4hr). I fell off very slowly and was helped back into bike with the aid of two spectators. Thank you. World Champion for the second time. See video – David Hembrow

<https://youtu.be/Gzk0T94QgGI>

## 2010 WHPC Jersey.

Memory is still a bit sketchy, but I think I used the Beano and a faired kingcycle. It was when using the Kingcycle around the town centre with speed bumps. At one of the bends, I fell off, with the aid of some BHPC members I got back on to win that race. I was going to use the Kingcycle in the park as it had roots growing out of the path which in places was very narrow, but the Kingcycle had a broken jockey wheel, so I used the Beano which took me to victory.

It was the morning before the Sprint that Miles and I decided to cut the massive hole in the front of the Beano's screen as you couldn't see anything because of the mist.

Later that day was the TT along the sea front, a bit windy and misty, a U turn via some local roads and back. I seem to remember passing a bus as only half the road was closed.

Eventually became World Champion for the third time, very close.

## Derby Velodrome.

I went there twice. The second time the coaches wanted to time me over a number of laps before we started racing. I set off slowly letting the speed increase until the only way to go faster was to "switch to beast mode". For two laps I gave it full beans,



my speedo showed a peak of 45mph. At that speed it was becoming difficult to keep the Beano on the bottom line drifting halfway up the banking on the exit of both ends. Fastest recorded lap was 13.06sec 42.8mph which was a lap record, might still be the case.

## Invitation to Brands Hatch.

This was an upright bike event in which we had our own slot. Anyone who has been there will know the track has a slope from left to right making it very difficult for the faired two wheelers to start off. Lee (I think he was in his Beany) was given a lap to start off and as he came by the rest of the field followed. I started by going across the track to get my balance and then flipped the under carriage up and turned to line up with the track. Only just made it! Then set off after the rest of the field. The hill was very fast, most laps clocked over

50mph. I managed to win the race and get the fastest lap.

## 2011 WHPC Monza.

A lovely venue with lots of other stuff going on in the grounds. One event was a marching band which marched up the pit straight and over a set 200 metres judges marked the band on marchy things.

Whilst preparing for the three hour, me and Miles were tinkering with the bikes in the pit garage we didn't notice everybody leaving and lining up on the start for the 3 hour. Miles was the first to notice that nobody was about. So he helped me into the Beano in the pit lane and I set off knowing that they had already started. Miles followed me by ½ minute but the time keepers made him loop round passed the start line. For me they just added a lap.

Not knowing where I was in the race order I just kept peddling and drinking. At around 2 hours 30 minutes I went passed the start and a three wheeler was just picking up speed to rejoin the race after a refuel. I wondered where he was in the race order and he was the only one that kept pace with me. So I tried to loose him but he kept up with me.

A few laps from the end I slowed mainly from cramps. I was going quite slow before he overtook me. Thinking that was all I could do he pulled away, I picked my speed up a bit not wanting to get the cramps. On the start of the last lap he was only 100m (approx) in front. The lap distance is about 2.5k. So, I thought well I could give it a go. I picked up my speed and on the back straight as I got closer he noticed me and increased his speed. Coming up to the last bend which is a long right hander with a trench about three feet from the inside edge, I closed on the 3 wheeler and we were both going like the clappers. I knew he would have to drift out to try and keep as much speed up as he could from the bend. So with just the short straight left and my legs already flat out I just gritted my gums and took the inside line. As we approached the finish line, me on the right, him on the left, in front of me were two unfaired bikes running close to the edge. I went even closer to the edge and very close to the timing tent winning by less than one second.

Then most of the warm down lap was spent warding off the cramps. As I came up to the pit entrance we were waved by to go in the exit of the pits as there was a marching band lined up waiting to come out of the pit entrance. Did not fancy doing a sharp turn into the pits exit I stopped on the hard shoulder part of the track



just passed the pit entrance. You guessed it, that is when the cramps got me. Still in the Beano I got the top off and managed the cramps by pushing against the pedals. One of the marching band members that were waiting for their turn offered to push my toes. Who could refuse such an immaculately dressed person as he helped with the cramps, I could only think, 'hope his gloves don't get dirty'. I thanked him and managed to get out of the Beano and walk back to the pit exit. Memory fades.

Won a lovely piece of Italian ham for doing over 150km in three hours.

All evenings were spent in a pizzas- rear run by some Spanish people, lovely, another great time.

#### 2012 WHPC Fowlmead.

Became World Champion for fourth time (pic top right).

<https://kingcycle.blogspot.com/2012/06/world-championships-fowlmead.html>

<http://www.whpva.org/wc-2012.html>

A must watch video! This site has a picture gallery video of a lot of people and bikes and helped me to remember. Like Eddie Robbins in his Rome(wasn't built in a day).

#### 2013 LEL.

Decided to do the LEL (London-Edinburgh-London) in the Quattro made by Miles. He had used it to peddle across America!! There is a lot of countryside along the way to Edinburgh so Miles and colleague Jim installed a tracking device so that when I was going round in circles they could put me back on the right road. Big thank you to Ian Perry who kept me on the right route for the first day. Our start time was 06:30 so we collected ourselves at the start and off we went. Ian was very fit and had to keep stopping at the top of hills to wait for me. Whenever it was possible, we were doing 30mph and it was slowly wearing me out, by 19:30 about 220 miles later



Ian said I should sleep, so I did for 8 hours! Ian went on for another two stops and got back in about 3 days. My last day was very long starting about 06:00. The day was very hot topping 30c. I got back in 4 days 13 hours well within the limit. Jim from work and wife Sally came to get me. Lost loads of weight, started out looking like Tarzan, came home looking like ET! It took me two weeks of stuffing to get back to my normal weight.

#### 2016 WHPC Sloten Holland.

Had a lovely time! Scared a photographer who was taking pictures within the racing boundary, I was going very quickly and trying to avoid other vehicles, captured on video:

<https://www.facebook.com/mark.rullens/videos/1140681665996062>

I appear three times. If you don't want to watch till the end go to 4min 50sec and don't blink!

To have any chance of winning overall I had to compete in the final race which was split into two consecutive (clock didn't stop) three hour races. After 3 hours we got the blue flag to tell us the first 3 hours had finished. I stopped in the pits on the next lap to refuel, stuffed a banana down while my pit crew buddies filled my water bottle, put the lid on and off I went.

It was not a hot day, I heard someone saying that it was cold (19c) luckily for me. I seemed to be overtaken by Daniel Fenn too often and seeing him in the pits a few times thought he must have some mechanical problem. Turns out he stopped five times for punctures. A few close shaves over taking people, no change there. The track has a long(1k) straight where the speed was about 37/8mph for most laps. In the

first half I remember over taking a three wheeler with his front light ON. Must have slowed him down, turned out to be the Finish champion. But in the second half he passed me, so I tried to stay on his tail and as we turned onto the long straight the speed just got faster and faster. At 42mph I had had enough. Tried to keep him in sight but lost him. Like Daniel he suffered with a puncture.

Anyway, with all this back and forth, I had no idea where I finished until the results came in which showed I had won the 3 and 6 hour parts of the race. The end result meant I had beaten Daniel Fenn to become World Champion for the fifth time by just 3 points 100 – 103.

A special thank you, to my pit crew that day, John Williams, Ian Fardo and Ian Squires (sorry if I missed anyone) Had brill time, great week, great people.

I know a lot of people are not mentioned here but I haven't forgotten you. I don't think.

BHPC Championship - I won first one in 1988 and still pumping the peddles (Ed: winning 2023 Championships).

There were loads of races and stuff, too much to put into print. A big "Thank You" to everyone who has had a part in enabling me to have a lovely adventure. Have enjoyed all of it!

Steve aka Slasher

Pictures: (profile circle) Six decades on after the four hour in Tilberg, knackered. (left-top) 2009 WHPC Tilberg - three dudes, one just hanging! (bottom-left) My first four wheeler. My dad and me (must have been about 6) push power a lot easier (left) Origin of 'Slasher' (top-right) World Championships 2012



# Human Power

Newsletter of the British Human Power Club

Free to members  
others: 20p

Issue 1 - July 1983  
Editor: R. Ballantine

## The British Human Power Club

Human Powered Vehicles Day on Sunday 29 May at Eastway Cycle Circuit, Lee Valley Park, London E15 saw faired, semi-faired and unfaired machines competing in a variety of time trials, sprints and road races. It was a fine and exciting day for all concerned and was capped with the formation of the British Human Power Club.

The BHPC exists to promote the development of human power in all its aspects. The origins however, lie firmly in human powered vehicle (HPV) competitions. Many BHPC members are veterans of the annual British Championships held under the auspices of the International Human Powered Vehicle Association based in California, U.S.A., and a few members have competed in US events with some notable successes.

A major function of the BHPC is to promote HPV competitions at the regional and national level in Britain. The events are to stimulate interest and participation for a wider public, provide testing grounds for designs, equipment and riders, and give valuable experience in actual competition. Vehicles vary considerably in design: there are machines for straight line speed trials, machines for road racing and street use, machines that can do both, and machines that defy any category. All provide useful data on aerodynamics, the efficiency and reliability of mechanical systems, cornering and braking abilities, and ergonomics.

Another important function of the BHPC is to help circulate information about HPVs. This is a period of intense research and experimentation in HPV technology and its powerplant, the human engine. One method for cross-fertilization between designers, builders and riders is a newsletter, and this requires your contributions - information about your projects, ideas and experiences. There is no reporter going to call around and do it for you; put

entry fee of £100 (about £22) includes accommodation.

Zandvoort is a 4½ kilometer track with a surface suitable for

... this kind of deal can only be effected if

... a sufficient number of people make an early commitment.

... have not always been in the latter category. Interestingly, the

... sport is so new, with so little known for certain, that at this time

... it would seem to be a case of what you do, not how you do it.

... wide fact that a tricycle, the Vector, holds the world record at 59 mph

... this design is bulky for straight line speed trials.

... layout as no. 1 but front wheel drive.

... If you like making things on lathes this is the one for you. The

... short drive chain should be very efficient but no real gains seem

... to have been made in competitions.

... usually only too keen to tell you about their 'babies'. One final note:

... glittering and no sin that work quite well already.

... So get off your britches and

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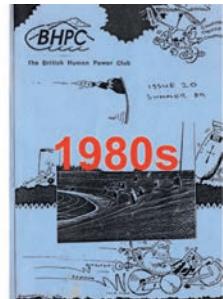
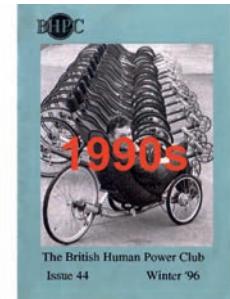
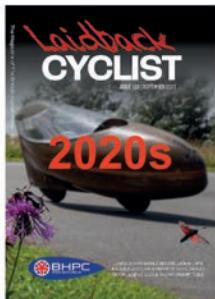
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# Have We Got Old News For You



The BHPC Magazine Archive - Issues #1 to #154 all now online



2023 marks the 40th anniversary of BHPC. It also marks 40 years of the publication known variously throughout its life as Human Power, BHPC Newsletter, BHPC Magazine and LaidBack Cyclist. From the single typewritten sheet (left) written by Richard Ballantine in July 1983 we have grown to the full-colour professionally-produced magazine you now get four times a year.

Thanks to its countless contributors the Magazine has documented technical developments, comings and (sadly) goings, international events and, often in grinding detail, regular BHPC races over the years. Now, for the first time ever, we have collected together every one of those 154 issues and made them available so that everyone can follow our history for themselves.

## Who's Responsible for This?

Since Issue 1, there have been only ten editors:

- 1983 **Richard Ballantine** - 2 issues (#1-#2)
- 1984 **John Kingsbury** (Kingcycle creator) - 44 issues (#3-#46)
- 1996 **Dave Larrington** - (Our Man in Battle Mountain) 32 issues (#47-#78)
- 2004 **Paul Lowing** - 19 issues (#79-#97)
- 2009 **Rob Gillions** - 4 issues (#98-#101)
- 2010 **Mike and Paul Burrows** - 11 issues (#102-109 and #112-#114)
- 2013 **Steve Armstrong** - 4 issues (#110-#111 and #115-#116)
- 2014 **Geoff Bird** - 30 issues (#117-#146)
- 2022 **Sonja Wittig** - 4 issues (#147-#150)
- 2023 **Nigel Skee** (#151-onwards)

## Great Leaps Forward

As there is no editorial committee, house style journal, or indeed any form of control at all (as befits BHPC) each Editor has brought their own distinctive style, and often their own title. In this article I have added some highlights of our magazine's punctuated evolution (next page).

## Read all about it

The Magazine Archive is available to browse at the following address: [www.bhpc.org.uk/magazines](http://www.bhpc.org.uk/magazines)

Alternatively, go to the BHPC website and select 'Magazines' from the top menu. The Archive is split into five 'decade' pages (1990s, 2000s, etc) with the covers for each year arranged in order. Clicking on the cover picture opens the magazine in a new browser window (in PDF format); clicking on the 'Download'

button downloads it directly without opening. [The exact behaviour may be different in different browsers.]

Magazines from the current membership year (currently 2023) are only available to members. Magazines from the previous four years (currently 2018-2022) are available to buy (£4, £2 or free to members) – instead of a 'Download' button there is a 'Buy now' button which links to the BHPC Shop. Magazines more than five years old are freely available to anyone.

As noted above, Issues 1 to 46 have been created from scans of the printed copies. They are not 'real' PDF files but rather collections of image files gathered into a PDF 'wrappen'. They are nowhere near as clear as true PDFs but are as good as we can possibly make them while keeping a reasonable file size. Issues 47 onwards are true PDFs, created directly from the files sent for printing. Most have been compressed as the resolution required for commercial printing is much higher than typically required for screen-reading or home printing. [The exact behaviour may be different in different browsers.]

## And the Future?

The primary aim of this stage was simply to assemble all the magazine issues and make them available online. The next most obvious requirement is a means of finding particular material – this could be as simple as displaying Contents pages or, hopefully, creating a true searchable database. Finally, we hope to accommodate mobile and tablet users by enabling online reading, e.g. flipbooks, without downloading the PDF files which can be pretty sizeable.

## Credits

I am pathetically grateful to former editors Dave Larrington, Paul Lowing, Paul Burrows and Steve Armstrong for digging out their old laptops and finding many 'lost issues' that didn't exist anywhere else. I am also deeply indebted to Kevin Jenkins for spending a large proportion of his post-Covid recovery scanning hundreds of pages of pre-digital issues and assembling them into PDFs. Kevin is also the author of the many webpages created to display the archive.

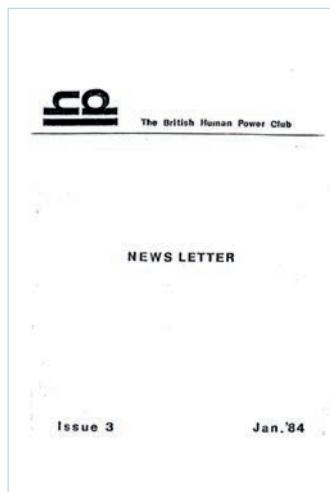
Andrew Sidwell

## Highlights from the magazine's evolution



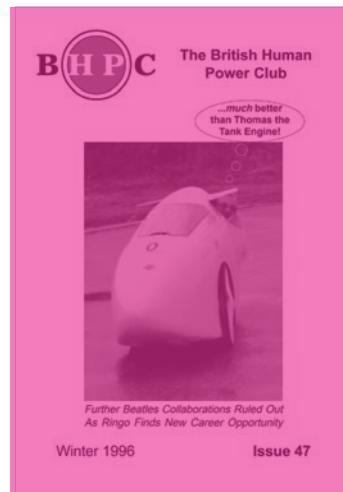
### 1983 Issue 1

Richard Ballantine produces the first BHPC communication - eight typewritten pages and photocopied for the founding members. A bold manifesto and statement of intent.



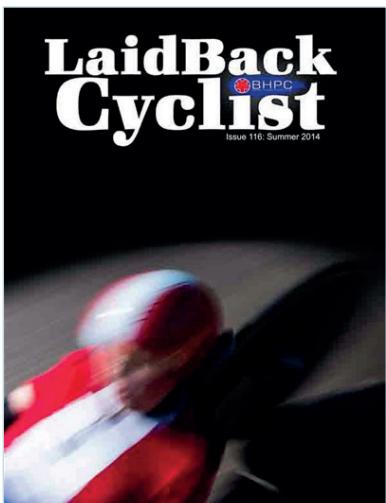
### 1984 Issue 3

John Kingsbury produces the first magazine-style issue - 24 pages of A5 produced on a series of typewriters (Google it...) and photocopied with copious handwritten notes.



### 1996 Issue 47

Dave Larrington moves to digital production and the first PDF issue. PDFs onwards in the archive, except for #98-#101 which have sadly been lost on Rob Millions's old laptop. Although Dave's issues were produced with occasional splashes of colour they were printed and distributed in monochrome, the only colour being the famous pastel covers.



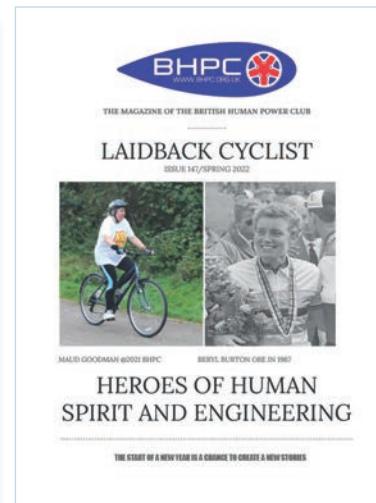
### 2014 Issue 116

'Download' editions are provided to members as PDF files following the creation of cut-price eMembership. Online sales of PDF editions through the web shop mean that we can reduce the huge number of boxes full of back issues that fill the attics and garages of Membership Secretaries.



### 2019 Issue 136

Geoff Bird goes full-colour after years of gradually introducing more colour pages. Also changes to a larger format (8½x11 inches) because 'the printer just throws away the trimmed paper anyway'.



### 2022 Issue 147

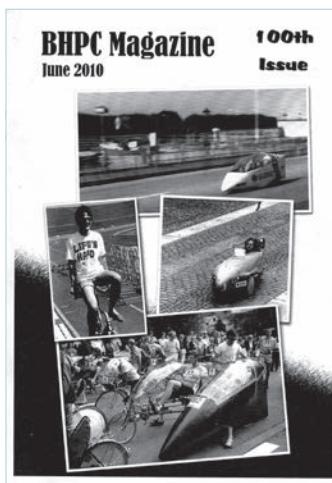
The end of Geoff's long and productive reign precipitates an existential crisis for the magazine. Eventually Sonja Wittig comes forward and produces four stripped-back issues to see us through 2022. First woman to edit the magazine.

The Magazine Archive is available to browse at: [www.bhpc.org.uk/magazines](http://www.bhpc.org.uk/magazines)



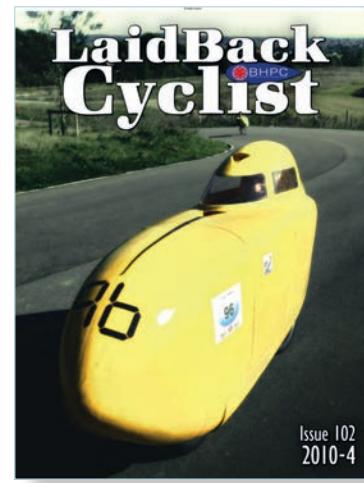
### 2005 Issue 81

Paul Lowing moves to bigger, A4 format with a colour cover and changes the name to 'BHPC Magazine'. We've had a large-format, glossy magazine ever since.



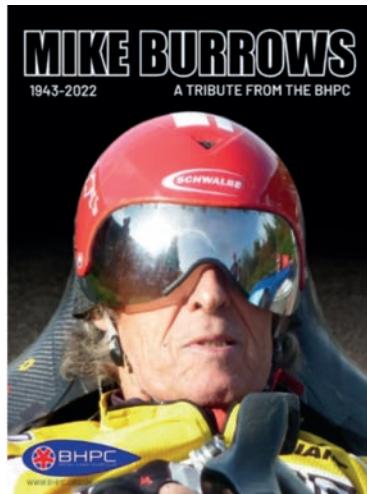
### 2010 Issue 100

Rob Gillions introduces colour photos through the magazine for our special commemorative 100th issue. However colour printing is expensive so gets restricted to four pages an issue, plus cover, until we finally go full-colour in Issue 136.



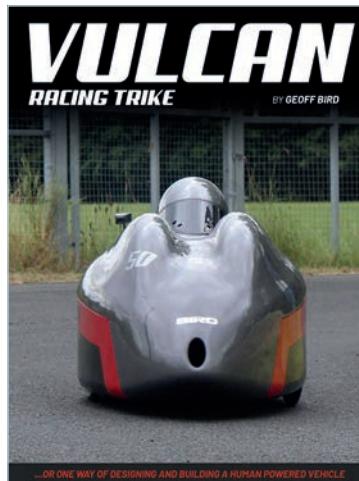
### 2010 Issue 102

Mike Burrows takes over as editor and changes the name to LaidBack Cyclist. Mike's son, Paul Burrows, handles the layout and there's another step change in production quality. Format changes from standard A4 to a slightly quirky 7½x10 inches ('Executive' size). The benefits were once explained to me (at great length...) but I can't recall the details.



### 2022 Mike Burrows Tribute

Geoff Bird comes out of retirement to produce a superb 40-page Special Edition to mark the passing of Mike Burrows, founder member, former editor and inspiration for many laidback cyclists worldwide.



### 2022 Vulcan supplement

Geoff produces a special supplement documenting the design and building of his Vulcan velomobile. Included FOC with issue 146



### 2023 Issue 151

Another existential crisis is averted when Nigel Sree steps forward, intending only to produce a stopgap austerity edition and reverting to the 'Newsletter' title. Nigel has now produced four issues of rapidly increasing size and quality, fully justifying a return to the 'Laidback Cyclist' title. Nigel's key innovation is the promotion of online micro-contributions which are then stitched together to create full articles.

# TWED GANS DOON SOOTH

## Or Bettleshanger & Gravesend from the yellow bubble

There had been some discussion about organising a race at Bettleshanger to allow (newer) members of the club to experience the track where we were planning to stage the 2024 World Champs. So, into the race diary went a weekend including Bettleshanger 23rd and Gravesend 24th September.

Being of the retired variety, I decided to make life easy and travel down to Deal on the Friday, so I would have a short journey to the track on Saturday. There was the additional bonus of being able to meet up with Fiona and Geoff on the Friday evening for drinks and food.

The weather was kind to me on the drive down, which is more than can be said for the traffic! But, I arrived at my B&B just after 4pm. However, I was chatting for a long time with my host after he had spotted the YeloDonkey in the van. He'd been a mountain biker, but due to age had purchased a road bike that he hoped to take to the track at some time. He did say that he might make it to the track on Saturday, but I didn't bump into him.

To kill some of the time before dinner, I decided to do a self tour of Deal. This started with a walk down to and around the castle, where I was amused to spot Geoff's van parked up (free to members) .... clever peeps!

A walk along the seafront revealed some great looking wooden fishing boats. Deal has a pier ... but, alas, a concrete one, not a classic Victorian iron version. Deal also has a Timeball Tower. Basically, a tower with a pole on the top, that a ball moves up and down on. The position of the ball on the pole is an indication of the time for shipping to view. It was built around 1820, so was useful for some time to Channel traffic.

A walk into the centre was not so picturesque, but as the high street turned more residential, I discovered a popular drinking spot ... rather unimaginably called The Bar. However, I resisted (and yes I was feeling ok). But, after a loop to the seafront and a short walk back I weakened and stopped for a bevy. This happily finished the remaining time I had before I was to meet Fiona & Geoff for pre-dinner drinks at the Taphouse Beer Café. Both pubs were friendly and had a good selection of beers and other beverages, so both come recommended. The meal at the Royal Hotel at the front (near the pier) was also good. Afterwards, I left Fiona & Geoff sussing out a pub with (loud) live music, as I had a 20min+ walk back to my B&B.

Why the non-cycling ramblings? ... I hear you ask. Well, I just thought that it was worth mentioning and showing what the immediate area was like prior to the Worlds. Also, I thought it a nice idea to mention the surrounding area to the race track, should others want to extend their time in the area instead of flying in and out (as I've done for decades of racing).

Derrick Tweddle



Pictures from Bettleshanger (mainly) and Gravesend.

Photography:  
[David Kirkham](#) 1,2,3,5,6,7,8  
Nigel Slee 4





# BHPC AGM Sunday

## 15th October 3pm



**Committee in attendance:** H. Fortnum, A. Goodman, K. Jenkins, N. Slee, A. Sidwell, K. Wall & D. Tweddle.  
**Apologies:** C. Hamilton. **No Comms:** T. Ivancova.

### Chairman's introduction

Thanks to the committee for another year of good work. The World Championships for 2024 are to take place in the UK. The dates and venue are still provisional, we are still awaiting final agreements on the arrangements/price etc. The venue being pursued is Bettleshanger Country Park in August. Membership will be updated via online services and the magazine as news of completion of arrangements are available.

### Membership Report

The year was slightly different this year in that we stopped taking adult membership when we had problems producing the magazine

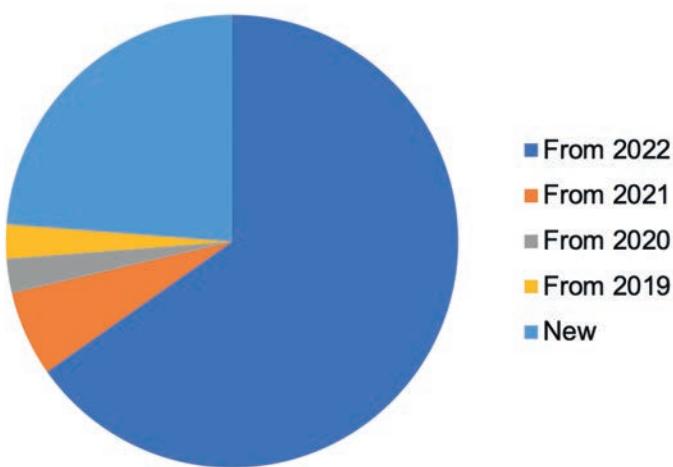
Even though we have managed to produce the magazine, we never opened up the adult membership again.

There are 164 Members (down from 2022 of 208)

The pattern of membership is pretty consistent with last year. About half eMembers, quarter Concession and quarter Adult.

Membership are mostly renewed from last year with just under 25% new members (Similar proportions to 2022. There are a number of members that seem to skip a year (or two) that is consistent with the previous year. Of people that rejoin under a different status (this represents only 20 members). Slightly more move to eMembership from Adult than the other way. Members moving from Adult to Concession are dominated by those moving from eMember (presumably since it is only £5 more to get the paper copy).

### What Members are renewing



Pictures from Gravesend

Photography: [David Kirkham](#) 1-6,8,9  
and Nigel Slee 7,10

### Competition Secretary's Report

Thank you to everyone who has helped with the organising of the race events this year.

For those of you who attended Stourport, please accept my grovelling apologies for the on the day drama that evolved when everyone arrived to find the track already occupied by another event. This wasn't a double booking by the venue. It was an oversight on my part to send Stourport a confirming email to firm up the booking when I was sorting out the 2023 bookings last winter. Luckily it was possible to salvage the event following some fast-thinking by Heather and the collaborative benevolence of the group that had booked the track properly. Sorry :( to everyone who attended and thank you to everyone in the previous sentence, I'll do better next time....

Looking forward to 2024.

We have the World Championships being hosted at Bettleshanger Fri 16th – Sun 18th Aug. The WC2024 races will not count as points towards the BHPC 2024 races. So, there will be a total of 15 race dates in 2024 (12 BHPC races plus 3 WC2024 days).

The 2024 Race calendar is currently being put together. This year, rather than trying to firm up individual venue dates one at a time, I'm sending out emails to different venues enquiring about their availability for a whole selection of potential days/weekends across the 2024 season.

Once they are in, I can then sort out the best set of dates/venues and confirm most (if not all) of the race calendar en-bloc by the end of November.

To whet your appetites, I'm aiming to confirm the following within the calendar:

- a) Hillingdon (1 x early April, 1 x Mid-Oct)
- b) Rhyl (a weekender)
- c) Darley Moor (a weekender, but not the usual end of Aug, as it's the week after the World Champs)
- d) UCLAN, Lancaster
- e) Bournemouth (a new venue for us, a relatively flat velodrome, so a fast track but also more multi-track friendly)
- f) Bettleshanger. Possibly a 1 dayer in late Jul, to give riders a chance to pre-sample the venue before WC2024
- g) York Sun 23 Jun (weekend of the York Rally, Kim is also trying to organize a non-championship sprint event on Sat 22 Jun as a demonstration event as part of the York Rally, watch this space).
- h) Shrewsbury, Bath and Ennerdale (ie Hull) are also on the enquiry list. So we should arrive at a range of venues with a broad geographical spread to hopefully increase the accessibility of at least a few events for all.
- i) Mindful of the distances that many have to travel to events, I'm aiming to have at least four sat/sun weekenders.

## Treasurer's Report

This is a report for the first 10 months of the year. The final financial statement will be prepared at the year-end (31st December 2023) and will be published in the first magazine of 2024. In summary, the club finances are looking reasonably healthy.

We started the year with just over £6000 and currently we have just short of £9000. This includes a donation of £1000. Still to pay out of that are track hire fees for Stourport, Rhyl (2) and Hillingdon 2. Also, we have still to pay for one issue of the magazine and posting. Total anticipated expenditure from now to the end of the year will be about £1250.

Expected income will be the race fees from Hillingdon 2, any further memberships and book/magazine sales.

I expect the positive balance over the year to be between £500 and £750 but this will be confirmed at year-end.

### Notes:

The generous donation of £1000 came from an overseas member. He has not specified any particular use for it and we don't have time to discuss it at length today but if you have suggestions please email the committee. We already have a suggestion of using up to half of it to fund prizes for the World Championships.

- The generous donation of £1000 came from an overseas member. He has not specified any particular use for it and we don't have time to discuss it at length today but if you have suggestions please email the committee. We already have a suggestion of using up to half of it to fund prizes for the World Championships.
- Income from race fees is closely balanced by track hire costs.
- Income from books, magazines, stickers and "So You Want to Build an HPV" is steady at around £300
- Income from memberships was £1500
- Expenditure on printing and postage of magazines to full members was £1200 for 3 issues.
- We pay £200 to run our accounts (HSBC current and deposit, and Stripe Credit card payments).
- We spent £300 on hardware and software to run the timing system.
- Our insurance costs £276.

### Proposals:

- I propose that we maintain race fees at £9 for members, £14 for non-members and £0 for juniors.
- I propose that the rate for e-membership remains at £8. For this a member receives downloads of magazines four times a year.
- Given the quality of the magazine that we are now able to produce thanks to Nigel and Derrick, I propose that we re-instate the option to have a printed copy of the magazine for those UK members who pay the adult membership fee of £20 per year. For this, a member would receive a paper copy of the magazine four times a year.
- Given the cost of printing the magazine and the increasing cost of postage I propose that we no longer offer a concessionary rate to members over 60. The concessionary rate for students would remain at £13.
- I propose that the overseas membership be increased to £30 to cover the cost of postage.
- Any changes to membership categories or cost would be effective from 1st January 2024

All proposals were accepted at the AGM.

## Magazine Report

The complications with membership and subscriptions were viewed as a difficulty that the club should not shoulder, and not be allowed to progress to the loss of club membership. The loss of the magazine was seen as a pivotal issue in this, and Nigel Slee volunteered to put together a Newsletter to bridge the period until a full magazine could possibly be published again. The Newsletter format was soon acknowledged as sufficient to regain the mantle of a club magazine. Nigel admitted that he enjoyed putting together the magazine and would continue to do so if someone could chase up articles. Nigel Slee and Derrick Tweddle collaborated to cover these roles. The magazine was proposed to be published post four racing events. No other frequency was proposed.

Heather's suggestion about the 3-word description of events was given a form which is available on the first page of the website, the Race Day pages and the Facebook page. Everyone is encouraged to try out the form and do some 3-word descriptions ... or a full sentence ... or even a full article!

Kevin Jenkins suggested that people spend some time to write up winter projects.

Russell Bridge suggested the club could use some of the £1000 donation to get web /Tic-Toc exposure. The use of the donation has not been decided, but other suggestions include to use some to fund prizes for the World Championships 2024. These have been taken into consideration.

Discussions about publicity and exposure through the CTC were discussed. It was pointed out that we are not affiliated to the CTC.

There is a Recumbent group in the Forum.

Both Nigel and Derrick have confirmed their continuation to produce the magazine in the coming year, and were keen to get articles for a 40 years anniversary compilation.

## Publicity Report

Both a flyer and a database were created to aid with publicity but were not extensively utilised.

A request was made by Nigel Slee to replace him in this role as he continues as the Magazine Editor.

This was agreed. A request was made to the assembled for a volunteer for the Publicity role. None were forthcoming, so the role is held open.

## Secretary's Report

There is none. Secretary absent. A replacement was requested. D.Tweddle volunteered and was accepted.

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Pictures from Hillingdon 15 October 2023 - final race day  
Photography: [David Kirkham](#)

From top

1. Slash in Beano,
2. Sean Tann, 3. Sherif Harding and Mark Howard
3. Alex Bray leading pedal car chain and Dave Goodman on a scooter.



## IT Report

Look after website, shop site, Forum. Also behind-the-scenes infrastructure e.g. databases, storage, domain names – ‘hosted services’: dull and incomprehensible but this year taken up a lot of time.

Hosted services (WebWiz).

- Changing. WebWiz changed from per-service (e.g. per-database) to PAYG (per MB). Spent lot of time working to reduce usage and cut costs esp reduce db usage; e.g. magazine downloads moved from db to Google Drive. Next year plan to move email to Google Mail.
- Security certs (for https). Paid-for -> free.

Website

- New club website. Most hi-profile job - based on WordPress instead of mojoPortal (old, quirky, unsupported). Big job creating new website, not just porting across old one but creating new features (and learning WP) – nowhere near finished but at least started. Huge amount of help from KJ moving 25 years of Race Results. The first race we have online was at Eastway Cycle Circuit in April 1998. Who won? Someone called ‘Steve Slade’ in Kingcycle Wasp at 27.5mph. Whatever happened to him? Wasp and Eastway gone but Slash still here.
- Race Day page. Feature most pleased with is Race Day page, updated before every race with race times, formats, directions, parking info, circuit plans, sign-ons and live results. Last two devt by KW.
- Next. Every magazine online back to #1 online; builder blogs; integrate shop website into main website. And fix www2 problem. Open to ideas for new features, pages, links.
- WC2024. New dedicated website (wc2024.bhpc.org.uk)

Shop

Nothing much to report: regular sw updates and day-day admin. Difficult to use? Runs on standard ecomm sw ‘nopCommerce’, not written by us.

Member magazines in ‘Downloadable products’.

Andrew Sidwell

## 2023 Technical Report

### Software

(Mostly work done over winter 2022/23 as described in LBC)

CrossMgr (Race timing software):

- ‘Machine’ field (also in SeriesMgr/CrossMgrVideo)
- Merging races and handling BHPC-style DNFs natively in CrossMgr (eliminates Excel and a whole lot of file-management from the workflow)
- Ranking riders in races with multiple start waves (ie. merged ‘slow race’/‘fast race’) by average speed
- FTPS support (enabling live results on the Web)
- Importing times from GPX tracks
- Manual start / RFID finish for Time Trials
- ‘Best n laps’ mode for Time Trials
- UI improvements for the benefit of the Time Team (eg. prominent race clock on screen, list of ‘Missing’ riders)
- Misc bugfixes, contributed to original author



Kim squinting at lasers

SeriesMgr (Points table generation):

- Giving SeriesMgr a concept of ‘Events’ so that best-n can be applied on a per-event rather than per-round basis
- Optional Event total columns in HTML output
- FTPS support (streamlines championship table workflow)

CrossMgrVideo (Captures videos from finish line camera):

- Many UI and performance improvements to CrossMgrVideo, contributed to original author
- No longer goes ‘Not Responding’ at awkward moments under Windows
- Streamline publishing of finish photos on the Web

Hardware

- Finish line camera is working well - images aren’t pretty, but global shutter is great for timing
- Trigger-O-Matic with (partially successful) IR beam break to capture video if RFID doesn’t read
- Redundant power supply with DC input and power failure alarm for tag reader / router - will power the tag reader from a drill battery for a couple of hours.
- Integrating the above into the flightcase - much less cable-wrangling on race days

Sprint Timer project

Hardware:

- ESP32 based, with GPS compensation of hardware clock to give (more than sufficient) 0.1ms accuracy
- Sensor-agnostic high-speed latch inputs
- Times written to microSD card
- Speaks TCP/IP over Ethernet to...

Desktop Sprint Timing application:

- Borrowed a great deal of code From CrossMgr (GUI, reading sign-on sheets, RFID, FTP, build scripts, etc.)
- Receives time data from the sprint timer.
- Correlates trap times with RFID tag reads to identify riders
- Triggers CrossMgrVideo for verification of identity
- Sends rider number/time/speed to the race clock immediately
- Generates ranked results compatible with SeriesMgr
- Live upload of results to the Web

Sensors:

- Drainpipe-enhanced \$4.46 laser beam-break sensors from



AliExpress tested at Darley Moor, fiddly to align, and some problems detecting skinny wheels

- Jon Woolrich sourced tape-switches are much simpler to set up and working flawlessly in testing, will try them at a BHPC event in early 2024
- Meanwhile, Jon is continuing to develop his sprint timing system independently, with a view to having a system that can operate without the timing laptop as a backup.

#### Misc

- Natalya's war on dodgy RFID tags has set a new standard for tag read reliability
- A small amount of website stuff, mostly pertaining to the live results and "Who's Coming?" list.
- Computer handling of time-zones will drive you insane. Segal's Law means you won't be entirely sure how quickly you're getting there.
- Intention to freeze software development (other than bugfixes and tracking the upstream CrossMgr) for the 2024 season, so we have a reliable platform for the Worlds

Kim Wall



Move over human power, here's our dual power supply in flightcase with tag reader.

## Hillingdon Pedal Cars Report

A group of us went up to Hillingdon cycle track to take part, watch and cheer on members of our Royce team in the last of the British Human Powered Club's race season. We took the silver car for Jeff, black car for Richard, Chitty #11 for Cliff and the pink panther for Alexander. Mel, Alan and I went to support!

There were others from the Royce family racing their own vehicles - Sherif racing his hand cycle trike, Liam in his streamliner, Daniele racing his low racer, Gary and Judith on their recumbent trikes, Geoff on his upright tricycle and Dave on his scooter.

There were 4 races - 2 slow 30 min races and 2 fast 30 min races.

Our pedal cars were in the slow races. All equally exciting though! Alexander raced the tactical race staying in the middle of Jeff and Richard when he could and finished both races in front of the other two! In the 2nd race, Jeff snuck up on Richard and overtook him on the last lap to much dismay from Richard (who is still miffed 2 weeks later)!

The fast races were amazing to watch too - the streamliners literally whooshed past us. There was definitely a battle going on between Liam and Russell lol

We stayed for their AGM and watched our members become British Champions - Sherif came away as champion of the handcycle category, Judith as the multi track un-faired champion and Alexander as the junior champion. Dan came away as the champion of crashes: we agree with this and can add a couple more to his tally for the year! We are very proud! Liam came 3rd overall so huge congratulations to him too!

Steph Mills

# Championship Trophies 2023

Serious competition in several classes this year. The big question was - would Slash be beaten in the Open class? A class he first claimed in 1988 no less. We watched as Russell Bridge built and tested his winter project Snoopy in front of our eyes. The Beano was in his sights. Liam Goodman in Notso joined the challenge and we had some thrilling close racing from the trio.

In the Faired Multitrack class Tim MacDonald put in the effort on the track in his Milan and also consistency in attendance. His reward, his first trophy.

Another gruelling achievement was that of Sheriff Harding in the Arm-powered class - hilly Stourport and the two hour slog around Darely Moor surely won't be forgotten.

Judith Swallow yet another racer to show consistency and determination went on to lift the Multitrack (Open) trophy for the first time.

John Lucian faced gritty determination from Dan Bengonzi for the Street (Open) class. Their battle was finally decided on the last race when Dan came off and couldn't continue leaving John to win the class for another year. This latest skin-shredding spill sealed Dan's credentials as the undoubtedly winner of the 'unfortunate Scotsman' award for a spectacular series of crashes in 2023.

Peter Hodgson was awarded the Best Homebuilder for his Proto Tad trike. Along with fellow triker Martin Kiszel, he added diy wheel fairings towards the end of season which helped with a bit more speed and certainly added some colour.

Best Newcomer award went to Sean Tann racing on his 2022 winter project The Chimera. After some issues with the handling at Bath (off twice), Sean was soon racing up with the fastest two wheelers and not far behind David and Jochen.

Jochen was powerful and consistent this season yet David still managed to find the power to pull off his legendary 'Now I will attack...' and took the Unfaired and Partly-faired classes. Another challenge for David was getting his trophies home as he also collected the Car-Free trophy. He succeeded using small panniers and a plastic carrier bag swinging from Z Hlgh Racer handlebars.

We had to look twice at Junior winner Alexander Bray as he looked about a foot taller since racing at Bath with his Dad in the Spring. Well done Alexander and also to Alice and Reilly. We hope to see you all again.

Finally, Kim Wall won the Women and Women Part-faired classes. An even more impressive achievement considering her work in the scoring tent with Natalya. Kim usually seen dashing at the last second or later from the scoring tent to pick up Red Baron for another late start and no warm-up. Oh yes and we need a new trophy perhaps? Kim took part in the most championship races in 2023.

Nigel Slee

Photography: [David Kirkham](#)



## Women

- 1 Kim Wall
- 2 Judith Swallow
- 3 Jemma Chapman

## Women Part-faired

- 1 Kim Wall
- 2 Judith Swallow
- 3 Samy Lambert



## Junior

- 1 Alexander Bray
- 2 Alice Tulett
- 3 Reilly Forey



## Car Free

- 1 David L'Hostis
- 2 Dave Minter
- 3 Judith Swallow



### Arm-powered

1 Sheriff Harding  
2 Doug Beckwith  
3 Rob Womack



### Unfaired (Open)

1 David L'Hostis  
2 Jochen Farmer  
3 Dan Bergonzi



### Open

1 Steve 'Slasher' Slade  
2 Russell Bridge  
3 Liam Goodman



### Multitrack (Open)

1 Judith Swallow  
2 Dave Minter  
3 Martin Kiszel



### Faired Multitrack (Open)

1 Tim MacDonald  
2 Judith Swallow  
3 Lee Wakefield



### Street (Open)

1 John Lucian  
2 Dan Bergonzi  
3 Nigel Slee



### Best Homebuilder

Peter Hodgson



### Best Newcomer

Sean Tann



### “unfortunate Scotsman”

Dan Bergonzi



## BHPC Time Team Bingo

Apropos of various post-race debriefings (read: snarking about what went wrong on the drive home), we decided that we probably had enough comedy and/or tragedy material for a full bingo card by now. If you recognise yourself here, rest assured that it's intentional...

Standing around chatting instead of erecting tent	Not being ready at start line for race	No race numbers on HPV	Taking lid off HPV and continuing without tags	Stopping within RFID range during race
50 dead tags on helmet	Generator runs out of fuel	Leg before camera	Nowhere to put tags on Quattrovelo	Repeatedly stopping and starting
Decoy race numbers on HPV	DNFing on the final lap		Spare helmet left in RFID range	Distracting time team at critical moments
Last minute tag requests	Sneakily swapping HPVs mid-race	Tech troubles	Race numbers not visible side-on	BHPC cable-coiling championship
Not reporting DNF to time team	Finish flag not visible on camera	Not knowing your own race number	Excessive wind	Crashing into the timing tent

Bingo card by Natalya and Kim.

## 2023 Championship Competitors with Open position and points

Pos	Name	Machine	Points	Pos	Name	Machine	Points
1	SLADE, Steve	Beano	7950	53	BRAY, Alexander	Royce pedal car,	
2	BRIDGE, Russell	Snoopy	6434			Pink Panther	269
3	GOODMAN, Liam	Notso	6355	54	WOOLRICH, Jonathan	Sonic TT Bike	269
4	L'HOSTIS,§ David	Z High Racer	6109	55	GLEN, Stuart	Moulton TSR, Viking FX,	
5	FARWER, Jochen	M5 Lowracer	5884			Brompton	258
6	WAKEFIELD, Lee	Snoek	4215	56	T, Jymmy	Empok Nor	256
7	LUCIAN, John	Pelso Brevet	4096	57	BRAY, Jeff	Royce Pedal car, S Bullet	253
8	BERGONZI, Dan	Raptobike	3848	58	BLUNT, Gary	ICE VTX	251
9	SIDWELL, Andrew	Rattysnake	3799	59	Luke	HB Luke	243
10	MACDONALD, Tim	Sunnyside	3706	60	EXELL, Stephen	Merlin	239
11	WALL, Kim	Red Baron, Brutella	2895	61	GROVE, Fiona	Velodynamics T8	233
12	CHARLWOOD, Gerry	Ratracer Compact	2743	62	PUTTRELL, James	Carbonbike Handcycle	223
13	FOREY, Andy	Kingcycle, Lancaster bomber	2595	63	BALDISON, James	Windcheetah	220
14	TWEDDLE, Derrick	Yelodonkey	2316	64	FORD, Richard	Batmo, Royce Black	215
15	PARSONS, Aeryn	Milan SL	2270	65	PALLISTER, Shaun	Fuego	209
16	SLEE, Nigel	Jester	2109	66	WILKINSON,	Phil VTX	206
17	WATSON, Jack	DMR, BOB	2018	67	WOMACK, Rob	Top End RX	197
18	COXON, James	ICE VTX	1869	68	Stuart	Giant	194
19	WATSON, Pete	Spelkee, dmr, DMR	1844	69	LAMBERT, Samy	Carrera Virtuoso	176
20	TANN, Sean	Chimera	1754	70	DESMOND, Kieron	Kingcycle, Slow and low	170
21	HODGSON, Peter	Proto Tad	1538	71	POLTON, Cliff	Pedal car	164
22	WATSON, Simon	BOB, spelkee	1514	72	ROBINSON, Adam	Bacchetta Giro 20	161
23	SWALLOW, Judith	Elsa ICE Trike	1431	73	ROSE, Mal	Carbonbike Handcycle	161
24	MINTER, Dave	Trykit, Ken Rogers trike	1345	74	CRANE, Alan	Royce Silver Bullet	147
25	KISZEL, Martin	Windcheetah Sprint	1181	75	HEAVER, Andy	Q Shark Handcycle	140
26	CHAPMAN, Jemma	Festina	1128	76	MOON, Spencer	SUPright	136
27	SHACKLEY,	Don Alpha 9, QV+	948	77	ROBERTSON, James	GreenSpeed	123
28	ONG, Eng-Jon	Performer X-low	944	78	JEFFORD, Roy	Lock Down Project !!	100
29	HARDING, Sherif	Brutella	797	79	TOWNSEND, Steve	Challenge Mistral	100
30	BOOKER, Geoff	Bling Thing, Trykit #1	738	80	DOBLE, Sam	Carbonbike Handcycle	87
31	HARLE, Barney	Raptobike	718	81	MILLS, Steph	Pedal car	86
32	PERRY, Ian	JWTFIT!?	607	82	PRITCHARD, Ben	Handcycle	82
33	EBBLEWHITE, James	Fujin SL-2	604	83	TALBOT, Lloyd	Speed Ross	76
34	RUSSELL, Callum	Handcycle	571	84	HENLEY, Mark	Speed Ross	72
35	WHITNEY, Ben	Force RX	567	85	D, Natalya	ICE Sprint	71
36	ALLEN, Mark	Mark Allen, Handcycle	562	86	BOULTON, Patrick	HIGGY 67	67
37	BIRD, Geoff	Vulcan	535	87	THORN, Ollie	Force Rx	62
38	JAMES, Jeffrey	cobra	468	88	TULETT, Alice	Upright	59
39	BECKWITH, Doug	Top End Force3	438	89	ALLEN, Kevin	Sprint X	57
40	MARSH, Steven	Carbonbike Handcycle	435	90	GOODMAN, Alan	Hurricane	50
41	HARRINGTON, Andrew	Aerobike Sprint	415	91	HAIGH, Matt	ICE trike	49
42	LERUEZ, Matthew	ICE VTX	397	92	HANSON, Julie	Hurricane	42
43	RAWLINSON, Lewis	Carrera	369	93	FOREY, Reilly	bicycle	39
44	BAIDEN, Mozes	Optima Baron, Road bike	355	94	HOWARD, Mark	Low and Slow	38
45	STANDISH, Kevin	ICE Sprint	353	95	GOODMAN, Dave	Shuttleworth Snap	34
46	GLEN, Robert	Viking	352	96	FORTNUM, Heather	Mason	27
47	FRIEND, Melvyn	Kingcycle	332	97	HEYDON, James	Black Pebble	18
48	TOWNSEND, Barney	Ratracer	314	98	BARROW, Felix	Upright trike	18
49	LEARMONTH, John	WAW Velomobile	309	99	MEREDITH, Paul	P-38	15
50	WAIT, Colin	Ross Low	307	100	Tony	Hedkayse	13
51	TULETT, William	Quest XS	292	101	Andy	Hedkayse	12
				102	DYER, Scott	Dutch Speed Penil	12



# HUMAN POWER VEHICLE WORLD CHAMPIONSHIPS

Friday 16 - Sunday 18 August 2024  
Bettleshanger Country Park, Kent, UK

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