For equaling or exceeding 75 mph over 200 meters.

(55.924 miles) in one hour, and the $18,000 deciMach

Huber, broke 68 mph. In 2002, Sam Whittingham became

ON LAND

At the first HPSC in 1975, HPVA founder Chet Kyle’s Tele-
dyne Titan was clocked at a speed of 44.69 mph. In 1986, Gardner Martin’s Gold Rush (now in the Smithsonian) rid-

There are two land speed prize offerings currently open: the $25,000 Dempsey–MacCready Hour Record for the single-rider to equal or surpass 90 kilometers (55.924 miles) in one hour; and the $18,000 deciMach for equaling or exceeding 75 mph over 200 meters.

ON WATER

Water events have been a feature at HPVA Speed Champi-
onships for many years. The improvement of human pow-
ered watercraft took a significant jump in 1987 when Allen Abbott propelled the hydrofoil Flying Fish to a speed of 12.94 knots (14.89 mph). Under the stimulus of the Du-
pont Water Prize, MIT’s Decavator, ridden by Mark Orel, achieved a speed of 18.50 knots in 1991. There is still the challenge to break the 20 knot barrier.

A streamlined recumbent bicycle, Varna Diablo has achieved 81 miles per hour under human power alone.

ALL-TERRAIN

For years shade tree mechanics, artists, and engineering students have considered the building and racing of hu-
mance powered all-terrain vehicles, sometimes referred to as Kinetic Sculptures, around the world, as a fun challenge. However, important lessons are learned by those interest-
ed in developing transportation alternatives with practical applications for all-terrain vehicles that can traverse sand, mud, and water especially in developing nations.

A the development of human powered all-terrain vehicles lead to useful vehicles that can traverse sand, mud, and water.

UNDERWATER

The modern era of human powered submarine competi-
tions was originated by Starn Dunn, at Florida State Uni-
versity, and Hap Perry, at the Penny Corp. They organized the first competition in 1989. Francois Maisonneuve set the best one person submarine speed of 6.97 knots at the 1997 ISR in Bethesda, Maryland. This feat was in Om3 in 1997 from the University of Quebec’s École de Technologie Superieure in Montreal.

While the earlier human powered submarines were “dry”, current competition vehicles are one- or two-person free-floating “wet” submarines. Crewmembers breath from a SCUBA system carried by them aboard the submarine.

AT WORK

The HPVA has encouraged the development and improve-
ment of bicycle Rickshaws, cargo carriers, and pedicabs in developing nations. However, driven by urban growth, congestion, and air quality concerns, there is now a grow-
ing interest in the use of human powered work vehicles in industrialized nations.

For 30 years these striking achievements have been the focus of the Human Powered Vehicle Association (HPVA). Driven by urban growth, fuel costs, congestion, and air quality concerns there is growing interest in the use of human powered vehicles in the workplace.

In the past, competition bicycles and rowing shells have been restricted in their design, to ensure that ath-
letics were primary. These restrictions have inhibited im-
provements in engineering. Rules for HPVA events are quite simple: anything goes as long as the vehicle is powered solely by its rider(s) and is safe. Such design freedom has resulted in the most technologically advanced cycles ever built. The HPVA provides unlimited forums where inventors and innova-
tors are encouraged to test and evaluate new machines through races, contests, and symposia.

Many new ideas are developed from one-on-one dis-
cussions at these events and from presentations in the HPVA’s newsletter HPV News and technical journal Hu-
man Power. The result? Spectacular increases in speed and performance—as well as advances in the kinds of bi-
cycles and tricycles that many people use for every day, work, transportation, and recreation.

The HPVA is a corporation organized under the Nonprofi t Public Benefit Corporation Law for charitable purposes [Section 501(c)(3)]. It is run by an enthusiastic corps of member-volunteers.
Join the HPVA! The Human Powered Vehicle Association is a North American-based, volunteer-run, non-profit educational and scientific organization dedicated to improvement, innovation, and creativity in the use of human power, especially in the design and development of human powered vehicles. Donations to the HPVA are tax deductible in the USA under section 501(c)(3) of the US tax code. You can read more about the HPVA and IHPVA and their activities on the website www.hpva.us.

Who Should Join? All are welcome! Individuals, schools, clubs, businesses. Buy a membership for a friend, school or library!

What Are The Benefits Of Membership?

- Receive the HPVA official newsletter, HPV News, keeping members updated on current/upcoming events and fun and interesting topics regarding Human Power.
- Receive the technical journal HUMAN POWER, which covers human power technology in a scientific manner, where you will read in depth reports about technological developments of lasting interest for the human power community.

How Do I Join? Please send in a completed application. Photocopies are accepted.

What Does It Cost? Yearly membership dues are as follows: USA, Canada and Mexico: US $32; all other countries: US $37

How Can I Pay? We are happy to accept: US Dollars, check drawn in US dollars on a US bank account, VISA or MasterCard (please include the card number and expiration date), postal money order made out in US dollars, foreign draft drawn on a US bank, with identification numbers. Please do not send non-us currency or checks drawn on any other than a US bank.

Where Do I Send My Application? Please send applications/correspondence to:

HPVA • P.O. Box 357 • Cutten, CA 95534-0357 • USA

Phone/FAX 877-333-1029 toll-free, U.S.
Website: HPVA.US