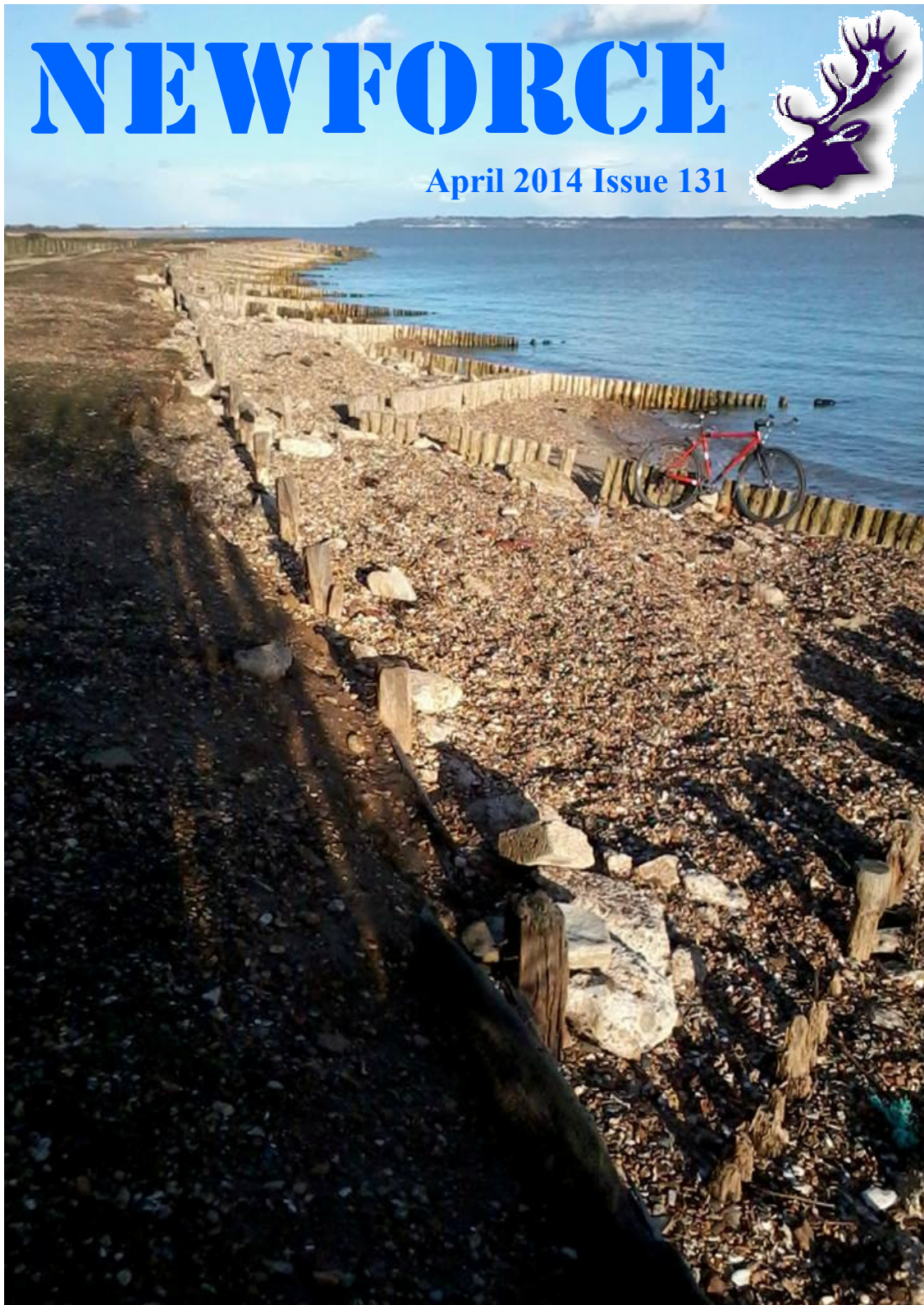


NEWFORCE

April 2014 Issue 131





Editorial

By Keith Whitten

Welcome to the April issue of the Newforce club magazine.

For this issue I have asked, nagged and coerced (thankfully I haven't had to resort to bribery) some of those I know who have hurt themselves on or off their bikes to recount their painful memories so I can put together a section on the theme of injury and recovery, with a side order of a few other health related matters that people have been good enough to write about. Thank you to all of you who have contributed.

At the end of February we finally kissed goodbye to the incessantly wet weather that winter 2013-14 will be remembered for. See the reminder opposite. For nearly three weeks we had a taste of spring and according to the Daily mail we were officially in drought in the south of England with 16 consecutive rainless days, although I don't remember hearing much about hosepipe bans! It'll take a lot longer than that to properly dry out some of the low laying areas that suffered worst from the downpours but in plenty of places there were firm, dry lines appearing and it became possible to make normal levels of progress on a mountain bike once again, just as long as you picked a route clear of fallen trees. Although in some places those fallen trees have been a blessing, adding cheeky little deviations to what used to be dead straight trails. Lets hope the improving weather is a taste of even better things to come.

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Your Committee

Committee meetings are held regularly. If there are any points you wish to raise please feel free to contact any of the Committee Members and the point(s) will be discussed at the subsequent meeting. Alternatively come along to the meeting yourself and join in with the discussions

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Club Policy & Ride Aims

As a club we want to encourage people to share our passion with mountain biking.

We welcome new members to participate and contribute to the Club.

Fortnightly Sunday rides, Thursdays nights plus adhoc trips and events

We meet as a friendly group to ride together, once a fortnight as published on the web-site.

Members group together for ad hoc trips, or attend organised race/randonee/challenge rides.

Please refer to our published Conditions of Membership - and enjoy your cycling!

Safety First

We require cycle helmets to be worn on all Club rides: be prepared for weather changes and carry

- A drink
- Puncture repair kit / spare tubes
- Emergency contact details in the event of an accident

We also request that you take the time to ensure that your cycle is in good working order before the start of the ride, eg, no cracks in the frame or splits in the tyres.

Committee Meetings

These are held on the 2nd Tuesday of every third month

At The New Forest Inn, Emery Down from 8pm

All members are invited to attend—it's your club so come and have a say on how it's run!

Next meeting is: Tuesday 10th June

All welcome!



££ CLUB DISCOUNTS ££

The following shops offer a discount
on presentation

Cycle Experience

Brookley Road, Brockenhurst

tel: 01590 624204

179 Barrack Road, Christchurch

tel: 01202 486278

10-20 South Street, Hythe

tel: 02380 840765

Cycle World Wessex

36 Thornhill Park Road, Southampton

tel: 02380 471140

109a Winchester Road,

Romsey tel: 01794 513344

373 London Road, Portsmouth

tel: 02392 666551

Sandy Balls Cycle Centre Godshill,

Fordingbridge tel: 01425 657707

Gone Biking Mad

97 Station Road

New Milton

Primera

183 Bournemouth Rd, Parsstone

244 Charminster Rd, Charminster

Perfect Balance

Cycles 87 Junction

Road, Totton tel:

02380 871777

Hargroves Cycles

www.hargrovescycles.co.uk

150 Commercial Rd Totton

tel: 02380 862011

453 Millbrook Road, Southampton

tel: 02380 789160

10 City Road, Winches-

ter tel: 01962 860005

Also in Chichester & Fareham

Peter Hansford Cycles

91 Olivers Battery Road South,

Winchester tel: 01962 877555

Southampton Road, Park Gate

32a Hursley Road, Chandlers Ford

Ride

111 Commercial Road, Parkstone

tel: 01202 741744

The Hub Cycleworks

105-107 Shirley Road

Southampton

"Hot" Vindaloo, Madras and Jalfrezi

characteristic- strenuous & technical riding

We always have enthusiastic Members ready to attend for a fast-ish tour, usually with a pub stop either half way or at the end. So don't forget to bring a little beer money out with you or be prepared to wash everyone else's bikes afterwards. If Eleanor's out on the Jalfrezi night rides then expect a stop half way to scoff some of her truly wondrous baking.

"Medium" Tikka Masala

characteristic- moderately strenuous & some technical riding

To suit a medium ride we have regular Members in attendance to offer a less demanding pace.

"Cool" Korma

characteristic- smooth & non technical riding - potentially suitable for novices

A shorter, steadier ride with more emphasis on enjoying the scenery and company than breaking records.

"Family Rides"

We are trying to involve the family and youngsters and need your contribution to organise events: rides will depend on ability, using easy tracks with plenty of breaks and tea stops! These happen on an ad hoc basis so if the weather's looking good and you're taking the kids out don't be shy, post on the message board.

And yes, we have named our groups after curries!

Ride Locations

Watch the Bulletin Board and Rides pages on the website for details

If you are not sure about coming along or need directions to the meeting place give someone a call: phone numbers on the inside front cover of this newsletter.

Ride Times - Sundays

We meet at 9.30 am and try to leave prompt at 10am, back by 1pm usually, or later for day rides.

Finding The Ride Location

We suggest use of **www.streetmap.co.uk**

The search box asks for the **location**

....using our ride location references for example:-

Farley Mount is SU433293 so enter this in the search box, click the 'Landranger Box' and then click 'search'

- you will then see a map and an arrow pointing to the location
- to increase or decrease the scale of the map click on the buttons
- by changing the scale you will see where our ride is in relation to other land-

Future Rides

The ride locations are set at the committee meetings. These generally follow the pattern of one ride 'in Forest' and two rides 'out of Forest'.

If you have a suggestion—let us know!

Ride Reviews

We always welcome members to write a short review, so after your next ride or cycling holiday, why not just 'pop pen to paper' or 'fingers to keyboard' and let us know how it was for you!

**Email your stories to keith@perfectbalancecycles.co.uk
Or use the 'Private Message' function on the bulletin board**

Photos on the web...

To promote our varied mountain biking activities we encourage Members to submit their cycle related photos for publication and linking to the newforce website.

Please email Allan at allank@newforce.org.uk

Ride Calendar

Sunday 16 March 2014

Milkham Inclosure

(ref SU 217 103)

Designated pub: the High Corner Inn is the closest at 1 mile westwards, but if we head home via Lyndhurst then the New Forest Inn is only 4 miles away.

This start point is highly recommended and is situated just off the southern end of the old Stoney Cross airfield. The obvious routes from here are through Red Shoot and Linford from where the tracks diverge towards Rockford Common and Abbots Well in one direction or down towards Picket Post and Burley in the other direction. Burley Outer Rails, Bolderwood, Ogdens, Holly Hatch; all of these are within striking distance.

Sunday 30 March 2014

Rufus Stone

(ref SU 270 127)

Designated pub: probably not The Sir Walter Tyrell. More likely The Green Dragon at Brook

There are numerous possibilities from this location. A quick trip through the A31 underpass at Stoney Cross leads to Minstead which opens up the whole of the area around the Canadian Memorial, the Portuguese fireplace and Millyford Bridge, whilst heading out northwards you will find the golf course at Kings Garn Gutter and thus on to Fritham and all that lies beyond. No shortage of opportunities whichever way you look and a variety of hills or rolling fire roads whichever takes your fancy.

Sunday 13 April 2014

Bishops Waltham

(ref SU 554 176)

Designated pub: To be chosen on the day

With a start in the centre of Bishops Waltham, we could choose a route that leads up towards the top of Beacon Hill near Exton before turning north west and heading for Lane End at which point we could turn north east for a loop around Cheriton and Tichborne depending on weather and timings. Then it's back via Cheesefoot Head, Old Down, Baybridge House and Bigpath Farm before topping Stephens Castle Down and dropping once more to the valley floor and back to Bishops Waltham.

Sunday 27 April 2014

Martin (½ Day Ride with an option for a full day only if leaders are available – watch the Bulletin Board)

(ref SU 058 193)

Designated pub: the nearest pub is The Compasses at Damerham, 4 miles south east towards Fordingbridge.

The village of Martin is situated to the south of the A354 road that runs from Salisbury to Blandford Forum. For most of us, the village is probably most easily reached by

heading north-west for eight miles or so out of Fordingbridge passing through Sandleheath, Damerham and Tidpit before arriving at Martin. Approaching from this direction, the car park can be found by taking a left turn in the village itself onto a dead end road at the end of which will be found a car park at the foot of Blagdon Hill. For anyone who cares about these sort of things, the area where we start has been used as a location for Dr Who and Torchwood episodes so although the car park looks small, it is bigger once you are in it. We shall meet at this car park and head out for the bridleways and ancient drove roads which criss-cross Cranbourne Chase. There will be some challenging uphill, fast downhill and panoramic ridgeways in this delightful area.

Sunday 11 May 2014 Breamore near Fordingbridge (ALL Day Ride)
(ref SU 151 187)

Designated pub: To be the lunch stop at the half way point (approx.)

Most of us have started at the museum car park near the church or indeed any of the “park-where-you-can” gravel patches within a ¼ mile radius. **The idea is that we will set off as two discrete groups.**

One group will be led by Dean Johnson for a vigorous 44 mile excursion stopping at a lunchtime pub. Dean’s route will be going north through Salisbury and onwards to Porton, before turning towards Pitton and southwards-ish to Dean Hill and then back to Breamore. Join this group only if you are prepared to ride for a long time and you have the fitness to maintain a lively pace for the duration of the outing. Stragglers are likely to be put out of their misery in the manner usually reserved for injured horses.

The other group will be led by Ian Taylor for a 30 mile “undulating” route starting in a northerly direction incorporating Wick Down, and past Clearbury Ring to Nunton, onwards to Salisbury Race Course before arriving at a pub in Burcombe. After the lunch stop the return journey will be via Bishopstone over the Gallops to Breamore House. Stragglers will be helped along on this group ride.

Please be prepared for an energetic ride at whichever level of ride group you decide to join because there are not many flat bits on either route.

Sunday 25 May 2014 Abbots Well (ref SU 177 129)

Designated post-ride pub: the Foresters Arms is ½ mile along the road from the car park..

Abbots Well is nicely situated on the western end of the Hampton Ridge path leading to Fritham and the north edge of Stoney Cross. At Fritham it is possible to double back through Sloden Inclosure and via Splash Bridge pick up on Linwood and Ibsley Common before circling northwards to return.

The other start option is to head north through Blissford and Godshill to take in some

of the stickier tracks on offer in the Godshill Inclosure near Woodgreen and onwards to Hale, then perhaps a return through Hamptworth to Bramshaw Telegraph. From here it would be a route through Eyeworth Pond, Fritham and Hampton Ridge to get back to Abbots Well.

Sunday 08 June 2014 IOW from Lymington (ALL Day Ride)
(ref SZ 333 955)

Designated pub: The IOW ferry bar

This will be a day ride starting from the Lymington ferry terminal and starting on the Island at Yarmouth. We can't guarantee that it won't rain but we can guarantee that it will be a fun day out. Whatever happens, the choice of riding is excellent, the views from the ridges are stunning and the pubs are friendly and welcoming. Remember to bring loads of money for the ferry, the pub, the catering facilities on the ferry and most importantly, a selection of coinage to feed the meter at the car park exit barrier or your visit to Lymington could be longer than you planned. **TIMINGS AND OTHER DETAILS TO BE ANNOUNCED**

Sunday 22 June 2014 Bolderwood (ref SU 242 087)

Designated post-ride pub: the New Forest Inn, Emery Down.

This ride starts from the car park by the deer sanctuary just across the road from the Canadian Memorial. This can be reached either by coming across Ocknell Plain from Stoney Cross towards Milkham Inclosure and turning left to take the road down under the A31 dual carriageway or by coming through Lyndhurst turning towards Emery Down and then branching left at the New Forest Inn to pass the Portuguese Fireplace before finding the car park after another two miles. From this start point, we can ride down through Millyford Bridge, pick up on the Reptillary and carry on to Rhinefield or we can scoot downhill towards Burley. Either direction could lead us eventually to the old railway line skirting round the back of Wilverley Inclosure. Another route might take us back under the A31 and into Milkham Inclosure, Holly Hatch Inclosure, Kings Garn Gutter, Minstead and so on.

Sunday 06 July 2014 Stansted Forest, near Emsworth (ref SU 755 111)

Designated post-ride pub: to be decided on the day.

This ride start point will give us easy access to parts of the Sussex Border Path and the Monarchs Way, and is perfect for exploring the undulating landscape between the South Downs Way from QE Park to Harting and the A27 Havant to Chichester stretch. There are some great trails, picturesque Sussex villages nestling in the downs and one or two delightful pubs that we could choose from for our after ride refreshment. The

route will most likely be east towards Kingley Vale then northwards to the SDW, west towards QE Park and then returning southwards to Stansted Forest. Easy travel to and from guarantees maximum ride time.

Sunday 20 July 2014 Ashurst Hospital (½ Day Ride with an option for a FULL day)

(ref SU 335 103)

Designated post-ride pub: The Happy Cheese

This is an easy starting point for those of us living on the Southampton and Winchester side of the forest. There is ample free parking available so there shouldn't be any problems for those of you arriving by car. We have club members living in or near Ashurst who usually ride to the start point. From the car park which is conveniently situated right next to the Happy Cheese pub, we can go through Woodlands, on along to Lyndhurst, Boltons Bench, Denny Lodge area and back by a circular route taking us through Deerleap or of course go the other way round taking in "the Wire" and other popular Thursday points of interest.

Of course, the full day option will go farther afield.

THE NEWSLETTER IS
PUBLISHED QUARTERLY
THE NEXT ISSUE IS JULY
DEADLINE FOR ARTICLES IS
JULY 15TH
IF YOU HAVE ENJOYED ONE
OF THESE RIDES
SEND IN A SHORT REVIEW....PLEASE!

EVENTS CALENDAR

These are non-club organised events that some of us are expecting to attend. If you like the sound of any of them please go along and increase the club presence. In the case of events involving an overnight stay it would be a good idea to contact one of the others going to ensure everyone can camp close together.

May 16th to 18th Heaven of the South. ENTRIES SOLD OUT

Some of the Vindaloo riders will be at this non-competitive event in Gloucestershire.

July 12th to 13th London to Brighton Night Ride.

Keith Whitten will be taking part in this mass charity road ride for the British Heart Foundation.

July 26th to 27th Bontrager Twentyfour 12.

The Vndaloos will be out in their Sumo suits riding in this 12 or 24 hour race held at Newnham Park just outside Plymouth. Expect a trackside campsite and Craig's disco through the night.

August 22nd to 25th. The Big Bike Bash

A number of Newforce members are on the organising committee of this charity event held at Avon Tyrell on the western side of the New Forest. Any voluntary help will be much appreciated and no doubt rewarded with a free beer or two. Or just pay your money and enjoy the party.

September 5th to 7th SSUK.

Annual gathering of UK singlespeeders, this year somewhere near Cannock. Details can currently be found on Facebook if you search for 'SSUK14' or www.ssuk14.co.uk. If you want to be in with a chance of winning something worth having start growing your beard now.

If you are going to an event not listed here please send the details to the editor in time for the next issue and you may have some company there.

HYDRATION AND OTHER MYTHS

By Roger Shephard

In the days before the Internet, research used to be done by accredited scientists and published in pamphlets, subjected to examination and discussion by their peers and supported or ridiculed and then if having been found worthy, the studies were produced in books and these were available for reference, usually by making a trip to your local library. This slow process allowed for a natural filtering of spurious nonsense. Since the adoption of the internet as a means of spreading information, it has become possible for anybody to put out rubbish masquerading as fact because there is practically no monitoring and editing possible with an equal access system. The result of this is that sometimes we acquire wisdom based on folly.

Sometimes though when surfing the net, you can chance upon little nuggets of chatter that un-mask the untruths that have become mantra. One such thing that I chanced upon was a rhetorical question of “do you really need to drink eight cups of water a day?” that was being asked by someone identified as Dr Chris van Tulleken, who broadcasts on BBC Radio 2. Large parts of this article are drawn from the report of the radio transmission and I am pleased to make acknowledgements here for the content carried forward. However, it is a fact that the oft quoted statement that drinking eight cups or two litres of water a day is longstanding advice. But is there any scientific basis for it?

You know we have all seen something along the lines of those ads that remind us that even a small drop in hydration levels can massively affect performance so you need to keep hydrated with whatever brand of isotonic super drink they're selling, haven't we? They seem pretty scientific don't they? Man in white coat, athlete with electrodes attached and so on. And it's not a hard sell because drinking feels right - you're hot and sweating, so surely replacing that fluid must be beneficial. Well earlier this year sports scientists in Australia did an extraordinary

experiment that had never been done before (British Journal of Sports Medicine, September 2013, Current hydration guidelines are erroneous: dehydration does not impair exercise performance in the heat, Wall BA).

This group wanted to find out what happened to performance after dehydration. So they took a group of cyclists and exercised them until they lost 3% of their total body weight in sweat. Then their performance was assessed after rehydration with either 1) nothing, 2) enough water to bring them back to 2% dehydration or 3) after full rehydration.

So far nothing unusual, but the difference between this and almost every other study that's ever been done on hydration was that the cyclists were blind to how much water they got. The fluid was given intravenously without them knowing the volume. This is vital because we all, and especially athletes, have such an intimate psychological relationship with water consumption. Remarkably, there was no performance difference between those that were fully rehydrated and those that got nothing.

There is now a ground swell of opinion that states that we should "drink to thirst", or in other words, when you feel thirsty, have a drink rather than hydrating for the sake of hydrating. The danger of the latter is that in following the perceived wisdom that exists we all run the risk of over hydrating and this brings with it the potentially fatal consequence of diluting your body's sodium level causing hyponatraemia.

Perhaps the results of the test shouldn't be so surprising. Humans evolved doing intense exercise in extreme heat and dryness. We are able to tolerate losses in water relatively well whereas even slight over hydration can be far more dangerous. In simple terms, being too watery is as bad for you as being too concentrated.

But what about the rest of us who aren't cycling around the desert in Western Australia? There is a very well accepted idea that we should drink about eight cups of water per day (two to three litres) in addition to our food and other drinks. We are awash with positive messages about the healing properties of water and how it will improve everything from our brains to our bowels. And we know that without it we will die in days.

It's a short leap of logic to think that if a lack of water is bad for you then hydration must be good - purifying, cleansing water washing through your organs must be beneficial, detoxifying. It surely improves your skin, helps you think, reduces your risk of kidney stones and turns your urine a lovely light, straw/champagne colour rather than the fetid orange syrup you produce at the end of a long day where you haven't had time to drink.

When Dr van Tulleken took a look through the available literature he found a review article saying all of that and more. It was written by a group of respected physicians from American and French hospitals and it clearly supported the widely held belief that you should drink two to three litres of water a day. It said that people with a high urine output have a lower rate of kidney stone disease, that the flushing action of the water may reduce the risk of a urinary tract infection (especially in women after sex). Perhaps most importantly, they referenced a surprising study which showed that paradoxically an increased intake of water increased the risk of bladder cancer.

But only tap water increased that risk, and there's the clue. A footnote at the end of the article explained that what you thought was a scientific article in a scientific journal is in fact a supplement, sponsored by a major mineral water manufacturer. All of the authors received honoraria from this company, which also provided medical writing assistance. So this isn't research, it is marketing.

So where did that magic number of two to three litres/six to eight cups come from? Is there any reason to think it correct? There does appear to be an element of sense in all this; people in temperate climates who are not doing sustained physical exercise do need around six to eight cups per day but the reality is that this amount of water does not have to be drunk as pure water because the water requirement can also be drawn from water contained in the food we eat and our daily intake of tea and coffee beverages, and some of you will be relieved to learn that it can also be drawn from alcoholic beverages which contrary to popular belief, do not dehydrate you to any noticeable extent (ref:- British Medical Journal (Clin Res Ed), December 1982, Acute biochemical responses to moderate beer drinking, Gill GV).

But the common sense bottom line is that just like a top-level athlete you

don't need to worry about exactly what that total daily requirement is because your body will sort it all out for you. If you drink too much you pee it out. If you drink too little you get thirsty and pee less. It's all exquisitely well-controlled in the same way that your intake of oxygen is well-controlled.

Saying that you should drink more water than your body asks for is like saying that you should consciously breathe more often than you feel like because if a little oxygen is good for you then more must be better.

Like most things in life there's a sensible amount - not too little and not too much. With this in mind, next time you are out on your bike ride and you feel thirsty, then have a drink. If you don't feel thirsty, then there is no need to force fluid down your throat just because conventional wisdom says that you must or your performance will suffer. This is just not true it would seem, so listening to your body and doing what feels right for you would appear to be the best advice.



Taking Part In A Study

By caroline clutter

What? No breakfast?

The next morning I presented myself in a fasted state when 6 vials of blood were taken to test for immune, hormonal and metabolic systems. Then more physical tests:

- lung function - peak flow - my result - this was measured as a % of a prediction given age and height - I was above the prediction in 2 out of 3 tests and below in the third
- nervous system function, more electrodes making me twitch - my result - all ok
- handgrip strength - my result - average
- timed 'get up & go' [rise from a chair, walk & return to chair] balance for ten seconds on one leg [arms crossed] firstly with eyes open and then with eyes closed ... you try this especially with eyes closed: I could not balance for ten seconds.

Then I had a DXA [pronounced dexter] scan - [dual x-ray absorbometry] this gives:

Body Mass Index [BMI] - my result - within a normal weight category
body composition: fat, lean tissue - my result - ok [top 3% for my age]
bone mineral density - my result - below average for my age

Brain power then came under scrutiny: cognitive function - word list memory, visual search, word recall. My results - all ok [quite relieved at this!].

Then more 'ouch' when I agreed to have a quadriceps muscle biopsy, the most painful bit clearly left to the end. On leaving the campus I was asked to wear an activity recorder around one ankle for seven days, in

effect tagged!

Results - Unwelcome News

I've jotted down some of my results but, as it is a study, 'batched' other results will be forthcoming in due course. Clearly some findings made me feel quite chipper [superior fitness] but the astute will realise there is evidence about which I need to take action: low bone mineral density equals osteopenia and osteoporosis leading to a 'high risk' of bone fracture.

Take heed!

Knowledge, I think should be acted upon. As a lay person it is my understanding that my calcium intake was about half the recommended amount and, to protect my knees, I had taken up cycling rather than jogging or running. Cycling and swimming are not weight bearing exercise; after a GP visit, my plan of action is: take the tablets, increase dietary calcium and undertake more weight-bearing exercise.

I was in blissful ignorance cycling the 100 miles of the Pennine Bridleway [2013], taking one heavy fall on Yorkshire stone, without incidence. Clearly one can take a fall in *any* situation however I am not now prepared to take the off-road risk and will only cycle off-road on 'boring' paths and when I feel in control of my speed and bike.

I remain a NewForce member and am willing support to the Fillies when they undertake daring deeds such as Mountain Mayham. You will find me still out riding in the Forest with Fillies on an ad hoc basis. My road riding continues apace, recently the 170 mile Chiltern Cycleway.



July the Third

By Allan Knight

3 July 2009

James face swam into vision, inches in front of me – upside down! I could see his lips moving, but couldn't hear anything. As my battered brain re-booted its synapses, I realised he had his hands over my ears to support my neck. At least that explained the deafness.

Next to figure out was why I was lying on my back in the bracken, in this position. Slowly it came back to me – riding to the coast, cider on the beach, heading home, and... nothing.

Quite obviously, something had gone wrong. I tried to wriggle a bit as my camelback was rather uncomfortable beneath me – and had a shooting pain go through my right shoulder. Something definitely not right there.

Some time later, I was stretchered off in an ambulance, x-rayed, and a broken collarbone confirmed, together with a good concussion too. I was packed off home with a bag of mixed painkillers and a very basic sling.

A number of things became evident very quickly:

The painkillers they had given me did not mix well inside me, so I stopped taking them.

Stopping taking pain killers means things hurt – a lot!

Laying down was only an option if I kept VERY still

Getting up from laying down hurt – a lot!

Sleeping involves laying down, but also moving a surprising amount during the night.

This hurt – a lot!

The crappy sling they gave me didn't give very good support

Having little support meant the broken off bit of bone grated, which hurt – a lot!

The best solution for me was to prop myself in a chair with a cushion under my elbow, and numb my brain with daytime TV. Fortunately I only had a day of this, as I badgered a colleague to drive me to work, where I propped myself at a desk and typed one-handed.

A week or so later I had an appointment at the fracture clinic, where they prodded and poked me, and told me not to wear the sling if I could help it.

Instead I should swing my arm to keep my elbow and shoulder moving. This hurt – a lot – so I ignored it.

Some useful lessons learnt from this:

When they say do something, do it, even if it hurts, as its generally for a good reason. Having a frozen elbow and shoulder hurts – a lot – and for a lot longer.

Their slings are rubbish. Buy a better one. Better still, buy a crossover shoulder support (like a cross-your-heart bra, but backwards, and without the booby bits). It supports the shoulder whilst allowing full movement of your arm, so things don't freeze, and you're much less incapacitated. Apparently these are common in Europe, but not promoted over here.

There's an awful lot of tendons, nerves and other stuff in a shoulder. Its really quite complicated, and warrants looking after.

Get some good physiotherapy when things start to heal. Compensating for a broken collar bone can lead to problems elsewhere – I had real trouble with the muscles in my neck and lower back pain, which the physio helped sort through a mix of shoulder strengthening exercises. Some of these were surprisingly tiny movements with very little resistance (latex bands) to work on very specific areas and get things back in balance.

You can keep some form of bike fitness on a turbo trainer, but don't get carried away and fall over sideways when one arm is in a sling. It hurts – a lot!

3 July 2010

Robins face swam into vision, inches in front of me. Yes, I'd done exactly the same thing again, a year to the day from the first. I am an idiot.

Shouldered Out.

By Tim wheeler

I'd only arrived at the cottage the night before - all set for a week's biking & hiking. Now, here I was lying on a Welsh hillside with a numb & useless left arm. My bike had slid out from under me and I'd made the mistake of putting down my left hand to save myself. I both heard and felt a horrible ripping sensation in my shoulder. Too shaken to think straight and not fully realising what I'd done, I thought I might be able to ride slowly back down the Afan cwm. It was hopeless: Chris hauled me out of another ditch and biking was over for the next 5 months.

According to the casualty doctor I had a "Type 3 Acromio-clavicular Separation (A.K.A the dreaded 'Separated Shoulder').

Surgery was discussed, but the docs thought pinning the bones together could do more harm than good, so in my case the treatment was just wearing a sling for the first few weeks. I bussed to work, and my colleagues were kind and gave jobs requiring only one arm! I started gentle exercise, in the physiotherapy pools at the hospital. I didn't want my cycling fitness to disappear completely so, as soon as I felt able, I started on the exercise bike at the gym. I found at first I could barely put my left hand on the handlebars. It took a few weeks before I could rest any weight on. All this happened in early October 2009 and meant winter and spring were filled with hikes as I still felt a compulsion to be out enjoying the landscape. I guess it wasn't until the following April that I was able to restart very gentle bike rides in The Forest. Now, 4 years later I still have some limited mobility of the left shoulder but it's not a problem and I don't notice it day to day. If I fail to do enough biking these days (which I do) – then it's only down to general lethargy and wimpiness.

Editorial Comment

By The Editor

A couple of cautionary tales. Shoulder injuries appear to be a common result of falling off bikes. I know of several other club members who have suffered broken collar bones this way. My own contribution to this was falling off a motorbike when I was seventeen. Interestingly, then back in 1984 I was automatically given the crossover shoulder support that Allan mentioned. Progress? At that age I healed quite rapidly and after three weeks was given the OK to stop wearing the support and a recommendation to wait a couple more weeks before playing rugby again. I'd actually been back on a friend's motorbike after 8 days, although getting the bike back on its stand proved to be a bit of a problem and I had to wait sat on it, for him to finish snogging his new girlfriend round the back of the local Working Men's Club. To this day I have a small lump in the bone but no other evidence that it ever happened.

A more recent injury was my late night crash along Marchwood waterfront three years ago. I hit the ground head first hard enough to knock myself out and as I slid on my face the peak on my helmet was pushed into my mouth hard enough to cause some very deep cuts. I spent a couple of days in hospital waiting for a slot in the operating theatre before it was decided to stitch me up under a local anaesthetic. On my forty sixth birthday. The legacy of that incident is that I now have a permanently numb and rubbery chin. Not a major disability but something that will stay with me for the rest of my life to remind me of the day I 'got it wrong'.

So, these tales show that as we get older we get a little more delicate and take longer to heal and that drinking too much and riding increases your chances of falling off. I'm not going to pretend that's anything that we couldn't have worked out for ourselves if we sat down and thought about it, but a lot of us don't think about it until something happens. Since then I've deliberately drunk less on night rides because I know I'd be very unhappy if I did anything that stopped me riding long term and could have been easily avoided.

Does This Count?

By Keith Whitten

Newforce is short for New Forest Off Road Cyclists which doesn't say anything about having to only ride mountain bikes does it?

Last Autumn, whilst some of our club members were getting excited about Fatbikes I ventured in the opposite direction (tyre size-wise) and bought myself a cyclocross bike. For any that don't know, cyclocross in it's purest form is all about racing in circles around a muddy field jumping on and off your bike and carrying it for nearly as long as you spend riding it. I have absolutely no intention of doing that with mine.

The reason for getting it was to get places rapidly and efficiently on the road and be able to take in some gravelly or mainly dry and firm short cuts on the way or just to be able to explore interesting looking tracks a bit further afield than I'd normally ride a mountain bike. The cover photo at Park Shore was taken on one such excursion. The final mile down to the beach is a gravel farm road and the 'cross bike worked just as well on that track as the tarmac before. Other rides have taken in the sea wall between Lymington and Milford-On-Sea and the track to the A31 underpass at the eastern end of Stony Cross. As the seasons progress and the mud solidifies (hopefully) there are a whole load of other routes I want to try.

I'm not going to pretend that this bike is the answer to all needs though. Descending bumpy trails with rigid forks and 70psi in skinnyish tyres is not particularly pleasant or confidence inspiring and at the other end of the spectrum, tyres designed to roll well on tarmac don't work too well in wet mud. However, with a bit of careful choice over where to go I've been thoroughly enjoying doing something just a little bit different and so far this year the 'crosser has been my most ridden bike.

Three Fatties On The Beach

By Robin Knight

The onset of spring brings nice weather. Warm, sunny days with light evenings. I'm still waiting.

However in March there was a nice sunny Sunday! It was so nice Ashley, Pikey and me went to the beach! Unlike everyone else on the beach that day, we went with fat bikes! Pikey is still to invest in a fat bike so he hired one from Avon Tyrell, near Bransgore. If you want to try one, that's the place to go!

Turning up at Hengistbury Head, we were surprised to find the car park quite full! After unloading we rolled off towards the beach. We had a plan! We were going to ride to Sandbanks, all the way on the sand! The only thing standing in our way was the groynes... Lots of groynes!

Riding a fat bike on sand is fairly easy! The 4 inch tyres spread the load so you don't dig in. The sand on the waters edge made for the easiest riding, while the soft sand near the sea wall needed more effort.

With thousands of people making the most of the nice weather, we got plenty of looks and comments. That does seem to be the norm where ever you go on a fat bike!

Now, back to the groynes! There are 56 between Hengistbury Head and Sandbanks. All need to be passed. There are three ways to tackle them!

Ride round - passing either above a top that is buried by sand or passing between the low end and the sea (at low tide!)

Jump over – Get off the bike and jump over!

Ride up the sea wall – our favourite! Getting up speed near the waters edge, turning inland and riding straight up the sea wall right next to the groyne onto the path, before turning sharply and heading straight back down to the waters edge!

After a while, and a fair number of miles, we crossed the final groyne and promptly ran out of beach! We had arrived at Sandbanks, just short of the ferry to Studland. We celebrated with a cider we had carried all the way!

After a short break we turned, ready to do it all again! All those groynes... But we did stop for fish and chips on the beach in Bournemouth!

Does Lighter Really Equal Better?

By Keith Whitten

Shortly after publication of the last issue I received an email from one of our members asking why his bike was costing him so much to maintain. Here it is:

I will endeavour to keep this as short winded as possible. also you probably have a vested intrest in what I have to say. Well you are the Editor.

Just been perusing through the latest edition of Newforce. While I appreciate the design progress Mountain bikes have made over the years, I do not appreciate being ripped off when it comes to buying parts for my chosen mount.

One of many examples, and there are many, I've come across is having to part with 20 quid for a set of disc pads. Jesus!! I seen more meat on a vegans tooth pick, and larger grains of sand.

I can purchase a complete set of front pads for the car at that price.

Now, only having bought the bike a little over a year ago, I find the chain wheel set needs replacing. Maybe I should invest in a chocolate one this time round. Oh how careless of me, I was under the impression it was a Mountain bike.

I can purchase a complete set of front pads for the car at that price.

The discount of a mere 2% I was afforded by a certain XXXXXXXX Cycles was in no uncertian terms taking the ____.

To the point, as not to rant, too much. If we want people to get out on their bikes, what ever type you choose. Stop takin' the mick on the price of parts.

Perhaps if manufactures made parts that last longer than a few hours I wouldn't feel the need.

Suppose what I'm getting at is, price should not dictate how people want to spent their spare time.

In reply to this query I pointed out that it's generally light weight and technical one-upmanship that sells bikes and very few people would pay more for a heavier, less sophisticated bike. To put more material on brake pads would require a larger calliper to hold them and a larger fluid reservoir to cope with the increased piston movement. Making chain rings, sprockets and chains wider to slow the wear on them would mean only maybe six gears could be fitted rather than ten. Who'd go for that? To find out I set up a survey on the message board thus:

Would you ride a heavier and less 'racy' bike if it meant reduced maintenance costs?

Yes I would and probably will when I next buy a new bike
0 votes

I already have ditched high tech for something bigger and heavier but simpler and more robust.
2 votes

No, I think the money I spend on servicing and consumable parts is a fair price to pay for having a light and responsive bike to ride.
2 votes

To only have 4 votes cast was a little bit disappointing but the results showed that there is some interest the low tech = long life route. I'm guessing that those votes may have come from owners of fatbikes? Max was quite right to point out that singlespeeds have been both low tech and light for some time but the answer to that is that the drivetrain is only one part of the bike and would anyone buying a carbon singlespeed frame kit it out with brakes and any moving parts weighing twice the current standards for the sake of longevity?

With the current popularity of fatbikes and the advent of extra wide 26+ and 29+ tyres maybe the tide is turning against technology. SRAM have shown 7 speed downhill components. Shimano have a patent for a 14 speed cassette and chain (google it). Will that ever make production? And how much would a replacement cost when you wear it out?

There will be another survey set up in time for the next issue, probably on a subject far less serious.
Please remember to log on to the message board and cast your vote.

Cycling the Chiltern Cycleway in Chilterns Country

By Caroline Clitter

March 31st to April 2nd 2014

Purists of off-road cycling avert your eyes now. This cycleway is a 170 mile, mostly on-road route, through and around the home counties in the Chiltern area. The web site divides the Chiltern Cycleway into easily digestible 23 sections. It starts and finishes in Henley-on-Thames. This was a lure, as my daughter lives there - so [apart from seeing her] we had free B&B at the start and finish. A friend Mary, whom I met on another ride last year - the *Way of the Roses* - joined me for the three day trip.

Navigation

Those of you who have ridden with me know I do not volunteer to map read and indeed rarely do so. On this occasion however, it was down to me. Thankfully there were three sources to help:

the route marked on maps printed from the Chiltern Cycleway [www](http://www.chilterncycleway.co.uk) site

road signage, mostly a good size in conjunction with small stickers on road sign posts although both absent at some junctions

a Garmin with the route but sometimes it wanted us to 'do a U-turn' when we were heading the correct way.

All had their plusses and minuses. As Mary remarked, if we had two out of three suggesting a way we went for it! In a couple situations I asked random people if we were heading for such and such a place, rather surprising most had not a clue! A postman and a lady with her dog were the ones to be trusted [especially the dog].

The Route

After the obligatory photograph at the start of the ride outside Henley Station, we set off: it is in the name - starting by the river - and so to move away it must be uphill. Actually a lot of the route is gently undulating, peppered with steep hills. The maps highlighted areas of '*narrow road*', '*poor visibility*', '*steep gradients*', '*sharp bend*' and it also pointed out '*busy road crossings*'.

We went through small market towns, through wonderful ancient woodlands, past farms [with lambs gambolling in the fields]; we saw many red kites flying overhead. We were too early for bluebells but rather saw swathes of daffodils, vibrant yellow forsythia, primroses and wonderful fully blossomed magnolias. From time-to-time there was clear signage: "*say NO to HS2*".

Many villages have lots of character with interesting names, such as Ewelme, Cockern-

hoe, Markyate and Tea Green. Latimer is one of the most ancient and picturesque villages the route took us through. We passed typical English country churches. Several villages are backdrops to various television programmes such as *Midsomer Murders*.

Off-road on an on-road trail

There are some National Trust properties on the route. One, the *Ashridge Estate* gave us 2.5 miles through beech woods on an earthen bridleway. Other off-road paths were a mile or so along the Grand Union canal towpath and there were further woodland tracks along the Chiltern Heritage Trail. Another 2.5 miles was on an uphill, rutted and rutted bridleway - said not to be suitable for slick tyres - we made it though! If it had rained the story would be different; mud would have hindered us on thin tyre road-bikes, as it was Mary struggled for a short time because mud from a woodland stretch caught under her front forks and needed cleaning out with the sophisticated 'thin stick' method. Also, we would have been hampered as map-reading would have been tricky in the wet; we were aided by three dry days

Some of the on-road surfaces had loads of gravel, some near farms were muddy and in places there are exceptionally poor road quality surfaces that many times it felt off-road. The professional cycle race: *'Tour of Britain'* is scheduled to go through the Chilterns in September 2014 so hopefully the roads will be re-surfaced.

Lunches and overnight

Importantly pubs are marked on the maps with the traditional foaming beer glass symbol; we found this useful to judge when to lunch. All were friendly, serving good quality pub-grub. We had pre-booked two nights in *'The Greyhound Inn'* in the attractive village of Aldbury, sporting a duck pond which has an annual tug-of-war competition over it and stocks [not in use!]. Our husbands took our luggage on and met us in the evenings [they walked and visited NT properties during the day]. It was good to have their company and know they were around should a severe mechanical occur.

This was definitely a tour rather than a non-stop push. Our frequent stops, usually brief, were needed for route checking and catching up: pitted roads, grit and pot-holes were rife, making it difficult to draft off each other, so the follower hung back a tad, the better to read the surface and to dodge the all too frequent holes.

Mileage and to sum up

Mileage: at the end of the trip we had ridden 185 miles.

Day one: 60 miles - as planned.

Day two: 75 miles - further than anticipated as we lost each other and added on five miles re-tracing roads to search, before meeting up. The B&B was five miles off the route.

Day three: 50 miles - five miles extra to re-join the route from the B&B.

This is a very pretty ride through the English countryside - challenging at times with many short, sharp hills with a few longer climbs and descents; to undertake it in three days was realistic.

A Voluptuous Vindy Venture of Alliterate Excess That may Have Been Alcoholicly Augmented

By Everyone Who Was There

One fun Thursday evening, some Vindy's mapped their adventure!

Departing the *meeting point of mercy*, they rolled along the *road of ruin*. After a short while they reached the *gate of gratitude*, always a welcome sight!

The *track of tediousness* led out on to the *plain of peril*, passing through the *marsh of malevolence*. All this made them thirsty, so they popped into the *pub of popularity*. After many hours *supping scrumptious cider* they ventured out into the night. The *pub of popularity* had *persons perilously pickled*! The route home would be along some of their favourite tracks. However a *fog of frightfulness* had decended!

Heading down the *slope of sogginess*, the *turn of terminal tightness* caught them out, and there was a pile up of *perilous proportions*! While the others sorted themselves out, the *fraudulent fatties* sloped off down the *track of treason*. Luckily they showed the rest the *light of leniency*, and order was restored.

The *hill of horribility* led up to the *fence of fortitude*. By this time they needed a *bladder release of biblical proportions*. The *bog of belligerence* was as expected, *scarily soggy*, so they crossed the *ditch of doom* to find the *tenuous track of traceability*.

The *tenuous track of traceability* had seen some *terrifically tough traffic*, and a couple of riders found themselves caught in the *rut of ruin*. With the *fog of frightfulness* still around, they were glad to back to the *gate of gratitude*! Another *windy venture courteously completed*.

Sportives and all that...

By Ian Taylor

As I write, yesterday saw another Wiggle sportive event take place in the Forest.

Despite opponents predicting ‘...this event could put members of the public at risk...’ we are still here to talk about it, as are those animals in the Forest that have avoided collisions with motor vehicles.

In addition to risking life and limb the sportives organisers are castigated for running commercial events as if they were the only people exploiting the Forest. Certainly they are seeking to make money, this is after all a capitalist economy we live in, but what appears to be overlooked is so are the Commoners, and the Forestry Commission, and the pubs, shops, hotels and tea rooms, and the many holiday companies that comprise a tourist industry that would see the area far poorer if it weren’t for them.

A potentially more valid criticism is the inconvenience caused by the volume of cyclists on the road although statements that a resident waited an hour to get out of their drive need to be treated with some scepticism.

What is true is that there are a small minority of riders who ride aggressively, four or more abreast and who generally abuse anyone interfering with their selfish view of the world, including other riders, motorists and pedestrians. It is this minority that provides much ammunition for the opponents of the events and their exaggerated claims.

The opponents are the usual suspects: the Commoners Defence Association, the New Forest Association, the Verderers, the New Forest Equestrian Association and ‘local residents’, to which we now have to add the members of the New Forest National Park Authority who are effectively drawn from the same constituency as the opposing groups.

Whilst the CDA, NFA, the Verderers and others have historically shown an antipathy to sharing the Forest with visitors, the National Park Authority has a different remit which is to both conserve and promote the New Forest and to contribute to its economic development; none of which is consistent with opposition to sportives unless you accept that they physically damage the Forest, for which there is no evidence.

However, driven by local politics and using taxpayers money in these constrained times, the NPA has convened a Cycle Liaison Group to put in place a Cyclists Code and Cycle Event Organisers Charter, even though the NPA has no direct jurisdiction over cycle events whether on or off the highway. This at a time when animal deaths due to collision with motor vehicles is on the increase but which the NPA sees as a lower priority when measured by the time and money being spent.

It is also highly questionable whether (yet another) Cycle Code will either reach or influence the minority of riders who abuse their entitlement to ride considerably in the Forest and raises the question why cycle events are deemed to require a charter whereas other events e.g. triathlons, marathons, horse riding events, do not.

Next Time In Newforce

In addition to the usual ride and trip reports how about stories of your first mountain bike?

Did you keep it for long?

How much did you spend on it?

Did you break it quickly?

Have you still got it?

Do you think it was a good choice or do you now think you were a bit naïve when you bought it?

Did it change your life?

All stories or comments no matter how long or short will be very welcome. Imagine that you're in the pub after a good ride. Everyone's got an opinion or a tale to tell then, so let's hear yours.

Also, please log on to the message board once in a while as there will be another survey. Just a bit of fun to see how attitudes and priorities on the chosen subject vary through the club.

I'll be putting the next issue together sometime in July, by which time the summer should be in full swing so plenty should have happened for you to tell us all about. Even if it's a single line recounting something you weren't quite expecting to happen, all contributions are welcomed.

Reader's Bikes

Martin Wheat's Litespeed Unicoi

A search for the best balance between weight, comfort and low maintenance, in a machine fit for racing and robust for winter, has guided a 12-year evolution.

The Frame. At the turn of the century full suspension bikes offered no 'stable platform' so the comfort soaked up a lot of energy. Since at the time I liked 1.8in rear tyres at highish pressures for low resistance rolling a 'softtail' with just an inch or two of rear-end movement seemed a good idea for taking the sting out of trail hits. Cannondale's Scalpel and Trek's STP were examples using flexible carbon chainstays to provide pivotless rear-end movement. Litespeed offered the same in titanium, indestructible and with a lifetime guarantee, and the new Unicoi had rear disc as well as canti mounts.

1. Built up with Shimano's XT 8-speed transmission, V-brakes and hubs off a cracked Aluminium Orange frame, Sachs Wavey twist shifts on flat 20in bars over Pace Racing RC31 (circa '94) elastomer forks with a couple of inches of movement, which had been a quantum improvement over the RC30 rigid forks originally on the Orange.
2. Within a year, a collision folded the front end of the frame (Picture 1 bottom left) and my all-risks household policy kindly stumped up for replacement frame and forks, and I wasn't disappointed to find the forks had to be Pace Racing's then current RC39 forks with disc mounts and all the same bits went back on.
3. All-season riding grinds away transmissions fearfully, so in winter it got a rear wheel with a mid '90s 14-speed Rohloff hub, with a Mavic Ceramic rim. I've tried various chain tensioners and retention devices, but the freewheel drag in the hub usually gave enough latitude to let the chain leap off as I bounced over a root. Presently Rohloff's own tensioner with an upgraded spring does the

trick with a chain guide just in case. Always it has some mudguarding – in summer, Crud Catcher and Guard suffice, but in winter either a full rear guard or a Crud with a home-made guard behind the seat-tube keep me cleaner and drier for the refreshment stop.

4. Sometime over the next year or two, Hope Mono Minis replaced the V-brakes to retard some new disk wheels, and soon after that the Rohloff hub was upgraded to accommodate a disk and slicker gear cable detachment for wheel changes. Straight bars gave way to more fashionable curly ones with a much shorter stem to elevate my riding position.
5. To work towards a fully winterised bike, around '09 or '10 a new 29-er front wheel went in under Nuke-proof rigid 29-er forks, which left the frame angles about the same and offered some compliance just from the wheel size. Those flat bars had to go back on at the same time.
6. And then in autumn 2012 the frame cracked around the head-tube below the down-tube, (Picture 2 bottom right) and I discovered what Litespeed's "lifetime warranty" was worth on a near 10 year old frame. Zilch. It's a long story, and you're right – I won't be having any more of their products.

A Ti frame builder who reported having made the same repair on a number of Litespeed frames and never had one back did mine and it has held until now.

The rebuild included a rigid tube machined by Royce to replace the rear shock which persistently wore out because of non-axial loads, with the ride softened by a wider softer tyre. From my box of bits came a refurbished mid-90's Royce titanium BB, and early '90s bar-ends to offer a more efficient pedalling position on roads and easy sections. Also the rigid front end had become too bone-shaking and momentum sapping on Summer's hardpacked hoof-holes, so back on have gone the Pace forks, though still with the flat bars.
... and that's where it is now (Picture 3).

Where next?

Perhaps for this summer I'll try a 2x10 transmission, and it'd be interesting sometime to drop in some cyclo-cross wheels with bigger chainrings, but it'll be back to the hub gear for winter. More radically, a



Ti 29er hardtail with EBB or sliding dropouts to adjust for the hub gear would be nice. Of such things are dreams made. Until they materialise you'll see me still riding the Unicoi.

If you've spent some time and effort getting your bike just the way you want it or it's got a bit of history to it please share it with the club by sending the editor a picture and a few words about how and why you've done what you have.



James gets air

