

NEWFORCE

Summer 2019 Issue 152



New Force MTB



Did you know that we have a club Facebook group?

The intention is to run it in parallel with the established message board on the club website to give a more immediate news feed or means of members contacting each other. In recent months the group activity has been increasing so if you haven't joined yet and you have a Facebook account, please do.

To find the group just search for New Force MTB.



Above: Towards the western end of the Ridgeway

Front cover: From the Purbecks ride, on the cliff tops near Old Harry Rocks

Back Cover: The Purbecks ride again, heading down to Corfe

Editorial

By Keith Whitten

Welcome to the summer edition of Newforce. At the time of writing the sun's out and Europe is baking in a heatwave with temperatures forecast to exceed 40 degrees in France and Spain. Here in Blighty we're a good ten to fifteen degrees down on that - ideal riding weather. Which goes some way towards explaining why this issue is a little late getting to you. Sitting indoors in front of a keyboard hasn't really appealed on the sunny days, add in a week lost to a family holiday and oh, is it really the end of June already? Sorry.

Since the last issue I've had a small but significant lifestyle change. After sixteen years of van ownership with the three I've owned being used mostly for bike and watersports kit transportation and occasional camping duties I decided that I'd had enough of paying insurance, tax and annual servicing costs for a vehicle that was now only leaving my driveway a couple of times a month. The observations that people are now paying crazy money for VW Transporters and that mine was well below average mileage for its age completed the decision to sell. So now I am carless. I've still got a motorbike and the option of borrowing my wife's car when she's not using it, but since the van went on Good Friday I've only done that once.

It's been a bit of fun looking at how I can use the rail network to facilitate riding further afield. In early June I had to make a trip down to Weymouth on my day off. A steady 5-6 hour ride mostly along the coast was a pleasant way of getting there and a good excuse for one of the Corfe bakery's excellent pasties. The train got me back.

Admittedly train travel doesn't offer quite the same convenience and flexibility as driving but at least there's no likelihood of large unexpected maintenance bills, which are definitely a worry when owning a thirteen year old VW van. My next plan for a rail assisted big ride is to take the train to Trowbridge, ride the Ridgeway to Streatley for an overnight stay in the youth hostel there and the following day ride back to Trowbridge along the Kennett and Avon canal path. Whether that will happen before or after you receive this magazine is completely unknown.

Update to the above: On a Tuesday in early July I took the train from Southampton to Reading and spent the afternoon riding to Trowbridge before getting another train to Romsey and riding back from there. Yet another day spent riding instead of writing. Sorry again but the views from the Ridgeway really were stunning.

Your Committee

Committee meetings are held on the second Tuesday of every third month at the New Forest Inn at Emery Down. All club members are welcome to attend and raise any points or questions.

Chairman	Roger Shephard roger.shephard@newforce.org.uk 02380 392696	
Secretary	Allan Knight allan@newforce.org.uk	
Membership Secretary	Martin Wheat membership@newforce.org.uk	
Treasurer	Ian Taylor	
Ride Leader	Susan Marsland susanm@newforce.org.uk	
Newsletter Editor	Keith Whitten keith@newforce.org.uk	
Website Editor	Jack Lawry jack.lawry@newforce.org.uk	
Other Committee Members	John Hawkins Linda Hawkins Eleanor Rutter Dean Johnson Clive French Sue Marsland Steve Samways	Steve Keith Malcolm (Max) Streeton Stu Rogers Karen Clark Nick Clark

The next committee meeting will be **8pm, Tuesday 10th September.**

Club Policy & Ride Aims

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

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

We organise regular rides, fortnightly on Sundays and weekly on weekday evenings.

We organise multi day trips to other areas to experience some of the best riding this country has to offer.

Full conditions of membership and how to join are published on the club website under the 'The Club' tab.

Membership Fees

Individual	1 year	£17.00	2 years	£32.00	5 years	£75.00
Family	1 year	£25.00	2 years	£45.00	5 years	£100.00

Riding With Us

Anyone who is competent on a bike is welcome to ride with us although we would politely request that you become a member if you ride with us more than twice.

Cycle helmets are compulsory on all club rides.

Please dress appropriately for the likely weather conditions.

You are advised to bring a drink, particularly on warm days

Ensure you are equipped to deal with punctures, preferably by carrying a spare inner tube or two. Mud and patches aren't a great combination.

Check that your bike is in good working order before the start of a ride eg no cracks in the frame, splits in the tyres, worn out brakes etc.

Finally, please carry emergency contact details — just in case something a little unplanned happens.

Our Organised Sunday Rides

Planned Sunday ride venues are published on the club website and in the newsletter. They generally follow the pattern of two in the New Forest area and one outside, anywhere within an hour's drive from Southampton. A short description of the likely route will be included along with the designated pub or cafe for post ride socialising.

Rides will aim to leave at 10am unless otherwise stated. Most are planned to finish by 1pm but a few will be designated 'all day rides' with a stop for refreshments part way round.

The ride locations are set at committee meetings and if you know anywhere good to ride in the local area that you think we have neglected please tell us.

To aid finding the start location we recommend using **www.streetmap.co.uk** along with the grid reference supplied.

The Sunday rides usually attract enough riders to split into two or three groups dependent on ability and enthusiasm.

The Club Newsletter

The club newsletter is published quarterly, usually a few weeks after each committee meeting. All contributions written or photographic are very welcome, indeed essential for it to keep going. If any ride has stood out for you in terms of enjoyment, triumph over adversity or something unexpected that has happened, please write a little about it and send it to the editor. If you participate in any other sports or hobbies please tell us all about them via the newsletter. In short, anything that might be a topic of conversation in the pub or café is worth putting into print and telling the rest of the club. The club is as much about socialising with like-minded people as it is about riding bikes so the newsletter content is most certainly not restricted to just biking stories.

The Evening Ride Groups

The evening rides are generally smaller, typically 4 to 10 persons and at some point long, long ago we adopted the 'curry scale' to grade the various groups:

Madras.

This name is occasionally used by a group basing themselves to the north of the New Forest and typically riding on occasional Wednesday evenings for 2 to 3 hours at an enthusiastic pace. Details can be found on the bulletin board.

Jalfrezi.

This group rides on Thursdays from various locations in the southern and mid Hampshire area usually with a brief mid-ride stop for cake consumption and a social in the pub afterwards. Pub stops mid-ride have been banned from this group by decree (but they still occasionally happen). Ride lengths are from 2 to 4 hours dependent on weather, ground conditions and how lost they get. Start locations are usually published on the bulletin board on the Monday before.

Tikka Masala

A shorter, tamer version of the Jalfrezi. See the bulletin board for the start location each week.

Korma.

Usually Tuesday nights. A shorter steadier ride with more emphasis on enjoying the scenery and company than breaking records or shredding the gnarr. Start locations will be posted on the bulletin board.

Keep an eye on the message board or Facebook group for other more spontaneous outings.

Summer Rides List

Ride notes provided by Roger Shephard

Sunday 04 August 2019

Isle of Wight – the western end - all day from Lymington (ref SZ 333 955)

Designated pub: Pub lunch on the ride followed by the licensed bar on the Ferry

This will be a day ride starting from the Lymington ferry terminal and starting on the Island at Yarmouth and 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. **TIMINGS AND OTHER DETAILS TO BE ANNOUNCED**

Sunday 18 August 2019

Moyles Court (ref SU 164 083)

Designated pub: The Alice Lisle

This is a popular location situated at the Moyles Court sand pit. From here most of the available routes start with a short sharp rise but once that is out of the way, there are options for rolling on across Rockford Common (firm going) towards Linwood, the Red Shoot and Milkham, or taking a course over Ibsley Common (soft, gritty sand and a little bit of a slog) towards Abbot's Well and Hampton Ridge. We might even make a foray westwards across the River Avon and have a thrash around Ringwood Forest, Boveridge Heath, Ashley Heath and Horton Common, all well worth a visit.

Sunday 01 September 2019

QE Park on the A3 north of Horndean (ref SU 719 184)

Designated pub: The QE Park café for coffee and cake

There are several interesting tracks beyond the obvious choice of the official designated blue, red and wall-of-death offerings in the Park itself. Moving outside of the park boundaries will lead us onto large chunks of the South Downs Way. In one direction there is direct access to Butser Hill and the East Meon/Privett neck of the woods, whilst in the other, the SDW takes you out towards Harting Downs and Beacon Hill.

The start point is the visitor centre car park, so don't forget to bring some money for the parking meter.

This ride is not recommended for newcomers unless they are confident on steep ascents and descents. For our regular attendees, the tracks are reasonably good although there are some chalk ascents and descents that will get slippery if they get wet at this time of year.

Sunday 15 September 2019

Blandford – All Day Ride from the Marsh and Ham Car Park

post code DT11 7AW (Start point OS map ref ST 884 062)

Designated pub: Day ride – so it will be a mid-ride lunch stop

The intended route will be developed in due course but the likelihood is that it will encompass parts of the south western end of Cranborne Chase or the hills around the Winterborne villages to the west or the Tarrant villages to the east. All of these are great riding and again, the advice must be to keep an eye on the website.

Sunday 13 October 2019

Farley Mount, Westwood (ref SU 420 292)

Designated pub: The Dolphin, Hursley

Sometimes we meet at Crab Wood picnic area and sometimes we meet at the Monument car park. This venue is halfway between Crab Wood and the Monument at the junction with the road coming from Hursley and Standon on the A3090.

There are some terrific tracks in this area. Parnholt Wood has a great downhill run which leads to Kings Somborne. From here it is possible to take the Test Way up to Stockbridge and circle out round Crawley almost reaching Wherwell not far from Andover before heading back via Sparsholt and West Wood. For anyone looking for a shorter trip, you could do worse than ride around the many trails in West Wood itself perhaps linking up with some sections of the Clarendon Way.

Sunday 10 November 2019

Swinley Forest (again) ½ day ride (ref SU 877 661)

Designated pub: cake and coffee at the Visitor Centre

If you missed the chance to ride this venue on our visit in March this year, well here is an opportunity to gauge the going in winter conditions. See the listing for 3rd March for details of the likely route and refreshment options for today's ride.

Sunday 24 November 2019

Wilverley Plain (ref SU 253 007)

Designated pub: TBA

This is the car park that we would use for the Wilverley barbecue site but if that one happens to be a bit full, there are a couple more in very close proximity but it should be under too much pressure in November. The choices from here will be familiar to most of us:- Burley, Holmsley and Dur Hill to the west; Setthorns, the railway line, Brockenhurst to the east; Ober Lodge, Rhinefield and the Ornamental Drive to the north.

08 Dec Christmas Dinner, Shawford
22 Dec Moors Valley
26 Dec Beaulieu Road, The Drift Inn, New Forest

The 2020 rides list will be decided at the annual general meeting on Tuesday 10th December and published in the 2020 calendar.

If you know of anywhere with good riding up to an hour and a half's drive from Southampton that we appear not to have been to please contact the committee to suggest it.



Committee Meeting Minutes

Present:

Roger Shepherd; Derek Johnson; Steve Keith; Eleanor Rutter; Chris Brice;
Martin Wheat; Sue Marsland

Apologies:

Ian Taylor

The minutes from the March meeting were adopted.

1. Rides

Many new faces were seen at the ride earlier in the year that was advertised specifically as a trial outing. Few are known to have converted the experience into membership. RS opined that this should be seen as normal and that the exercise was useful as participants may reappear and maybe join at any time.

SM has posted in the Forum, an ad hoc ride to the Surrey Hills for the weekend of July 27, 28.

DJ to do likewise for an Ambleside weekend of September 7, 8. (done: 10/7/19)

2. Membership

Since the last magazine distribution it appears some six members are likely to let their membership lapse, and we have half a dozen new members, which would leave the total at 100.

3. Finance

No new circumstances have arisen requiring discussion in the absence of the treasurer.

4. Magazine

Keith is understood to be rounding up articles for the next edition.

There was no report on actions to review print costs or progressing towards paper-free access and distribution.

5. Website

Forum posts older than a year are deleted.

Trip and Charity pages are removed.

MW still to set up forum access for new members.

There was no report on enabling Karen Clarke to adopt a Moderator role for Facebook posts.

6. AOB

i. CB reported that CyclingUK may now need Ride leader names, though previously they showed little interest. Action: Allan Knight.

ii. Attendance at committee meetings has dwindled – why, is uncertain. RS will solicit reasons and seek remedy, to promote vigorous and representative discussion.

iii. First Aid

ER can arrange for a trainer if there is sufficient demand. RS will post in the forum to see what interest there is.

iv. Access

CB reported that there has been substantial access progress in Wales and that an opportunity to extend rights in the New Forest may arise. CB to contact Nick Clark re the current status of discussion, and pursue.

Next meeting: 8pm; 10th September 2019 at the New Forest Inn, Emery Down.

Singlespeed European Championship 2019

By Keith Whitten

Termoli, Italy was the venue for this year's SSEC. No, I'd never heard of that place either. It's actually on the east (Adriatic) coast about half way down. The nearest airport is Pescara also on the coast just over 60 miles to the north. The organiser of the event suggested that it could be good to ride from one to the other and he wasn't wrong. In years to come it should be even better as the authorities appear to be converting a disused railway line right on the coast into a cycle track. Disused, we found out, because coastal erosion has caused some sections to fall into the sea. As it was the part finished gravel surface was ideal for fattish mountain bike tyres. I rode with Sam, a friend from Bristol and in warm spring sunshine it was a good day out. Chris, another friend we were sharing accommodation with had hired a car and took our bulkier luggage. He also went shopping and cooked dinner for when we arrived. Good lad.

The following day (Friday) we explored the town including the old seafront fortified village before heading to the event HQ, a few miles inland atop a hill, in the late afternoon. It quickly became clear that this event wasn't to be on the scale of previous European Championships. The campsite was dirt and weeds, very exposed to the wind and only very sparsely populated with singlespeeders when we got there. Bobby's Live Bar, a shack on the side of a small sports complex, was being used as the event HQ and the locals we were sharing it with seemed happy to have us swelling the numbers there. Unusually, the live entertainment was on the night before the race with bands at midnight and 2am! Sam, Chris and I wilted and turned in for the night before the second band came on.

Saturday saw a big change in the weather. We woke to steady rain which carried on all day. The race was timetabled to start at 5pm so in the late afternoon we donned our riding kit, topped off with waterproof jackets and rode back up the hill to get it over with. By then our feelings about the event were rather subdued. The rain couldn't be helped but the turnout and facilities seemed very much a shadow of previous years and we'd not been able to spot anywhere that looked like it might offer a decent course to race on.

After what seemed like an age of waiting we were finally off, following the organiser's car down the main street of San Giacomo degli Schiavoni (San Giac will do from now on) to the race venue. This turned out to be a patch of



woodland with a compact area of very nice trails. Flowing singletrack, techy descents, fire roads and rideable climbs were all there. As usual we had to leave our bikes out of sight so the organiser and his helpers could move and hide them before we ran back to them. After each lap of about 3 miles it was compulsory to either drink a cup of beer or do a forfeit (press ups in the mud) and when the organiser thought we'd been riding long enough whoever was in the lead would be directed back up the steep tarmac climb to Bobby's at San Giac where he'd be declared the winner. There was also a guy in full camouflage kit hiding behind trees and jumping out on us from various places each lap.

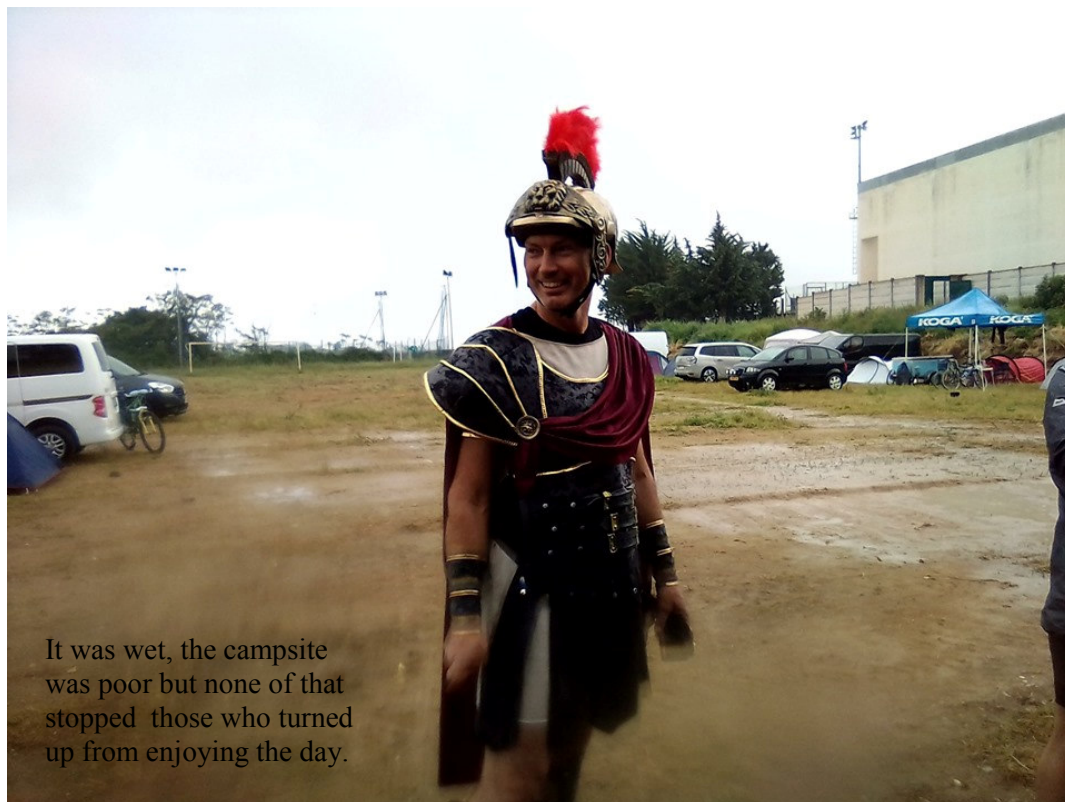
The rain had stopped but the course was wringing wet. The summer tyres I had fitted meant a lot of slipping and sliding but it was both fun and challenging to ride. Laps were taking a little under 20 minutes and from the third onwards I was expecting to find myself directed up to Bobby's. Towards the end of the fourth I considered joining the folks who'd had enough and were cheering and heckling from the beer stop but when I got there I decided that if there was riding to be done I'd do it. Lap five proved to be the last and there were very few people left on the course. Half way round I passed Chris who since I've known him has always been a stronger rider than me and then towards the end I passed a French guy with a huge tricolore flag draped round his shoulders. That was just before

the steep gully descent with a knee deep channel eroded down the middle, criss-crossed by a couple of tiny wooden bridges. It was all very slippery and braking to line myself up for the second bridge I went down in the mud. I was sure the French guy was going to come past but didn't see anything of him. He told me later that trying to follow my speed down the gully he crashed too.

From there I just had to get back to Bobby's and it may be a little ironic that after over an hour and a half on wet mud I probably walked more on that very steep tarmac climb. It really was *very* steep. Back up at Bobby's the winner had won and there was a small crowd cheering everyone as they returned. There were no official results beyond the winner but unofficially I appear to have finished second! I was both rather pleased and pleasantly surprised with that. Solving the anaemia issues I mentioned in the spring issue of Newforce really has made a difference.

In the evening after the race there was prize giving and meal of traditional produce from the Molise region in a function room in the sports complex, then some impromptu singing of what may or may not have been traditional Italian songs or maybe rude rugby songs in Italian. Those who couldn't speak Italian had no idea but there was food, alcohol and atmosphere aplenty.

On the Sunday the sun shone again and we were given a guided ride round the



It was wet, the campsite was poor but none of that stopped those who turned up from enjoying the day.



Chris (left), Sam (right)
and I at the high point
on the Sunday ride

area, mostly on tarmac as we were told that most mud trails would be impassable after the previous day's rain.

Then on Monday it was time to head back to the airport. And it rained again. Very heavily. There was only room in the car to two people with bikes and I was the one who volunteered to ride. I set off at 7:30ish in light rain but an hour later it was torrential and the waterproof to I was wearing proved not to be up to such a downpour. For the next hour I was shivering as I rode and it was only the thought that I'd be even colder if I stopped that kept me going. Mid morning the rain eased and I did warm up a bit but for the last hour in to the airport the rain came back just as heavy as before. Thankfully I'd had the sense to pack some well wrapped up dry clothes to change into. I arrived at the airport after five hours riding not long after Sam and Chris.

Despite our initial impressions the event proved to be well worth turning up to and the low turnout (maybe 80 when previous years have attracted 200+) can perhaps be explained by the world championship happening relatively close by in Slovenia in October. I don't think I'd hurry to go back to that area as a tourist though. In common with other parts of urban Italy I've visited the overall impression was of shabbiness with half of it looking like it was great once and the other half looking like it'll be great when it's finished.

From the club trip to the Peak District
Hopefully there will be a report on this in
the next issue





More Morzine Adventures

By Eleanor Rutter and Derek Johnson

"Oh, I fell off about 3 or 4 times a day", so said Ros Harper who we bumped into at Geneva Airport on our way back home. She had been doing a cross country route in the Southern Alps with narrow paths and tight switchbacks. Eleanor and I had no mishaps all week, but half of the time we were doing green and blue downhill runs with massive berms about 4 foot high which would throw us around the corners (in comparative safety). The ground would also fall away steeply so that the berms sometimes looked twice as tall and very daunting, but over time we learnt to treat them as our friends, keeping us from skidding off at the corners.

In 2016 we started out as a Jalfrezi group of five staying in a very comfortable 8 person 4 bedroom Gite, this year we were down to two people staying in an unseen one up, one down. two in the middle, three storey house, so Derek was a bit apprehensive about what we would find, despite being near to our favourite bar 'The Golden Marmotte'. It ended up suiting our needs quite well with a garage to the side where we could lock our bikes up overnight.

Saturday, with just a few hours left in the late afternoon we cycled down the beautiful riverbank to the small town of St Jean D'Aulps for a quick refreshment, no ski lifts or lift pass needed.

Sunday, and we had checked the start times of the World Championship Cross Country races taking place in Les Gets and we arrived there about 10:30am in the middle of the Ladies event to see the action. The course was well laid out for spectating. The more enthusiastic supporters had petrol chainsaws with the chain removed for the noise only ! The fitness of these athletes was very impressive doing lap after lap, as was their skill dropping off tree roots and maintaining balance standing upright with straight legs. Watching all this high exertion was making us thirsty so we adjourned for a leisurely picnic by the lake and we were ready to watch the men's elite XC race in the afternoon. On the way back to Morzine the red signpost was missing for the path to get down onto the gravel track. Though a nearby a new blue downhill sign appeared that we thought that that could do the job and boy were we in for a treat, camel bumps



and tight berms that seemed to go on for ever, and being a brand new track it was in great condition.

Monday, and we thought we would head back to the XC course at Les Gets but unfortunately all the route markers had been taken out so we weren't able to test ourselves on the course, so we opted for a coffee stop at the top of the Nauchets chairlift, perfectly poised then to set off on a black cross country route in the afternoon. Last year I (Derek) had failed on two of the three steep climbs each following a stream crossing. This year I had upgraded to a 46 tooth cassette sprocket, and coupled with a youtube tuition video on dropping the seatpost to lower one's centre of gravity, I managed to climb all three this year.

Tuesday, was an excursion day over to Switzerland and the resort of Morgins, which was exceptionally quiet after the hustle and bustle of Morzine and Les Gets. Our plan though was to cycle up the road back into France to the town of Chatel. On the piste map there was a new cross country route from the lake at Chatel over to the bike park a distance of several miles. Unfortunately this path involved a lot of uphill pushing and is destined not to be repeated.

Wednesday. A few years ago I (Eleanor) had a picture taken in the bike park at Les Gets but did not know how to get hold of the pictures so popped up a message on one of the girls MTB forums on Facebook and this lovely lady called Lucy replied giving me the details. We have stayed Facebook pals since then . She was going to be in Morzine the same time as Derek and myself so we offered them a day's experience of Derek's extensive guiding skills as we found out they had not really left the resorts of Les Gets and Morzine on their previous visits . We met Lucy and her delightful boyfriend at Les Gets and set off on our XC adventure . We had to repeat the excellent blue run into Morzine which had both of them whooping with joy and wanting more. We took the XC route over to Lindarettes and then got the Mossettes lift up into Switzerland where we had our 1st coffee stop of the day . We then found out that neither of them had ever been to Switzerland so they were delighted with this route. We then took the long track back to Lindarettes stopping at Lac Vert for a photo opportunity as the backdrop is stunning (Derek tried and failed to stay out the photo for fear of spoiling it). Dropping into Lindarets for a beer and a packed lunch stop (they were both very impressed with my lunch I had packed them as had been living on baby bells and chedders) . After lunch we then tried out a new blue run back



into Lindaretets which has been closed for a few years , again well worth the wait it was lovely and swoopy with free flowing berms down to the lift. After this we went back via Avoriaz into Morzine and onto Leg Gets stopping at a very nice new restaurant where we introduced both of them to the lovely nectar drink called Grimbergen Blanche. We could have sat there for a long time as the views were spectacular but we were very aware we had to get into Les Gets to get the lift back to head home . Long day in the saddle and we were both very weary by the time we got back to our usual bar the Golden Marmotte for an end of ride beer .

Thursday, we planned an XC route from Les Gets, via Encrenaz and Essert Rommand, and so back to Morzine. This involves a strenuous tour of Mont Chery to Encrenaz, followed by a 45 minute climb up to go over the Col de la Basse. Let's hire electric bikes Derek said to me, it will make the climb so much better and enjoyable and we will have such fun . So we hired two Trek Powerfly electric bikes for the day, full suspension with Bosch motors, 500 Wh batteries, and according to the hire shop weighing 30Kg each. I have always been resistant to hiring an e-bike in the past but thought well it's got to be done at some stage so went for it. Problem 1 - not allowed on the standard bubble lift in Les Gets so had to wait for a service cage which took forever to arrive . We manhandled them on as they really are heavy beasts of burden. So off we set on a nice gravel uphill path that on eco mode made cycling so much easier and I thought maybe I have been wrong about E-bikes . No definitely not wrong the 1st bit of slightly complicated uphill I pressed the turbo button and shot off in a direction I had not planned on with no control of my bike at all. It was like being on a motorbike!! Turbo button definitely one to be cautious of ! Problem 2 - first bit of steep downhill and I realized that the brakes had been left on the wrong side as it had been ridden by a continental person the day before. So after nearly flying over the handlebars as I hit the supposedly back brake this shook my confidence . Also it was like there was some one sitting behind me on the bike as we gathered so much speed on the downhills. Quick pit stop at base to get the brakes changed over and off we went again . Problem 3 - flat back tyre we could not work out how to remove the wheel as there was no lever, so after a help call to base we eventually managed to sort that out. Problem 4 - while standing about doing problem 3 all the local horse flies decided to feast on my legs . By now I had well and truly had enough of the e-bike and was delighted to return it and get my trusty steed back again .

Friday. We met up again with Lucy and Len and offered them another days guiding . On the way into Morzine my gear cable snapped and Lucy's brake piston got stuck. After quick pit stop in the bike shop in Morzine to sort them both out we then headed over to Chatel via Morgins. This time avoiding Derek's new route that was not at all joyous we took the bike bus from Chatel town up to the bike park . Here we had a play in the bike park for an hour or so before heading back. To ensure we did not miss the Super Morzine lift back down (we missed it by 5 min earlier in the week and had to return by a long down hill road route) . Then again a 1st for Lucy and Len we took them to the Bec Jaune micro brewery for a pint of their own brewed beer for the boys, and a Bec Pec (cider, ginger beer, and lime juice) for the ladies, before saying our goodbyes.



Corfe and More

The Purbecks Ride on the 23rd June

By Martin Wheat

A day out on the Purbecks seemed like a good idea and the forecast was fair so conflicting engagements were brushed aside. This time my guess as to how long it'd take to reach Norden car park turned out to be conservative, so I was there in good time. ... but where were the others I expected to ride with? Turns out they were getting in some warm-up miles on the way from the Sandbanks ferry.

What is it about the Purbecks? So many of the ascents are close to the limit of the possible, and not all on the right side of it, and they come at you one after the other with scarcely a breather between. After a few of them we scooted along the top of the escarpment with a fine view looking down over Kimmeridge (I think; staying out of the ruts was taking most of my attention), and then Swyre head and the Encombe bowl which hosted some of the more spectacular SAMS races 20-odd years ago.

It's hard to make a meaningful ride on Purbeck without some road links, and one through Kingston took us to what John assured us is the best downhill in the area. He suggested we drop our seatposts (if only) and disappeared down the gully. The rest of us bounced down over the rocks and roots with competence varying from accomplished to just surviving.

Our next road link took us back through Corfe, where the visitors milling vaguely from shop to café and back all seemed very pleased to see us, or was that 'the back of us'? Then it was up the steady rise over Rollington and Brenscombe hills towards Studland. The stronger riders were where they usually are, with Barry relishing his e-bike. I thought he'd brought it to add some weight and transmission drag, but apparently he turned it on from time to time.

Only then, after the soft sands coming off the golf course had challenged the stability of those with higher pressured tyres, we made it to the Studland beach café ("you can't park your bike there!") for lunch.

No rest for the wicked or weary, and it's hard to get the legs going again after a break – it was straight up past Old Harry rocks to Ballard Down (=Up) and a narrow loop path giving us the chance to practice our bramble defence skills before rising again to the golf course. More of that soft sand, and an undulating route through the woods back to the car park. If that sounds like rather a soft afternoon, be assured it was welcome ... and those who'd parked at the other side of the ferry skipped the road section to the Corfe car park in favour of warming their muscles down on the much longer stretch back to Sandbanks. They'll have clocked a good few miles over the day.

Altogether a good day out, many thanks to Steve (mostly) and John for leading.

MTB Enduro Safari in the Haute **Alpes**

By Ros Harper

I was bored with the idea of another holiday in Morzine (fast becoming the Ibiza of the Alps) and didn't fancy/couldn't afford to follow the free-riders to Whistler. I wanted to ride challenging natural trails in a small group, in a beautiful area, away from the crowds. So I booked this trip after riding with the same company in the Lake District last year.

Staying in a different hotel each night and riding a new valley each day made this trip a true mountain biking safari. Every morning and afternoon we had as much uplift as our own personal minibus or local chairlifts could give us but there was plenty of Enduro style climbing too... not my favourite bit! By coincidence we were an all female group, but what a group! Friendly and funny and totally hard core, they whooped and squealed their way down the rockiest, gnarliest and blackest of black natural alpine trails. I skooshed along at the back, trying to follow their lines and having the odd private little tumble, hoping that no-one had noticed. Turns out I was lucky to come home with no more than bruises and total exhaustion, as two of the others had hospital visits, one including a cliff face rescue with abseiling and a helicopter; these trails are a world away from bike parks and trail centres.

We started and finished our week at Auberge Edelweiss in La Grave, best known for its off piste and glacier skiing. With a view of the glacier from the hotel terrace we were thoroughly spoilt here, with all diets and levels of greediness catered for, a fully stocked bar, a sauna, and a bike workshop. Absolute bliss. Later in the week we rode in the beautiful Serre Chevalier valley and stayed in Briançon, where the hotel was full of random curios like stuffed animals, tailors dummies and teddy bears in glass jars. They had not a clue about vegan catering but there was a very nice jacuzzi on the roof. Day 4 began with a drive up to the French/Italian border, and a hike-a-bike in the snow before a long descent in a moon-scape before eventually rolling into flowy woodland trails and ending in the small village of Abries. The final two days were spent riding in the stunning Qeyras National Park and staying in the high village of Arvieux with fabulous views from our huge suite and balcony plus a lovely outdoor pool which we were too tired/lazy/full of beer to use!



Our guide Julia Hobson of Endless Trails was brilliant; good humoured, calm, very knowledgeable and always remembered to give the right piece of advice at the right time without being patronising, my favourite one being: "it's a bit exposed on the next section, just walk it if you're not happy". However, it was often easier to just let the brakes go and crash down the tricky bits than it was to wrestle the bike down them on foot. Even so, I remained a complete wimp on very steep switchbacks with step downs on the approach, so hopping off and on the bike became my go-to activity on some descents.

Now I'm well into my 60s, it was clear to me that most sensible people in my age group were in the Alps to walk gently and look at wildflowers and we often came across them poking about in the fabulous alpine meadows. Some were less than impressed at having to share the path with mountain bikers but most were friendly and made encouraging noises. They always asked me if I was on an e-bike, and I must admit there were lots of climbs when I would have eagerly swapped my battered old Giant Trance for a nippy Duracell Dragster. E-biking is much more popular in Europe than here and is really a totally different sport to classic mtbing, rather than a choice for the bulging and breathless as it is often regarded in the UK.

Our days were organised into morning and afternoon trails, sometimes with a coffee stop and an uplift half way through the session. The weather was kind; dry and not too hot and every morning descent came down to a lovely picnic spot where our trusty van driver Andy would have set up a table loaded with fresh healthy food for lunch, plus lots of cold fizzy drinks and big bars of chocolate. Girlie heaven! And then there was more girlie squawking when we paddled in a river or swim in an icy lake to cool down. The overnight snow made our hike-a-bike up from 2,744m at the French/Italian border at Col Agnel quite hard, but otherwise the trails were in tip top condition. Julia did a great job of selecting varied trails that maintained interest and challenge all day and we hardly saw any other riders.

They say you improve your skills by riding alongside superior riders. I certainly was in the company of some great shredders on this trip, so let's hope a bit of their magic has rubbed off onto me; I might find out at Ardrock Enduro coming up soon. And on my next trip to the Alps I might plan in a day or two of botanising and bird watching.



Contributors Wanted

Yes, that means YOU!

In the editorial I made my apologies for this issue being a little late, but it's not entirely been due to me going out to play in the sun. Offers of material to fill these pages have been rather slow arriving. I know it's my job as editor to sew the seeds of ideas with people who I hear have been up to interesting exploits and then to issue a little gentle nagging as deadlines approach, but the odd unsolicited piece of prose every now and then would be a very pleasant surprise.

Without input from you the club members, this magazine will tend towards becoming my own unofficial autobiography and much as I'd be flattered if you all thought my experiences and opinions were compulsive reading every few months I'm not sure that's all you want to find in these pages.

As I'm only occasionally out on weekend rides there's a good few of you that I don't really know that well. But every time I do turn up and we all go for a drinkie or a coffee there's always plenty to talk about and I'm sure there are plenty of points in those conversations which would be well received by all who get to read this magazine, with just a little elaboration to put them in context. It could be the story behind a picture of something a little unexpected you saw on a ride, maybe someone embarrassing themselves, or a personal triumph you're pleased about. A few lines of text and a picture would be fine. In the past I've run stories about members other interests so if there's something other than riding bikes that you're passionate about then let us all know what is and why it makes you smile. As editor I'll take any rough draft and polish it as best I can to make it fit. The more notice I have before the printing deadline the better we can make it.

So folks, it's up to you.....

LETS MAKE NEWFORCE GREAT AGAIN.

Events Calendar

These are events that are either connected with the club or that members will be participating in.

25th to 28th July 2019, Twentyfour12

This annual 12 and 24 hour event near Plymouth will incorporate the UK Fatbike Championship which will be a six hour race.

23rd to 25th August 2019, Singlespeed UK, Comrie Croft, Scotland

For 2019 the event is going up to the opposite end of the country to 2018's Isle of Wight event and will be held at Comrie Croft, north of Glasgow. Maybe a good opportunity to take in some of the Scottish borders trail centres in an extended trip?

23rd to 26th August 2019, The Big Bike Bash, Avon Tyrell

Charity weekend of bikes, beer and bands at the Avon Tyrell activity centre on the western side of the New Forest. Volunteer helpers are always appreciated.

21st September 2019, Intergalactic Surly Day.

Surly, the bike company with attitude will be celebrating their 21st birthday with meet ups organised here there and everywhere. There'll definitely be one in Bristol and most likely Swanage too.

4th to 6th October 2019, Singlespeed World Championships

The Slovenians have got the worlds for 2019. They did such a good job of hosting the European Champs in 2016 that an entry for the 2019 worlds is highly recommended. It will be far more than just a bike race.

7th December 2019, Global Fatbike Day

There will be fatbike rides happening at various locations around the world with the closest to the New Forest likely to be Swanage.

££ Club Discounts ££

The following shops offer a discount with your membership card:

3C Cycles

3ccycles.co.uk

179 Barrack Rd., Christchurch, BH23 2AP.

01202 486278

Unit 4a, 16-20 South Street, Hythe, SO45 6EB

02380 840765

Boost Bike Hub

boostbikehub.co.uk

2-4 Brookley Rd., Brockenhurst, SO42 7RR

01590 624204

Bournemouth Cycleworks

bournemouthcycleworks.co.uk

1143-1145 Christchurch Rd., Bournemouth, BH7 6BW

01202 424945

Cycle World Wessex

cycleworld.co.uk

36, Thornhill Park Rd., Southampton, SO18 5TQ

02380 471140

373 London Rd., Portsmouth, PO2 9HJ

02392 666500

The Forge Cycleworks

forgecycles.co.uk

Unit 12D The Furlong, Ringwood, BH24 1AT

01425 482797

Hampshire Trailer and Roofrack Centre

hampshireroofracks.com

Solent Business Centre, 343 Millbrook Rd., Southampton, SO15 0HW

02380 333111

Hargroves Cycles

hargrovescycles.co.uk

150 Commercial Rd., Totton, SO40 3AA

02380 862011

Also in Chichester, Fareham, Swindon and Winchester.

Eastleigh Cycle Repairs

Jim Breal

07949 004591

Eastleighcyclerepairs@gmail.com

Facebook: Eastleigh Cycle Repairs

The Hub Cycleworks

thehubcycleworks.co.uk

105-107 Shirley Rd., Southampton, SO15 3FF

02380 226969

Owens Cycles

owenscycles.co.uk

Stoner Hill, Steep, Petersfield, Hampshire, GU32 1AG

01730 260 446

Winchester Road, Four Marks, Alton, Hampshire,
GU34 5HQ

01420 563 922

Perfect Balance Cycles

keith@perfectbalancecycles.co.uk

87 Junction Rd., Totton, SO40 3BU

02380 871777

Peter Hansford Cycles

peterhansford.co.uk

Bridge Rd., Park Gate, Fareham, SO31 6BX

01489 573249

91 Olivers Battery Rd., Winchester, SO22 4JQ

01962 877555

Primera

Primera-sports.com

183 Bournemouth Rd., Parkstone, BH14 9HT

01202 749674

244 Charminster Rd., Bournemouth, BH8 9RR

01202 775588

Sinclair Cycles

sinclaircycles.co.uk

9 Westcroft Parade, Station Rd., New Milton, BH25 6JG

01425 837071

The Woods Cyclery

thewoodscyclery.co.uk

56 High St., Lyndhurst, SO43 7BG

02380 282028

MEET THE CLUB MEMBER –

ISSUE No 4 – Steve Samways

Stevee has been a general committee member for six or seven years and in recent years has organised several charity rides.

How long have you been riding off road? Have you lived and ridden in any other areas regularly? Do you have a favourite route locally or a favourite destination further afield? Are there any particular skills you'd like to learn or improve?

I've been riding off road for 8ish years now. I've always lived in and around Fareham, Stubbington for the last 25 years, Still enjoy the South Downs

The seafront is always a good ride, up on the cliffs between Lee-on Solent and Warsash. There's plenty of shipping activity and great views

I'm liking technical climbing routes more now, improve the skills to take things slower but keep good balance and keep moving forward.

Your bike? Do you have more than one? Do you have a long term favourite or do you treat yourself to a new bike regularly? Is there one particular bike you're lusting over but can't justify or afford?

My main bike is a Cube Stereo full suspension. It's approximately 4 years old and has had plenty of and use plenty of repairs done. I'm not into upgrades I just like to fix things as they wear out or break

I also have an old Cube hardtail worn out in couple of years of fairly hared riding and now converted to single speed which only gets used for pub / beach riding.

There's also a Cube cross bike for my intro into road riding which is also great on gravel tracks although it's now got slick tyres on for road use only

I'd like to have a new full suss as bike design and gearing have moved on since I bought last time but I'm happy with the Stereo as it stills handles everything I need it to do.

I'd also love a full on carbon Triathlon bike just for events !

What else in your life competes with cycling for your time? Other hobbies, commitments?

I started doing parkrun a couple of years ago and really got the running bug, now doing 10k and have signed up for couple of half marathons towards the end of the year..

Swimming and Triathlon have been a big thing for me this year. I learnt to swim and now swim regularly in the sea, lakes and pool to be able to take part in various events

How do you see yourself in ten years time?

I'd like to be fit and healthy and doing some kind of activity, hopefully still enjoying mountain biking and triathlons style events, something outside and with like minded people.



