

NEWFORCE

Spring 2018 Issue 147





Editorial

By Keith Whitten

Woohoo, we had snow. After an eight year gap since the last significant dump in the New Forest area Thursday the 1st of March saw a good four inches plus fall in the afternoon. That could only mean one thing to the fatbike owners in the club. PLAYTIME! Ironically, club secretary Allan, who issued the Vindaloo call to arms a couple of days beforehand when the snow was first forecast, got stuck on blocked roads in Hedge End, took five and a half hours to get home and missed the evening ride altogether. For those who did make it the snow didn't disappoint. There was a good turnout with several faces rarely seen on Vindy rides as we set out from Deerleap. In scenes reminiscent of 'Ice Road Truckers' frozen puddles were ridden over with the ice creaking and cracking loudly below and in an echo of the last proper snow ride we stopped where the snow was particularly deep and buried Mike Tomlinson. After a couple of hours of fun in the cold, white fluffy stuff we got to the New Forest Inn at Emery Down where we were all given our usual warm welcome.

Some of the Vindys were off work the next day and went for another ride over the lunchtime hours. This time Allan was there so he didn't completely miss the fun, but even then there were signs of the inevitable thaw. A couple of days later, on the Sunday, there was very little snow left and the club ride from the Happy cheese was most notable for the trails being wringing wet with meltwater.

So was that the end of winter? By the time you're reading this the clocks will have been put forward giving us daylight starts for the evening rides and hopefully the increased day length and sun strength will be having a positive effect on the trails we ride, many of which seem to have been in a soggy state for far too long.

Oh and as this is officially the club 'newsletter' I'd better point out that at the last committee meeting a few changes were made to the club officers. Full details of those and some other important stuff that was discussed can be found on the 'Club News' page.

Finally, be sure to read the final part of Martin Wheat's documentation of the events leading to the foundation of this club. He's obviously put a huge amount of time and effort into researching this and ensuring that we have a permanent record of those events. Many thanks Martin.

Photos:

I don't think the photos opposite and on the cover need any explaining.

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 Mike Tomlinson

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 has been recently revived 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. 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.

Autumn and Winter Rides List

Ride notes provided by Roger Shephard

Sunday 01 April 2018

Appleslade Inclosure (Easter ride) (ref SU 183 092)

Designated pub: The Red Shoot Inn

We could start with a sharp rise, but on cold muscles this is not recommended so we might make our way across Ibsley Common (soft, gritty sand and a little bit of a slog) towards Abbot's Well and Hampton Ridge and then circle around Amberwood and Sloden Inclosures, Splash Bridge and Broomy Inclosure, then Milkham Inclosure and back via Red Shoot Wood and finally come down the hill we didn't start with.

Sunday 15 April 2018

Abbotstone Down (ref SU 584 361)

Designated post-ride pub: The Woolpack at Totford if it's open, or possibly the Globe on the Lake, Alresford.

This popular starting place can be reached by taking the B3046 northwards out of Alresford (towards Basingstoke via the Candovers), passing through Old Alresford before climbing uphill through a spinney. The car park is at the top of the hill. From here the ride may well take us along the Oxdrove towards Upper Wield and Bradley before climbing through Nutley Wood to arrive on the downs above Dummer. A return trip through Breach Farm and the Candovers takes us back up the Oxdrove and thence back to the car park. This ride is always a lot of fun and well worth joining in.

Sunday 29 April 2018

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 13 May 2018

Breamore near Fordingbridge (ref SU 159 179)

Designated pub: Bat and Ball at Breamore

Please note that we are no longer able to use the car park at the Museum but will assemble in the car park of the Bat and Ball pub. We will probably be going up towards the gallops along Wick Down and Whitbury Down for a circular route taking in some sweeping tracks and ridges with fine vistas and perhaps reaching down to Martin and Tidpit before returning via Rockbourne and Whitsbury.

Sunday 27 May 2018

Bank Holiday - 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 and can manage the distance coupled with the terrain. 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 with a summer shower. In such conditions Fatbikes with their better grip have been known to easily outpace the full suspension rigs that many people choose to ride there.

Sunday 10 June 2018

**Isle of Wight (east) – all day ride – from the base of Ryde Pier
(ref SZ 594 929)**

Designated pub: Pub lunch on the ride.

This will be a day ride but the gathering point will be at the shore end of Ryde Pier, same as the trip we did in 2017. Most riders crossed the Solent on the Wightlink high speed service from Portsmouth to Ryde Pier. A few others crossed on the car ferries either from Southampton to Cowes or Portsmouth to Fishbourne and rode to the gathering point at the base of Ryde Pier.

For those crossing from Portsmouth there is a car park on University land about 5 minutes ride away from either of the ferry terminals on the corner of Museum Road and the A3 that is open to the public at weekends for £2 all day.

Recommended ferry times will be published on the club message board and Facebook page close to the ride date.

The route will likely take in Culver Down with it's stunning views and excellent cake stop before heading inland for lunch at a pub to be decided on the day. The return will pass convenient turn off points for those travelling back via Fishbourne or Cowes.

Sunday 24 June 2018

Longslade Bottom (ref SU 269 002)

Designated pub: One of the Brockenhurst watering holes TBA

This location is right by the old railway line that runs from Brockenhurst to Burley so the opportunities are quite varied. Setthorns Inclosure, Wilverley, Brownhill and Holmsley in one direction and North Weirs, Ober Lodge, Rhinefield and so on in the other direction or perhaps a bit of Bashley and Ossemsley.

<p>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.</p>
--

Sunday 08 July 2018

James Hill car park, followed by Beer Festival and BBQ at the New Forest Inn – (Ride at ref SU 283 083 – Pub @ SU286 084)

The best start point is the car park just 1/4 mile along the road from the pub in the direction of the Portuguese Fireplace. It has worked alright for us each time we have ridden from here because parking is at a premium at the pub. We simply leave the cars where they are and walk along the road. Starting from here we have a choice of the Reptiliary, Rhinefield, Bolderwood, Burley, Minstead and so on; all good stuff and just right for working up an appetite. Please note that if you have previously taken advantage of parking roadside on the verge, you are now denied that opportunity because a series of protection stakes have been set along the road edge to prevent people clogging up the road and causing a hazard. The choice is now either the pub car park or the official forest gravel car parks.

Sunday 22 July 2018

Corfe Castle, Purbecks (all day ride) (ref SY 955 827)

Designated pub: Lunch stop

This ride can be reached either by driving all the way the Corfe, or in the past some members have parked in Poole and taken the Sandbanks ferry and riding the short distance to the start point. Whatever your point of origin, the ride will start officially from the Norden Park and Ride facility just near Corfe Castle and that is the map reference given above. Please note that there is a car parking charge payable at meters in the Park and Ride facility. The start time will be the usual 10.00am roll out of the car park. Please allow a bit of extra time to get to the start as it is summertime and the tourists will be out in force.

Sunday 05 August 2018

Peaslake, Surrey Hills (ref TQ083 445)

Designated pub: TBA

Lovely starting point this, in striking distance of so much good riding; Holmbury Hill, Leith Hill, North Downs, just too much to list. Well worth the extra effort to get there.

If you would like details of all rides to the end of the year, contact Martin Wheat, membership secretary as he will likely still have spare copies of the club 2018 calendar

New FORCe early years: **Part 4 (of 4)**

By Martin Wheat

Period to the end of 1995 – recap articles of Spring and Autumn '16, and Spring '17

Before the mid 1980s, the New Forest (NF) was given over to Commoning, Forestry, hunting stag and fox with hounds and recreation. Bikes were used a bit for transport place to place and by occasional groups of youths letting off steam.

The mountain bike's arrival heralded the more adventurous finding their way further around the Forest than walker or horse rider would normally go. Informal races covered in the local press and the flood of bikes arriving in campsites in the summer (albeit few ventured far from their caravans) rang alarm bells among guardians of Forest traditions and led them to lobby the Forestry Commission (FC) for control.

Early in 1992 the Forestry Commission announced cycling restriction to the 288 miles of forestry access tracks, which excludes many obvious links and even some vehicle tracks. At an open meeting set up by Charlie Smith in Lyndhurst on 30th April '92, the club was formed to negotiate for cyclists' right of access and to promote cycling.

In July '94 the FC published a cycling map of 212 miles that included some links over open Forest – the Verderers' territory – and a revised map omitting some dead-ends for '95.

Then in January '96, after 18 months of stand-off between the FC promoting recreation and the verderers, that included the threat of litigation, the FC published a cycling map of 43 miles, some of which were on tarmac, describing 9 unconnected loops, and still supported by a maximum £500 fine for transgressors.

Spring 1996.

New FORCe members and other interested parties met at the White Hart on 18th January '96 to plan a response.

In an era before the internet was widely used for protest, the club led an access campaign.

Someone (probably Barry Collier) drafted points to make in letters.

We enlisted cycling organisations' help.

We wrote letters to local media; to national media; to sports organisations; to local and county council transport and recreation committees; to MPs and government ministers. In turn, they asked the FC what was going on.

And it worked. First the local papers reported "cyclists outrage" and the story

steadily spread, with national papers and radio reporting in astonishment. In April the monthly MTB Pro magazine described it as a “bonkers anomaly” and urged readers to “write to the Queen”!

The FC received over 100 protest letters.

Barry Collier took over from Charlie Smith as our access officer, and represented the CTC and us on the NF Consultative Committee (which advises the NF Committee, all agencies, local authorities and amenity groups in the NF, and the Verderers and FC are members) for its meeting on 14th March '96. They discussed “Cycling on Crown Lands” at length.

The following day at the New Forest Committee, Arthur Barlow (Deputy Surveyor, FC) reported the strength of public opinion expressed through Parish Councils opposing the controls; the Official Verderer noted there was also support for them. The committee resolved to pursue research into the harm caused by cyclists’ intrusions, and to ask the Verderers to consult again and agree “more extensive use of the gravel tracks than is currently proposed”, citing the short time for publicity before 1st July implementation; the fragmented layout of the routes and predominantly road access; the lack of scientific evidence of harm; and the conflict with central and local government transport strategies which promote cycling.

The Verderers met the following Monday, and on 19th March they and the FC issued press releases to say the '95 restrictions to 120 miles of track would persist through '96, and that Michael Seddon – FC Recreation Manager would chair a Cycling Working Group (**CWG**) with members from FC, NFDC, HCC, Verderers, English Nature, NF Association, NF Tourism, NewForce and cycle hirers would be assembled to resolve the issue.

Mid 1996 to mid 1997

The immediate threat was lifted, but this was the start of intensive negotiations.

The CWG met at the end of May and repeatedly thereafter. There were surveys of local council needs and of cyclists around the Forest; in July '96 a report for the Countryside Commission into “tranquil areas” (areas free from noise and visual intrusion) appeared, highlighting the areas West of Fritham, private land South West of Beaulieu and down to the coast, Hatchet Moor and Holmsley Walk.

By January '97 the CWG had circulated a new map of some 90 miles of cycle routes to local councils and all the other interested groups, as well as a press release, for their comments and suggestions. It proposed that:

- * “only parts of the gravel road network and the parts of the Forest they pass through can withstand use by cyclists”;
- * “... establish for the first time a network of waymarked cycle routes for

locals and visitors”;

* “local people will still ... ride their bikes between villages”;

* “visitors will be directed towards the waymarked routes”.

Among nearly 100 responses half bemoaned the exclusion of Hampton Ridge and a quarter that of Ragged Boys Hill, and in July after further negotiations a revised version was published for implementation in Spring '98 and to be monitored over 5 years before review.

The press reported Barry saying “I feel it was the intention of a some members of the [CW] group ... purely to oppose any further recreation in the Forest” and bafflement by exclusion of some link routes. Similarly, Peter Frost of the NF Association commented “Unless they are seriously going to police it ... there won't be a policy because law-abiding cyclists will stick to the tracks but others won't”. Our old friend the Verderer Anthony Pasmore in his Lymington Times ‘New Forest Notes’ wrote: “at first there had been some hope that the quiet areas of the Forest would be protected ... seem likely to be fragmented by cycle routes for no better reason than that there is demand for such routes.”

With resentment simmering on both sides, the plan was implemented in Spring '98, with publicity; waymarks; automatic and peopled monitoring of use. Later, waymarks were improved based on feedback from users and the scheme remained in place for many years.

The context – Active discussions in the New Forest around this period

There was a lot going on in the area at the time.

- A proposal to close roads such as the Ornamental Drive to Bolderwood, or return it to gravel, to quieten the Forest.
- Further reduce speed limits on minor roads.
- Erosion from shod horses: who should pay for repair and prevention – the FC proposed licenses for riding stables to access the Forest, and riders suspected that livery stables and individuals would be targeted next.
- Include part of the Totton, Eling and Netley Marsh areas in the Heritage Area.
- Implement Pay and Display for parking in the Forest car parks especially Lyndhurst, Burley and between Bolderwood and Whitefield Moor, alongside its introduction in the NFDC car parks.
- Develop a Sustrans cycleway, with on and off-road routes, between Christchurch and Southampton as part of the ‘National Cycle Network’.
- Build a Lyndhurst – Ashurst cycle way. The south side was found to have some rare species, so the feasibility of using north side was to be investigated.
- Introduce an HGV ban – in Burley and Bransgore, and on the A337 southwards from Cadnam to Lyndhurst – required construction of a right turn

from the Totton western by-pass onto the A35 and all those bulges on the A35 through Ashurst.

- The New Forest Buckhounds were disbanded in late 1997
- The Burns report on fox hunting was issued in 2000, and killing foxes this way was banned in 2004.
- A National Park was formally proposed at the end of 1999 and the park established in 2005.

All of this was supported by no end of position papers, strategy development and research, as one can imagine. They accumulated to quite a few kilograms and Barry waded through them seeking support for our access argument!



Above: club kit from the nineties!

Other club activity

What else were members doing during this period?

The meeting notes reveal:

Monthly, the committee met; a newsletter kept everyone up to date on developments; members met for social evenings at the Sir Walter Tyrrell or similar.

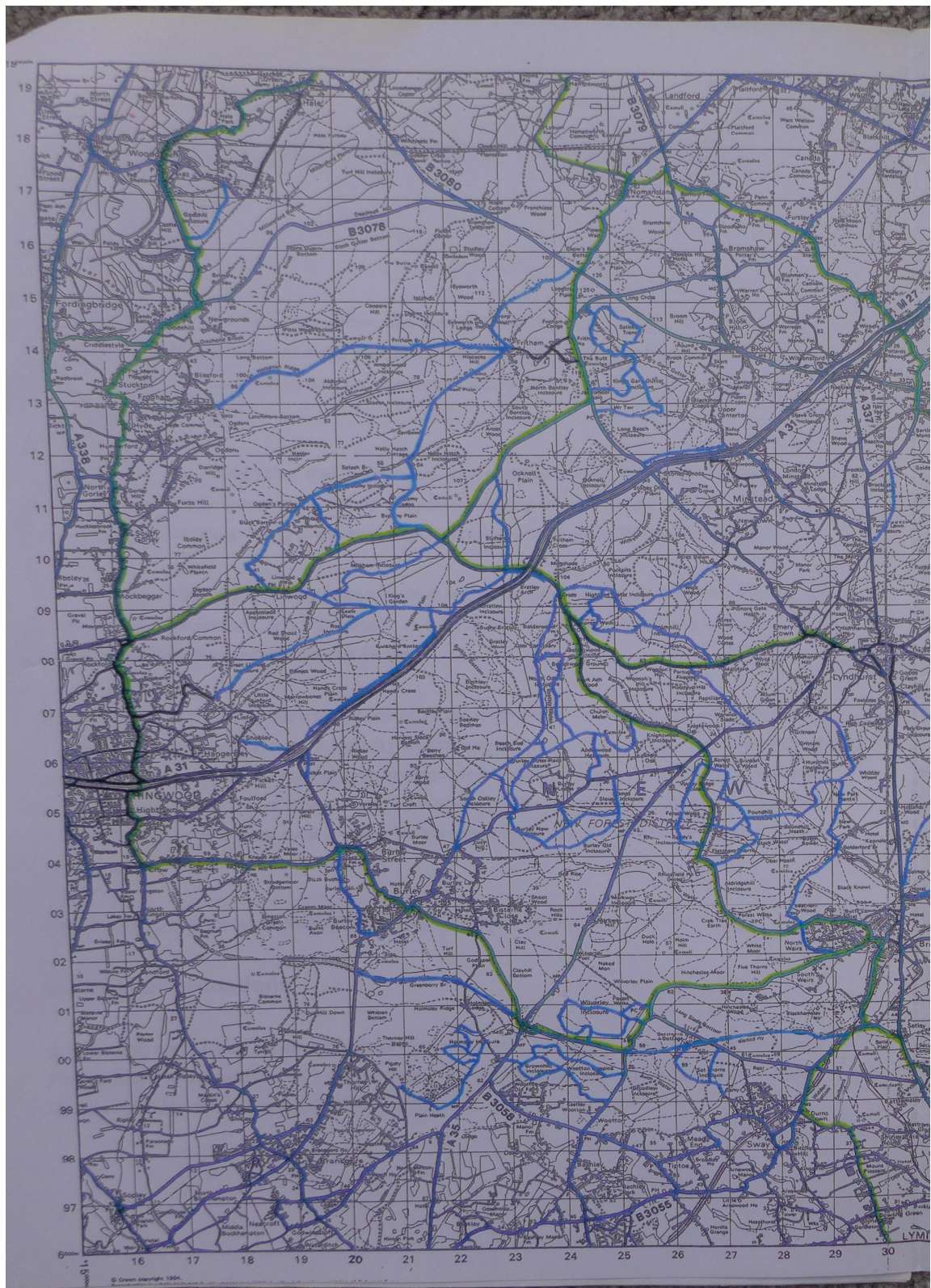
Club kit was designed and bought – demand prompted a follow-up order. Exactly what made us think that predominantly white is suitable for mountain biking is beyond me!

There were skittles evenings, one or more summer barbecues, a treasure hunt, cycle maintenance guidance; Christmas meals and evening rides began; a ride a month was out of the Forest; and the committee was looking for ride leaders – plus ça change ...!

Numbers of members competed in races – the Gorricks series; SAMS (Southern Area Mountainbike series; BMBF national points series, one of which was the National Championships. Any results they submitted were published in the newsletter.

In '98 the website was constructed

In May '96 there were 270 members, though by the end of '99 that had dwindled to 170.



THE NEW FOREST

CYCLING WORKING GROUP RECOMMENDATIONS July 1997

- Proposed Forestry Commission Routes
- New Forest District Council Advisory Routes
- Hampshire County Council - Lape Off Road Cycle Trail



Club News

On this page are the main announcements from the committee meeting and on the following pages are the minutes as produced by Allan Knight.

Club Officers

James Davenport has stepped down from his role as website editor and has been succeeded by Jack Lawry. The club would like to thank James for his work over the time he spent in that role.

Nigel Aiken has stepped down as treasurer, a role he held for many years. Rumour has it that he is currently doing far more running than cycling and despite finding that a little hard to understand the club thanks him for all the work he has done in that time. He will be succeeded by longstanding club member Ian Taylor.

Data Retention

The law is changing to place greater onus on organisations of all sizes to obtain consent for any personal data they retain. I'm not going to try to explain here what it means for the club as Martin Wheat, membership secretary will be writing to all of you to do that. Please take the time to read his letter and reply where required.

Vindaloo Rides

It was decided to remove the Vindaloo rides from the list of club affiliated or organised rides. There were a number of reasons for this including they are frequently attended by non-club members and mainly follow routes that would be difficult on bikes other than fatbikes. The Vindys are a very sociable bunch but it was felt that publicising their rides through club channels could be counter-productive for anyone turning up not knowing what to expect.

Facebook Page

The club has had a Facebook page 'New Force MTB' for some time and we'd like to make it more active. To join the group please contact Jack Lawry either by email or direct through Facebook.

Newforce Committee Meeting

Minutes by Allan Knight

The New Forest Inn, Emery Down,

Date: 13 March 2018

Present: Roger Shephard; Ian Taylor; Dean Johnson; Stu Rogers; Clive French; Eleanor Rutter; Keith Whitten; John Hawkins; Linda Hawkins; Nick Clark; Karen Clark; Martin Wheat; Allan Knight

Apologies: Nigel Aiken; Steve Keith; Steve Samways; Sue Marsland

Matters arising from the December 2017 committee meeting:

Club Rides 2018

List to be compiled in September for following year

Members to be canvassed for new routes – via magazine (**Keith Whitten**) and website (**Allan Knight**)

Routes to be randomised – pick from a hat

Ride leaders required for 1st April (Appleslade). **Dean** offered to lead Medium *post ride note **Tanya** has offered to lead fast group*

We are currently running two medium groups. More leaders required for Forest rides (we had over 30 members at Moors Valley)

Weekend Rides

Easter Brighton trip – 13 booked on trip. Sat and Mon rides advertised on forum.

May Exmoor trip – 18/19/20 May. Steve Samways has arranged.

South Downs Charity Challenge – 11/12 August. Steve Samways is organising this event and would welcome participation from club members.

Forest of Dean – 22 September (?). Steve and Sue are organising.

Summer BBQ

Slight change this year – the proposal is to take advantage of the beer & cider festival at the New Forest Inn, Emery Down and link up with a ride on 8th July. **Allan** to check with NFI.

Membership

No update further to AGM.

Newsletter

Contributions and photos welcome for the Spring issue

Many thanks to James Davenport for his time as Web Editor

Many thanks to Nigel Aiken for his time as Treasurer

Welcome to Jack Lawry as new Web Editor & Sue Marsland as Website Content Editor

Ian Taylor to take over as Treasurer

List of club officers to be updated

Note the club is putting together a policy and reviewing actions required to comply with the new GDPR (data protection) regulations.

Website

Do we use cookies? Do we need a statement to request permission on the website? **Jack Lawry** to advise.

AOB

Posters to be printed to advertise club in bike shops. **Martin** to distribute with magazines to bike shops.

Keith Whitten is organising SingleSpeed UK champs 2018 (not as serious as it sounds!) on the Isle of Wight 14-16 September 2018. Any volunteers for assistance appreciated.

Chris Brice and Penny are both offering MTB guiding (for a fee). Links to be added to the website to help promote them – **Jack and Sue M.**

For large / popular club ride meeting places (ie Swinley), we need to be clear exactly where to meet so we don't miss people.

Charlies Charity South Downs Ride

Steve Samways has asked if the club would donate to this event.

This was discussed, and it was considered that the club has a continuing commitment to support cycle based charity / youth cycling development as it reflects directly on the purpose of the club. We have limited capacity to expand this to support club members charities financially however worthy they may be. However we are as a club very keen to support Steve's event through promotion and encouraging members to participate or provide marshalling support. Keith to include in the magazine a request for marshalls / helpers.

Facebook

Allan to speak to Jack about updating the facebook page. *post meeting note – Jack has done this!*

Individual members to ask Jack for access to update the facebook page.

Keith to note this in magazine.

Data Protection – GDPR

Martin Wheat has provided a draft data protection policy

Ian Taylor to advise following his course on the subject

Nick Clark to look into website data security – whether regulations require us to take any further action

Ian to report back. Further discussion via email to committee to finalise proposals

Next Meeting

Tuesday 12 June 2018, 8pm, New Forest Inn.

Charlie's Beach Hut

South Downs Way MTB 2 Day Challenge

By Steve Samways

I propose to organise a ride on the South Downs Way from Winchester to Eastbourne covering **100 miles** in total.

My aim would be to have riders departing **8.30am Saturday 11th August 2018** from the King Alfred Statue Winchester with an overnight stop in Amberley, approx. **50 miles**,

Using South Downs Bunkhouse. Evening meal with a local pub.

Sunday morning continental breakfast and bacon / sausage rolls

Departing **Sunday 8.30am** continue to Eastbourne again approx. **50 miles** finishing at the pier.

Bag transfer and overnight accommodation for the Saturday night will be included

Return transport from Eastbourne for bikes and riders will included, returning via Winchester and Fareham

There will be support en-route from volunteers at various car parks along the route with sandwiches, cake, energy-bars and making use of the water taps etc

.....

Not included

Transport to start in Winchester

Car parking recommended Chesil Street Multi Storey (cars can be left for the weekend)

Saturday night food

Sunday night food (This could be Harry Ramsden fish and chips at Eastbourne, If time allows)

Included

Saturday Lunch stop (Sandwiches)

Over-night accommodation

Sunday morning Breakfast
Feed station snacks
Sunday Lunch Stop (Sandwiches)
Van support in case of breakdown or emergency
Transport from Eastbourne returning to Winchester and Fareham late evening
Sunday

This is for a local charity set up in memory of Charlie Codling

<http://charliecodling.co.uk/>

Karen & Steve Codling are a real inspiration to my wife Lisa and we would like to support them in their charity and in memory of Charlie and I feel to combine my love of riding with the great South Downs would be a good challenge.



The charity owns a Holiday Home in Cornwall which allows families with children who have a life limiting illness to spend some quality time together. This is paid for through many fund raising events throughout the year. A charity black tie ball is held annually at HMS Collingwood during September which we have attended for the past 3 years and would like to possibly have a table for our South Downs riders and supporters. This is a great memorable evening with lots of fun to be had with nice food, charity auction, drinks flowing, dancing to midnight and a few surprises along the way. Details and cost of this can be confirmed during the summer.

This will be hard and plenty of training and putting some miles in with a well maintained and reliable bike will be required so please consider if you would like

to complete the whole ride or maybe half distance could be an option. We will be riding as one group so nobody will be left behind.

There is also a need for support drivers to meet us at parking spots along the route to set up mini feed stations. This would be a great support for the riders to help them complete the challenge. If interested in a support role please email your details and the areas you would be prepared to travel to and we can work out a plan of action. My van will be driven to the start and collect bags and spare clothes bike spares food etc and will then leap frog along the route.

Getting the riders and bikes back to Winchester from Eastbourne is like a challenge in its self so any help with cars, racks, trailers etc would be much appreciated. I am in contact with a minibus company but this will be an additional cost.

This will be a fee based event so no requirement to raise sponsor money individually but there will be a Just Giving page so any extra individual sponsorship will be encouraged.

Total cost will be **£110.00** which includes all the above with a percentage going directly to the charity.

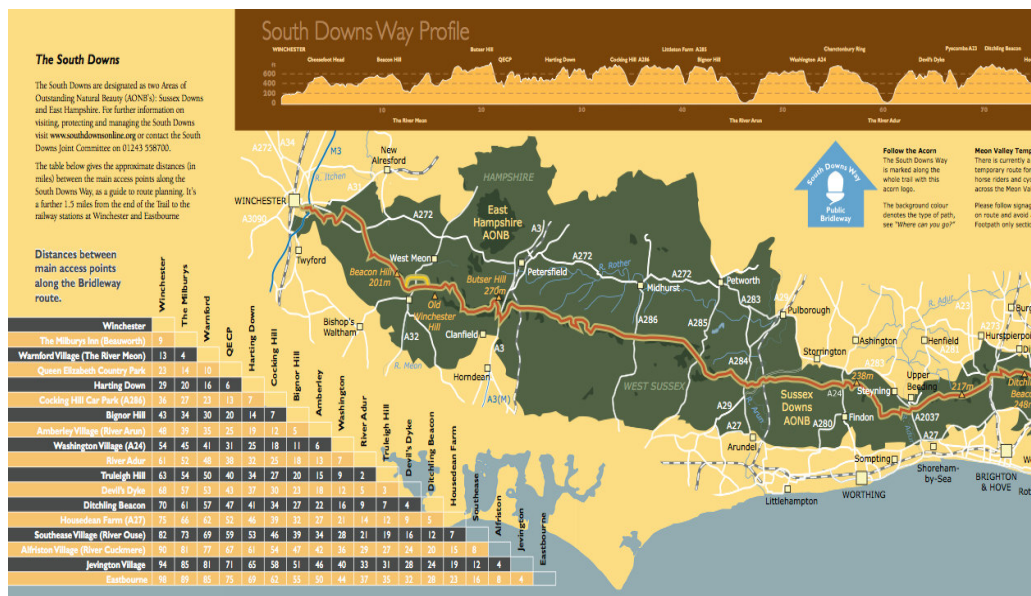
To secure a place a deposit of **£40.00** payable ASAP with the remainder payable by the end of July approx. 2 weeks before the start.

Any questions please contact
Steve & Lisa Samways
01329 315694
07966 360231
Steve.sambath@hotmail.com

Editors Note:

At the time of compiling this newsletter Steve has filled most of the available spaces for the whole two day ride but will welcome any offers of support or sponsorship.

If there's enough interest additional riders would be welcomed to join for either of the days as long as they make their own arrangements for returning to their starting points.



Useful info

<http://www.bikedowns.co.uk/index.html>

<https://www.southdownsbunkhouse.co.uk/accommodation>



Does Size Matter?

By Keith Whitten

Unless you've really not been paying attention for the last five years or more you'll know that the range of wheel and tyre size options on mountain bikes has increased hugely, with manufacturers trying to persuade you that you need anything but 26 inches. After many years of 26inch wheels with narrow rims and tyres ranging from 1.5 to 2.5 inches in width doing everything we've now got a whole load more options of diameters and both rim and tyre widths. Is it really progress or just desperation by manufacturers to stand out from the crowd? I've tried a number of them so over the next few pages here are some of my observations and opinions on some recent trends.

Firstly, 27.5 or 650B. For many years we all rode happily on 26 inch wheels, but six or seven years ago most of the big manufacturers latched on to the 29 inch size that Surly had been quietly selling in small numbers and declared it to be 'the future'. Then, just as the dust was settling, several prominent bike companies decided that 29 was too big and 26 too small so they'd go with a size somewhere in the middle, 27.5. Surely that's three steps forward and one and a half steps back? More accurately it's three steps forward and two steps back, because if you look at the metric designation of 27.5" (584) or just get a tape measure out, it's far closer to 26" (559) than 29" (622) and would more accurately be described as 27.0 inches. Looking at it that way it seems like change for change's sake rather than the revelation the marketing men would have us believe.

However, in mid 2016 a little bit of measuring confirmed that the generous mud clearances on my Dean frame were enough to comfortably accommodate a 650B wheelset with 2.25 tyres, and coincidentally at the same time one of my suppliers had some rather nice 650B wheels on special offer. Despite that bike having been my favourite through the years it had been recently been ridden rather less whilst the miles went on my 29er so I bought the wheels, fitted some tyres and lo and behold they actually did seem to make a difference. The bike felt a little smoother over hard ground and also really lively. All from a 'wishy washy – neither one thing or another' wheel size.

Not long after that I got hold of a pair of 50mm wide rims for my Surly singlespeed 'winter bike'. With the new rims I could run tyres from 2.4 to 3.0inch width at 15psi with no squirming and very little apparent drag. From being a bike whose sole purpose was to soak up the snottiest, grottiest conditions

our beloved British climate throws at us, just a simple change of rims had me wanting to ride it everywhere. In the hottest, driest spells of weather it felt like it was just gliding over baked cattle tracks with no loss of speed. Could I have found the holy grail of mountain biking? Grip, speed, agility and comfort? Well it worked for me to the point where my Salsa 29er which I'd previously thought to be 'a very super thing' became redundant and has now been sold. The Dean? That's special, it's never going to leave me. And as my knees get older I perhaps ought to ride a geared bike a little more often.

The other trend I'd been struggling to see the point of was fatbikes. Surely they're slow lumbering beasts, alright for soft sand and snow but clumsy and cumbersome on regular trails? Well, at the end of April 2016 I made my first trip to the 'Love Shack' for a weekend of riding the Quantocks with the Vindys. Four of the seven of us were on fatbikes and to my surprise they rode up the hills at a similar pace to those of us on conventional skinny tyres and then kept up just as well on the downhills despite mostly not having any suspension. Perhaps I'll have to reconsider my opinions here too? There were even times riding over loose stony trails when my bike (the Dean with hard pumped 27.5x2.25s) was spitting the stones out behind me with every pedal stroke whilst the fatties seemed to be just gliding over the top of them with no loss of drive. On the downside, a fatbike rider who guested on a Jalfrezi ride a couple of months later did say that every time he rode into a patch of soft, sticky mud it felt like he'd grabbed the brakes. Another regular fatbike rider told me a little later that fitting 29+ wheels to his bike made it seem as fast as..... and knocked 10 minutes off this ride to work time. And a regular 29+ rider told me that his bike was very good but not necessarily the answer to everything. Then another former 29+ rider in our club swapped his 3 inch tyres for 2.4s. Since then I've built myself a fatbike and whilst I haven't felt the urge to ride it everywhere, the increased grip and sense of being able to ride over pretty much anything has made a big difference in some notable situations. One of the most memorable was last summer's Jalfrezi evening trip to QE Park which took place a couple of days after some moderate rainfall. With that in mind I chose to take my fatbike rather than the full susser like everyone else turned up with. If you've ever ridden at QE Park you'll know how horrible the off-camber rooty sections are to ride when they're anything less than perfectly dry. Well, the increased grip from the fatbike gave me far more confidence to hold speed through those sections than any conventionally tired bike would have and I was noticeably outpacing riders I wouldn't have expected to had I been on a regular bike.

So is there a conclusion to be had from all these different opinions and is there one wheel and tyre size that really is best? Well the only conclusion I can come up with is that there is likely to be an ideal diameter, width and pressure for every combination of terrain and rider weight, but it's not often going to be 26

inches with skinny tyres and what's absolutely the best will change with the terrain you ride over. Harder and smoother ground will favour narrower, harder and smoother tyres. Bumpier and softer ground will favour fatter softer tyres. Tighter, twisty trails will favour smaller wheels for rapid direction changes. It is perhaps significant that of all the new bikes I've seen in the club over the last year or so, the majority are on plus sized wheels. They may not be the choice of champions but they do seem to be very good for just getting out and enjoying the ride.

In my experience there are significant comfort and grip benefits to plus sized and fat tyres but I personally don't believe the speed differentials are anywhere near as big as the advertising would have you believe, at least on firm ground. Soft, loose or soggy going will show up greater differences and when you get to snow and dry sand you won't get far without a fatbike. I once tried to following



a bunch of fatties up a beach on 2.35s and it wasn't pleasant. So if you're happy with the bike and wheels you've got then just get out there and ride on the choice you've made. Our club rides aren't races and there must be more important things in your life to worry about. But if you really want to sit about pondering what you've just read then maybe put your efforts into identifying the riders I've quoted. I might even give a prize for the first correct list. Not a big one though.

Above: Some wheels of various sizes.

Events Calendar

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

14th to 15th April 2018

Battle on the Beach, Pembry, South Wales.

Endurance race taking in a large section of the huge beach at Pembry. The party the night before is reportedly well worth turning up for.

22nd April 2018

Gorrick gravity trail Enduro, Area 51, Frimley, Surrey

From the Gorrick website: *'It is also not a pure downhill event, so there will be no gnarly steep descents or massive drop offs. It is a circuit of the venue which includes a number of timed trail stages, so you won't need a special bike with loads of travel either, just bring what you have and enjoy. You will be helped on your way by good old gravity but you will still have to pedal a bit. What's not to like'.*

17th to 19th May 2018

Singlespeed European Championships, Arnhem, Holland

This one's only a shortish drive from the Channel Tunnel so why not convert your bike and go along and join the party. There aren't any hills in Holland are there?

August 11th and 12th 2018

Steve Samways is organising a charity ride along the full length of the South Downs Way. All offers of sponsorship or support will be very welcome.

August 25th to 27th 2018

The Big Bike Bash, Avon Tyrell Activity Centre

This will be the 11th year of this local event that has gained a reputation as a fantastic, feel-good celebration of bikes, beer and live music.

September 14th to 16th 2018

Singlespeed UK, Apse Heath, Isle of Wight.

This event is being organised by the esteemed editor of this magazine. If you would like to help him make it a weekend to remember for all those iron legged entrants please let him know.

££ Club Discounts ££

The following shops offer a discount with your membership card:

Boost Bike Hub www.boostbikehub.co.uk

Brookley Road, Brockenhurst tel: 01590 624204

Cycle Experience

179 Barrack Road, Christchurch tel: 01202 486278

10-20 South Street, Hythe tel: 02380 840765

Sinclair Cycles

9 Westcroft Parade, Station Rd, New Milton BH25 6JG tel 01425 837071

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

Bournemouth Cycleworks, www.bournemouthcycleworks.co.uk

1143-1145 Christchurch Rd, Bournemouth, BH7 6BW tel 01202 424945

Primera www.primera-sports.com

183 Bournemouth Rd, Parkstone, 01202 775588

244 Charminster Rd, Charminster, 01202775588

Perfect Balance Cycles

87 Junction Road, Totton. tel: 02380 871777

Hargroves Cycles www.hargrovescycles.co.uk

150 Commercial Rd Totton. tel: 02380 862011,

Also in Winchester, 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.

Hampshire Trailer and Roofrack Centre

Solent Business Centre, Millbrook Road, Southampton. tel: 02380 333111

The Woods Cyclery

56 High Street, Lyndhurst, SO43 7BG. tel 02380 282028

Reader's Bikes - The Relic

By Keith Whitten

Back in 1993 I was a student. Back in 1993 students got grants. So back in 1993 I gave my entire spring term's grant to Gary Allen at GA cycles in exchange for an Orange Clockwork. LX spec. To pay my rent and buy food I took the weekend graveyard shift (11 to 7 Friday and Saturday nights) at a local petrol station.

At the time the Clockwork was one of *the* bikes to have and it genuinely felt so much better than the Kona Fire Mountain I'd owned previously. My race results improved and I enjoyed riding it whenever and wherever I could. Over the following years I took it to France, Ibiza, Lanzarote, Morocco, America and Japan. The latter two with slick tyres, rack and panniers for touring which it did just as well as mountain biking.

In the run up to the millennium though, newer shinier things had come along, with bouncy forks and disc brakes, so the Clockwork became relegated to commuting duties. It was last built up for off-roading in the mid noughties as a winter bike. It did rather well at that and the love was rekindled, but age and rust had taken it's toll and cracks started appearing in the chain and seat stays. I had it welded a couple of times but it was a losing battle and after a brief flirtation with slightly younger model, which never rode quite as well and also cracked I admitted defeat and bought myself my Surly singlespeed which I still ride regularly. I just can't bring myself to put that old Clockwork out with the scrap. Too many happy memories.



Then and now

If your bike is a little unusual or has a bit of history to it please let the editor know and it too could be featured in a future issue of this magazine.

