the friendly club for anyone in Southeast Hampshire or Southwest Sussex who likes cycling

100 1926-2026 PortsmouthCTC The Pedal

The magazine of Portsmouth Cyclists' Touring Club Autumn 2026



Centenary Camp Cyclists (L-R) Vicky, Clive, Phil, Derick, Tim

*Hi-Res version of **The Pedal** HERE Suitable for Print & QR Codes (large file)*

Group Events in September & October 2026

Date	Event	Location	Website
05 Sep	Presidents Ride	Surprise Location...!	Link
18 Sep	Coffee Meet-up	Village Cafe, Knowle	Link
20 Sep	CCP - Time is Miles Audax	Rowlands Castle	Link
16 Oct	Coffee Meet-up	Woodmancote	Link
22 Oct	Portsmouth Glow Ride	Mountbatten Centre, Hilsea	Link
29 Oct	Club Night, History & Book Launch	Bedhampton Social Hall	Link

QR Codes

Why we have Quick Response (QR) Codes

Normally when reading a document on a digital device, such as a computer, tablet or smart phone you are able to select a link and follow that to another location on the internet. As an example, there are links in this magazine which lead to either additional information or perhaps a map.

However, when you print out the magazine, this digital link is lost. So, to overcome this issue QR codes have been added next to each link. All the reader of the printed magazine has to do, is to scan the QR code with their smart phone and follow the link.

To scan the QR code, you only need to open the camera app on your smart phone, point it at the QR Code and wait for a notification to appear. You then tap that notification and the device will be directed to the information. You can even point you smart phone camera to a QR Code on your computer screen!



Editorial

TERRY WILLIS



Quite why I'm working on the Autumn issue of our club magazine is a bit of a mystery to me. The sun is out and summer rides are taking place - No sign of Autumn at the moment. I suppose we have to look ahead and also look back on what has been happening in the club!

Like many in the club, we've been out finding "Lions" around Portsmouth, which are part of Portsmouths centenary celebrations. We managed to find them all, and throughout the magazine you'll see various pictures that were taken. Time is running short, but there is still time to find them as they are on display until Sunday 13th September - good hunting!

It also seems that I need to visit Cranleigh, as our coffee officianado seems to have visited a coffee stop there. It's out Godalming way, so a little further afield that some (Page 20)!

I hope everyone attempts the puzzles we put in the magazine, they are supplied by Steve Golding, who gets our thanks for time and patience. Thanks Steve!

Take advantage of our mild Autumns we seem to be getting, before we know it the winter edition of the Pedal Magazine will be due for publishing (1st December) - Happy riding.

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WhatsApp!

PCTC Casual Rides



Following a number of requests for "Casual" adhoc rides, to work alongside our existing leader led rides, it's been decided to operate a ***WhatsApp*** group called "**PCTC Casual Rides**" on a trial basis. This will allow members to publicise the fact they are going out at short notice and allowing fellow members to join them for a "casual" ride.

For those not in the know, WhatsApp is a free instant messenger and social media platform, which allows you to communicate directly with other people in the same social group. This allows a member to message those within the group to let them know they are going for a ride and letting others reply and possibly join them.

https://www.digitaltrends.com/phones/what-is-whatsapp/ for further information.

What do you need

You ideally need the "***WhatsApp***" app on your mobile phone for the full user experience, but it is also possible to access ***WhatsApp*** from a computer desktop application (Available for both PC and MAC computers) and via a web page https://web.whatsapp.com/.

How to join

To join the "**PCTC Casual Rides**" group you should email editor@portsmouthctc.org.uk, requesting to be added to the group, remembering to include your mobile telephone number. Members will be added on request only, those not wishing to partake will not be added.

How will I know I have been added to the group

You will get direct notification through ***WhatsApp***. The group will appear and you will also be able to view who is in the group.

How do I use it

If you decide to go out on a ride and would like others to join you, you would create a message in the "***WhatsApp***" group "**PCTC Casual Rides**" saying when you are going out and your plans. If anyone wishes to join you they should message back to arrange to meet or to discuss the ride.

Does this replace the existing ride system

No. All PCTC leader led rides should be put onto the website as they are now and you should continue to book these rides as you do now. What the ***WhatsApp*** system allows is for members

going out for a ride to ask if anyone would like to come along as well. These are leaderless rides, self guided and planned like riding with friends.

It's important to remember this is a trial. We are hoping that it will work alongside, but not replace our existing excellent rides system.

It is open to all Portsmouth CTC members who wish to use the facility, it may not and probably will not be for the majority of members, but it will add another dimension to members rides. It is not available to non-members.

Responsibility for those taking part in casual rides, are as now, as if cycling with friends or colleagues - it is your own responsibility.

"Rules"... or Etiquette for WhatsApp!

- Please keep discussions about rides
- No bad language
- Respect other members and their opinions
- No political statements
- Keep images to a minimum
- Keep messages short and to the point



Portsmouth CTC Club Nights

Season starts 29th October.

Bedhampton Social Hall, ***Bedhampton Road, Havant, PO9 3ES. 7.30pm – 9.30pm. £2.50***

A few changes, the photographic competition is now in November and the clubs annual Prize Giving will now be held on the first club night in January (14th).

Club Night Programme of Events 2026-2027		
Date	Event	Guest Speaker
29 Oct	Club History, including book launch	Phil Beed
12 Nov	Cycle Tour NC500	Dave Hinsley
26 Nov	Photographic Competition	Paul Hailwood
10 Dec	Annual Quiz	-
14 Jan	Annual Prize Giving	-
28 Jan	Royal Chilterns	Derick Cottell & Rob Norris
11 Feb	You cycled how far?	Rod Smith & Phil Beed
25 Feb	A Night Riviera Tour	Phil Beed
11 Mar	Havant Thickett Reservoir	Amy Rushton
25 Mar	TBC	-

An Eventful Ride to West Wittering

The late autumn heat wave made for a pleasant ride to West Stoke for elevenses, then on to West Wittering for a picnic lunch. The beach was crowded but we found ourselves a free spot and sat down to enjoy our sandwiches and cold drinks. That's when the drama unfolded:

Right in front of us, and in full view of a large group of young children a man and woman (husband and wife it turned out) started having a furious argument. She then hit him on the head with a frying pan, and things turned even more nasty. We were relieved to see a Police Officer turn up and use his baton to restrain the man, but somehow the man got hold of the baton and started using it on the woman and the Police Officer.

Just when we thought things couldn't get any worse a crocodile turned up and stole all the sausages and the man shouted out "That's the way to do it" We took the coastal route home, stopping at the Woodmancote for a well earned pint of beer.



Presidents Thoughts

JOY FORROW

What an amazing summer we've had to celebrate Portsmouth CTC's Centenary year! Some great rides and events.

Since May when I last wrote, 22 of us have enjoyed our Centenary camp at Stowford Manor Farm, near Trowbridge, which Clive Dakin organised. Some of us cycled there (and back). Once there, Clive and others put on a great BBQ which was very welcome. During the time there we enjoyed some good rides including the Sustrans Two Tunnels at Bath, and an evening ride to Solsbury Hill where Phil provided hot dogs as we looked down over the city of Bath and played Peter Gabriel's song! It all combined to make a great trip and many thanks to Clive for organising it.

On 11 July we celebrated with our Centenary party. 67 members and partners attended including 10 past Presidents. A good time was had by all. There were some great activities – the inner tube game and the hat game and were particularly memorable!

Other centenary events were the ride to Garnier Street to see where the club started 100 years ago and the photoshoot at Fort Nelson. Many thanks to Phil Beed for organising these.

I must also mention the Portsmouth City Council's Crazy Wheeled Cycling event that we took part in. They ran this as part of the bid to become City of Culture 2029. We share our centenary with them - Portsmouth City was born just 2 weeks before us! And I'm pleased to say we were well represented by 18 members, including Roger Knight who led us carrying the drag queen on his wheel chair trike! Behind the brilliant cycling piano & double bass duo!

Phil has also done a huge amount of work recording our history in the Centenary Book which will be published in the autumn. Many others, particularly Martine and Keith Wileman, have contributed to this. There have been some fascinating conversations on the forum about various aspects such as where particular photos were taken.

These are all events which I've personally been involved in, but there were others including the New Forest camp and Trish and Martine's trip to Ouistreham, France. What a busy active summer! Thanks to all involved. It takes a huge amount of time and effort by different people to organise all these events - as well as many club rides and I really appreciate that – thanks all.

We've also been busy with the Return to Cycling (RTC) rides – Terry Willis's initiative. Again various people have helped run these and overall they have been successful. I was involved in one that looked at the some of Portsmouth's Pride of Lions centenary statues – a great morning!. We will now look at how to build on this initiative.

As to future events, I hope you will be joining me on the Presidents ride on Saturday 5 September. This is a traditional event where after a ride we meet at a "secret " location for tea. Hope to see as many as possible out on the bike soon.

Centenary Camping Event

Clive Dakin

As part of our Centenary celebrations, we enjoyed a mid-week camping event in Wiltshire. The venue was the Stowford Manor Farm Campsite south of Bradford on Avon. This location provided for a selection of day rides as well as allowing people who so wished, the chance to ride to and from site.

Most people camped in a variety of accommodation, whilst some enjoyed B&B or hotel stays nearby. This assisted greatly in persuading non-cycling partners to attend, which was good to see. The week started on Monday the 8th of June with some members arriving before at the weekend so as to 'settle in'. Of those a small group enjoyed a ride on the Monday into Bath making use of the canal towpaths. The group riding to the site arrived during the second part of the afternoon.



Monday evening comprised a group BBQ, prepared by enthusiastic, and presumably hungry, helpers. Following this a group Jenga game was enjoyed or endured depending on your disposition towards games.

Tuesday saw the first day of circular rides with the main group enjoying a 55-mile ride heading into Bath followed by the cycle path tunnels, lunch in Midsomer Norton and a hilly route back. A second smaller group took an Easterly 47-mile route stopping at Devises.

A fantastic selection of home-made curries served as the evening meal, followed by 'School Kids' sponge and custard. Continuing the 'Old School' theme we participated in a Bingo night supplemented by 'secret' prizes provided by the contestants. Bingo Caller Vicky kept everything in order managing the balls magnificently.

The weather remained satisfactory for most of Wednesday. A group of seven riders enjoyed a 66-mile northerly loop up to Malmesbury where drinks, cake or brunch was enjoyed in the town's magnificent town hall. After a short diversion to admire the abbey, the group headed back south through quiet lanes stopping at the George Inn at Laycock. The pub stretched under the weight of American tourist visiting a typical English village!

The route to here included a poorly marked (In defence of the ride leader) private road through a farm. Gratifyingly this was one of the most enjoyable sections of the ride, providing an epic view after a distinctive hill.



Intermittent rain was supplied for Thursday, which supported under cover socialising including a group afternoon cream tea in the manor. Phil Bead's Solsbury hill ride was conducted in the late afternoon. The windswept alfresco meal providing for the last group dining at the summit of what was definitely a hill.



Friday was the homegoing day for the majority of the group using various methods including; cycling home, driving home and taking a breakdown truck home.

I think the success of the event can be measured by the variety of ride and social activities available. The area is populated with lots of adult tourist attractions, some of which were explored by people not wishing to join the organised rides.



Deveroast Coffee House

Botley Mill, Mill Hill, Botley, SO30 2GB

Opening Times: Sunday to Wednesday 8:30am - 1pm; Thursday to Saturday 8:30am - 3pm

Deveroast serve a wide selection of coffees which they roast themselves, the Americano I had was excellent.

There is a limited choice of pastries, but those on offer were very good.

Although no dedicated cycle parking there was space to park and secure our bikes. There are toilets in nearby building with keys available from the counter.

Tucked away around the back of Botley Mill Deveroast is a hidden gem. Their advertising states it is a small venue and to be prepared to share tables.

This was definitely the case when we visited on a damp Wednesday morning. Nevertheless, seven of us were able to find seats, the service was quick.

The back story is that the owner was one half of 1990's Garage Pop Duo Artful Dodger, who after a pop music career moved on to roasting his own coffee and then opening a coffee house!

https://www.deveroast.com/

★★★☆☆

Mind The Gap

Terry Willis



You don't have to consider "gaps" when riding alone. It's only you, your bike and whatever traffic is sharing the road with you at the time.

So what am I talking about?

I'm talking about when riding in a group of cyclists, you (should) leave a "gap" between groups, to allow faster moving traffic (cars) space to pass safely allowing them to overtake a group easily.

"When traffic is held up behind, give positive instruction to open gaps in the ride (at least 50metres between groups of about six to eight riders) to help traffic to pass with safety."

The above is a direct extract from Portsmouth CTC Guidelines for Club Rides (2019) (You did know about this document, didn't you?).

So what are we saying by this statement?

To me it appears to be saying "Wait until traffic behind a large group of cyclists has built up and can't pass safely. Then the ride leader should give the instruction to split the group (bearing in mind the ride leader is at the front) into approximately six or eight riders. This will then allow traffic to pass safely"

Now, don't forget this is my interpretation, yours may be different. I would say it is all too late when the above scenario occurs. There is already a build up of cars, probably with impatient drivers. Trying to give an instruction as ride leader to those behind in this scenario would be impossible.

So, what do I do, or rather what should we do?



Firstly, I liked the statement from Phil Beed, when he said (something like) "We should be riding to the gold standard".

Also, how big a gap? Is 50m enough? In fact how 'big' is 50m. Well it's half of the olympic running track sprint distance. I think I can visualise that. How about 50 yards, is that more or less? (I seem to remember American football has a 50 yard box/line - I don't follow football in general!). Should it be relatable to everyone. I tend to work in metric units, but I know others still work in imperial units.

I've seen mention of buses, so leave space for a couple of buses. How long is a bus? I suppose the question isn't that important, really it should be leave enough space for at least two of three cars in-between groups perhaps.

So we don't get into a bad situation to start with, perhaps we should be agreeing at the start of the ride that when a certain number of riders are in front, LEAVE that all important gap. Don't worry about the actual size, perhaps think big and consider how much space YOU should leave for two or three cars.

Finally, perhaps we should pose the question "Do we have to leave a gap". After all, we have as much right (if not more) to be on the road as anyone. I have heard this mentioned before, but I think this misses the point.

We are trying to take part in a group ride, enjoy our time on the road and our day out with friends. We don't want conflict, so why invite it. We should be riding to the gold standard as keen cyclists belonging to the prestigious Portsmouth CTC cycling club. We also want to arrive back safely, to enjoy the rest of life and go out again for that next fabulous ride. So leave a gap please.

A Summer's Tale

Alan Morgan

Wishing to explore further north than the usual routes, I took the car and bike to Alresford for a 50 mile loop in glorious (but parched) countryside. With plenty of cafes to be found for water and essential cake stops, the gentle meander became rather more memorable than anticipated.

As the summer heat built to a crescendo and only 10 miles to go and a near empty water bottle, the bike chain snapped! A rare event indeed and I can only recall one previous such incident in all my years of cycling. No worries, as of course the tool kit is equipped for such things and so under the shade of a tree I unpacked the tools. Gloves for the mucky bits, a quick link and link pliers for the chain repair and the chain tool but, oh no, where's the chain tool? Oops, I'd packed the multi-tool that didn't have the chain tool!

The options then, other than a 10 mile walk: call the good lady at home but she was out for the day. An Uber or the like then? Whilst considering all of this a lady from a nearby cottage emerged to jump in her car. Pleasantries were exchange and she asked me if I had a problem, which of course I did. She was off to Winchester to the shops and offered me a lift, but Alresford was in the exact opposite direction, so I thanked her for the thought and said I'd be fine. The conversation continued and the long and the short of it is and with the broken bike in her front garden, she took me all the way to Alresford. It turns out her two sons are keen roadies and she'd baled them out on numerous occasions and understood my plight only too well.

Now there's the kindness of strangers for you. I returned some while later with the car and a bunch of flowers for that lovely lady and a firm determination to be more diligent with my tool kit and resolve to pay forward her kindness when ever I can.

"Give a man a fish and feed him for a day. Teach a man to fish and feed him for a lifetime. Teach a man to cycle and he will realise fishing is stupid and boring."

Desmond Tutu

Fancy dipping your toe in European touring? – I do!

Ian Bowen

I'm a relative newcomer to the club. However, I've been riding for a few years now, on e-bikes and recently a refurbed Mercian.

I'd been wondering what touring in mainland Europe on an e-bike or the Mercian might be like. The cycling infrastructure over there seems well above anything we have here both urban, suburban and rural.



I connected with the Club and its group rides earlier this year and discovered the Alphabet ride to Ouistreham that, had there still been spaces, I would have joined and 'cut my teeth' with a European tour with others that way. As I joined group rides and started chatting to members about my ideas and research, it seemed no-one had heard of 'Vrienden de op Fiets' before. On one ride, Clive Dakin suggested I write something for The Pedal, so here goes.

I started researching how to go about planning a Euro tour around a year ago. Unsurprisingly, there are plenty of folks who've already done this and have written blogs published on t'internet, - even video blogs or vlogs as they appear to be called now.

I first started looking at planning a trip to the north of France or possibly Northern Spain. Then I looked at the Netherlands. This meant either cross-channel, going through France, and Belgium into the Netherlands or catching a ferry from Harwich and going from there over to the Hook of Holland. The former would mean extending the trip, probably considerably.

Going to Hook of Holland would mean catching a train with the bike to London, riding the bike across London, catching another train with the bike to Harwich – and obviously the reverse when returning. I'm rather nervous about putting a bike on a train in the UK – firstly there don't seem to be many spaces; secondly you are often not able to reserve the places; thirdly squeezing a larger than normal e-bike into many of the spaces seems a challenge and finally if you're on a schedule to catch other forms of transport, delays can complicate matters wildly. For this reason, I prefer to see if I can park my car securely, long-term and drive the bike up to the point of departure.

When researching tours in the Netherlands I discovered an organisation – 'Vrienden op de Fiets' (https://www.vriendenopdefiets.nl/en/) that basically is a network of people, almost all of whom are cyclists themselves, who offer a room, bed and breakfast for a night for a standard modest cost – €27.50 a night per person. The prices don't include tourist tax which, in bigger cities, can be as high as €15 per person per night. Some guest addresses offer extras that are chargeable.

Target prices are: Charging an e-bike - €0.50; Packed lunch - €5.00; Dinner - €12.50.

The organisation is principally based in the Netherlands, but there are now 'Hosts' in France, Belgium, Germany, and even a few in England.

"The Host is not a hotel owner who caters to every wish, and the Friend is not a consumer, but a housemate for one night. We call you Friends, because we want to emphasise that Friends, whether on bikes or on foot, feel a friendly connection with their Guest Address. That these Friends are above all grateful and therefore don't make too many demands on this accommodation for one night."

For those outside the Netherlands, annual membership as a Friend costs €10. This gives access to the organisations 5000+ Host addresses, with contact details and availability listed on their website. You can also request a handbook which, although printed in Dutch, lists all the Host addresses into regions, and lists relevant contact and other details.

A hard copy map is supplied with the handbook showing the location of the Host addresses, all of which assists with planning a multi-day cycling tour in the countries and regions covered. Supplied with these is a small 'Practical Information for Friends' in



English that explains in understandable terms the 'Ground Rules' etc. for using the network. I think its worth repeating this paragraph which gives you a better idea of what this organisation seeks to achieve:

"Friendship is two-sided - Our private guest addresses open their homes to you and do their best to make your stay a pleasant one. Everybody does this in their own way. It is therefore important to respect your Guest Address' customs.

As a Friend, you can look forward to a warm welcome, a clean accommodation and beds of good quality and normal dimensions, made up with clean bedding. The bedroom is fireproof and easily accessible via a permanent stairway. It has windows that can be opened. Friends may use the shower and toilet, either private or shared with your hosts. Finally, there is a place to store bikes as safely as possible."

I did mention to my wife that there are tours where accommodation is aboard a Dutch barge, which moves from location to location through the canal network in Belgium and the Netherlands, generally overnight.

You cycle tour from the barge during the day and meet it at the new location in the evening. It then moves onto another location overnight taking you, your bike and luggage along for the journey. Basically full board is provided whilst onboard, and often packed meals for when you're cycling. She was definitely interested in that option, but it's a heck of a lot more expensive than the B&B arrangement that she's not keen to participate with!

So, all being well, I am going to give a Euro tour a go next year, travelling reasonably light, and using the Vrienden de op Fiets network for accommodation.

Chase the Sun Ride

Robert Sebley

The idea behind this multiday ride was to celebrate the longest day with something different from previous overnight rides to see the sunrise at Stonehenge. In this case we would ride east, then south and finally back west on the actual summer solstice.

Initially there were to be nine riders, however due to various circumstances six dropped out, including the organiser/planner Chris Turner, (but two of those came on the final day), so on Friday 19th June it was just Joy, Dee and I setting off east towards Tunbridge Wells.

The weather was warm to hot with a gentle breeze from the south-west. After a coffee break at West Dean, where we happened on Nigel Melton, we followed the familiar route towards Fittleworth, however we were soon in unfamiliar territory following Chris's planned route.

Chris had warned that the route had not been reconnoitred and included a lot of off-road trails. The first of these was overgrown, deeply rutted and included a deep muddy patch. After some 27 miles we were passing through Pulborough and then on towards Horsham some 15 miles further, where lunch was had at No 4 Cafe.

It was then after 3pm, so we concluded the proposed afternoon cafe stop was not on, so a good pub stop was had in East Grinstead. The majority of the route from Horsham was off-road and therefore slow and often rough, so it was about 9pm before we arrived at our Tunbridge Wells Mercure hotel, having cycled 80 miles, being very grateful for our three e-bikes and just in time to order some food from the bar before their kitchen closed.

We had warm welcome from Elaine and Barry and a lovely session in the bar before retiring for a well earned rest and sleep!



Day 2 was a complete contrast to day 1 in that the ride to Eastbourne was only 35 miles, the second half of which was the flattish, mostly down hill and paved Cuckoo Trail, passing through Hailsham and Polegate.



A very pleasant lunch was had at the 20 mile point at a Cadence cafe on what was once Horam Station railway platform. Arriving at the Afton Hotel good and early and having manhandled the bikes up some steps into a storage room, there was time to look around the seafront, just across the road from the hotel.

Elaine and Barry arrived as well as Caroline and Wilf with their bikes, so now a party of seven we went for drinks on the pier to be entertained by a small combo band, and then retired for a very good meal at the Crown and Anchor.

The Afton hotel didn't do breakfast so the following morning, lead by Joy, we now five riders set off for a local cafe before setting off back west.



The planned return cycle route back to Havant included an initial spell on the hilly and potentially busy A259 main road so Wilf did some research and plotted an alternative flatter and minor road, which included passing the Long Man of Wilmington on a route via Polegate which joined the A road for a short way before turning off down a rough track.

The route followed through the coastal towns of Seaford, Newhaven and Peacehaven where we had a coffee break. Then it was off to Brighton where progress was extremely slow because of mass crowds and thousands of bikes, because we had arrived in the middle of the London to Brighton bike ride!

Over the event loudspeakers we heard an organiser congratulating the riders for cycling 59 miles. How ironic! We had to walk along most of the seafront almost into Hove before setting off and being able to pedal again.

Looking to take a break and refresh ourselves Dee and I stopped for a swim at Rustington (having decided not to take one at Eastbourne), and then had a beer in Littlehampton.

It had been decided not to follow the planned route through Bognor, but instead go the more usual Yapton and Barnham way and it was in Barnham that we regrouped for the final 15 miles, with a total of 75 miles for the day.

All in all a long and exhausting three days where Joy, Dee and I had pedalled nearly 200 miles, seen and experienced many new road/ tracks and views, and properly seen in the summer solstice, and lastly realised that reconnoitring a new route can be a good idea if that is feasible.



.... PRESS RELEASE ....

Portsmouth Cyclists Touring Club ride to Garnier Street Portsmouth

Our Cycling Club was formed 100 years ago in a meeting held at the Cooperative Rooms, Garnier Street, Portsmouth, and a century later remains an active club for cyclists from across the Portsmouth area.

Although the Co-operative Building in Garnier Street no longer exists, having been demolished in the 1980's, it still felt important for us to re-visit the site where it all began.

Fourteen riders met up at Farlington Marshes and cycled along the Eastern Road cycle route, then followed back roads into Fratton and to Garnier Street. Returning to the location the Club was formed bought with it a great feeling of nostalgia.

Photo's where taken, and we then proceeded to Victoria Park, and the Café in the Park, a social enterprise aiming to end homelessness in the Portsmouth area, and serving great coffee and cake.

Drawing is of the Co-operative rooms Garnier Street



PortsmouthCTC Centenary Jerseys

We have new jerseys to celebrate 100 years as a club 1926-2026

As next year is the clubs centenary year, a proposal was made that a special club jersey be commissioned for the occasion. A new design has been created and will be available shortly. The design is different from past jerseys, however the colours have been retained.

The main fabric colour is blue and links us firmly to Portsmouth as a waterfront city. The addition of local well known landmarks, HMS Victory and the Spinnaker Tower ties the design firmly to Portsmouth. The additional club colours of Red & Gold on the shoulders and top of the rear pockets ensures we retain our heritage through our colours and contributes to a striking and memorable design. The wording is bold and white, prominent and clearly names the club and the centenary celebration.



The new jersey will enhance the clubs traditional image, utilising colours that have evolved through the years, into a striking new contemporary design for the start of the next 100 years. If enough club members decide to purchase and wear the jersey in the coming year, the hope is that they will contribute to new memberships, through greater visibility of the club when out cycling.

Availability

The bulk order is now complete, however **individual jerseys may be purchased** from the PCTC Owayo Centenary Shop

There are now three jerseys available, a short sleeve and long sleeve version for the "warmer" months, alongside a long sleeve winter weight version. There is also a gilet available in the same colours.

Sizes

Unisex - 2(XS) to 14(3XL)

The long sleeve (fleece lined) winter jersey is available in both mens and ladies versions, which also has a mini pocket and reflective piping.

Costs (September 26')

- Short Sleeve £60.00
- Long Sleeve £63.00
- Winter Long Sleeve (Mens) £92.20
- Winter Long Sleeve (Ladies) £91.20
- Gilet £90.00

Note. Club discounts - At the AGM we agreed the 2026/27 annual budget for the club, including some significant expenditure for this our centenary year. As a result we agreed that this year we would cease the jersey credit but start it again in April '27 for a further year.

Return To Cycling (RTC), A Success?

Terry Willis

Well, yes and no... (but you knew I'd say that didn't you!)

The aims of the project were to:

- Publicise Portsmouth CTC
- Offering rides to those returning to cycling
- Highlighting the club to other riders
- Recruit new members
- Promote the club in general
- Raising the profile of the club

However, let's talk numbers.

Firstly, Time - Organising and designing. Promoting and distributing flyers. Putting the rides on, which includes ride leaders planning and organising THEIR rides and general admin - Lot's of time, too much to quantify in reality (without turning it into a job).

Second, People - Ride leaders, ride helpers (two per ride in most cases). Leaflet distribution team and those involved in the administration and discussions on the planning. Again "Lot's" and the clubs thanks go out to all those who have assisted in one way or another...

Third, Media - 500 Flyers, Facebook advertising, press releases, so again lot's of activity!

So Fourth, crunch time, how many people did we get joining our RTC rides. Well 15 in total. some have gone on to join the club and have attend additional rides.

Then of course you have the greater publicity the group has achieved through the local press, social media and the distribution of flyers. I think we have raised the profile at least a little.

Problems - Weather, well that was always a given! Route closures, sadly unforeseen. Communications in general, I don't think any of us are brilliant at that, so could do better. Publicity, the number of flyers - a lot, lot more would be my best guess, over a wider period of time, and the problem that some venues did not want to take them.

Cost - Just the printing of the flyers at the community printers - £68.00 for 500 flyers!

Without the support of club members, delivering flyers, running and supporting rides, the project would have failed. So from this perspective a RESOUNDING SUCCESS.

> *So THANK YOU to all members who gave their time freely, took on sometime thankless tasks and for putting all the time and effort into the project. It's because of you that OUR cycling club is so GREAT.*

Single Speed in Somerset

Phil Beed

PCTC Ride grading has five categories from flat through to severe. I've long maintained that rides with Severe climbs, or Grimpeurs, are a rarity in our part of Hampshire and West Sussex. We do have some challenging hills, but they are the exception rather than the rule. The point was proven on our Stowford Manor Camping Trip. Chris Turner's Two Tunnels ride took us 500m out of the campsite then up a hill steep enough that one of the e-assisted trikes stalled and needed a push start and several riders got off and walked. We then continued with 80Km of continuous climbs and descents, many of them steep.

A month previously Linda Finch took part in the Kings Somborne Centenary ride, her first time cycling 100Km. Linda found our 80Km ride in Somerset, with 13.5 metres of ascent per Kilometre, shorter but far more challenging.

It goes without saying that the terrain in Somerset and Wiltshire most definitely favours gears, and lower ratios especially so.

I'd like to say the choice to take a single speed bike was a nod to the pioneers of PCTC. Few cyclists would have ridden geared bikes before the 60's and 70's. For many years our members rode fixed wheel bikes with just the one gear because that was the only choice. In truth my decision to take a single speed bike was based on a forecast of rain throughout the week; a freewheel, ¼" chain and bigger tyres cope so much better with wet and mucky roads.

It was a choice that worked out okay. There were a few hills that defeated me; the previously mentioned climb out of the campsite was attempted twice and both times I ended up walking. There was a steep climb out of Bradford on Avon that I also walked up, and Old Solsbury Hill which in places seems nearly vertical was never going to happen for me, pushing my bike I wasn't actually much slower than those who managed to ride up. It was pretty hairy descending as well.

Other than those instances the rides were okay and do-able. Plenty of times you could carry some speed into the next ascent and only have to push hard for the final part, others it was a matter of digging deep and keeping the momentum going. Even on longer or steeper climbs once the summit is in sight you can find the reserves to push out those last few metres, crest the hill, then recover on the flat or descent.

There were some cracking descents as well, long downhill sections where you realised how much you must have been climbing over previous miles, and could sit back and enjoy going fast with no need to pedal.

We also had plenty of flatter or gently undulating sections making for fast and easy riding, especially when we ventured into Wiltshire. We were camping just inside the Wiltshire border and the contrast between the terrain of the two counties was quite noticeable.

How sensible a choice was it? More than a dozen riders on geared bikes would suggest that was the wiser decision, and taking a different bike would have made climbing a little quicker and easier and required less effort to keep up on the flat. But then I rather like riding single speed, I don't worry about having to get off and push for the occasional hill, and there was never a point when I was struggling or regretted not having gears. Each day was an enjoyable ride and I returned to the campsite feeling ready for a beer and the evenings' social shenanigans!

PCTC Cycling Jerseys - The Down Side?

We are highly identifiable when wearing our club jerseys, which is great for our club as it raises our profile, enticing those interested to seek us out and perhaps join or at least see what we do.

However, the down side is negative publicity when we do something that is deemed inappropriate.

Now, we can't stop and should sometimes expect, ill informed people commenting on our activities in a negative way.

However, we can and should do everything we can to ensure we act appropriately when cycling, following the Highway Code and club rules, generally showing our club in a good light.

So shouting abuse, arguing at the roadside, riding through pedestrian areas or on pavements where cycling is prohibited, are all as we know things we should not do. It's especially important when wearing club jerseys (old or new) as this brings our club into disrepute.

None of us do these things on purpose, but it is easy to forget..!



Altitude Coffee Bar, Cranleigh, Surrey

50 High Street, Cranleigh, Surrey, GU6 8AA

Opening Times: Mon - Fri 8am - 4pm; Sat 8:30 - 4pm; Sun 9am - 3pm

Altitude House Blend supplied by Horsham Coffee Roasters - 'a medium roast sourced from an altitude of 1600+masl, with tasting notes of chocolate, nutty caramel and a hint of agave nectar.' I have to say the coffee definitely didn't disappoint. My only regret - I didn't have time for a second cup.

Excellent and varied breakfast menu (served until 10:30). Vegetarian, vegan, nut-free and gluten-free options available. Good selection of cakes and pastries.

None supplied we left our bikes to the side of the outside seating area (There were only six of us). This is a busy high street location.

Altitude is an independent, family owned coffee shop and this is evident in the decor. A very comfortable, welcoming place to sit and enjoy a coffee.

https://altitudesurrey.co.uk/

★★★☆☆

The bicycle is a curious vehicle. Its passenger is its engine.

John Howard

Ditcham Park School

A reminder about the club's policy on using the Ditcham Park road.

One of our members received a reply from the school after they made contact with them after a rider was challenged on a CTC ride there. His feedback and our subsequent CTC position is as follows:

- Weekday rides should not go through Ditcham Park School.
- We would also ask that PCTC Members do not use this route if out riding during the week themselves.
- Rides on weekends can go through the school, but please be polite and considerate.
- Outside of term time any planned rides should check if there are any extra-curricular activities going on and then avoid.

Did you know?

You can amend your user profile on the Portsmouth CTC web site and update your email preferences so you get notifications of rides you want to join?

- ☑ Updates and discussion about pop-up rides
- ☑ Updates and discussion about easy rides
- ☑ Updates and discussion about Saturday rides
- ☑ Updates and discussion about Wednesday rides
- ☑ Updates and discussion about Friday morning rides
- ☑ Updates and discussion about Sunday morning rides
- ☑ Updates and discussion about faster rides
- ☑ Updates and discussion about evening pub rides
- ☑ Updates and discussion about Waterlooville CCC rides
- ☑ Updates and discussion about other events
- ☑ New articles
- ☑ Discussion about articles

Just click anywhere on this yellow box and follow the instructions!

Puzzle Time

BY STEVE GOLDING

Fancy a go at a puzzle? If so click the image below and it will take you to our puzzle web page on the tiiny.host website! Good Luck.

PedalWord - follow the trail

change only one letter per line

Click on word

R	O	U	T	E	_ clue _	HINT once	HINT lock		
R	O	U	T	E	red powder	show	A	N	
					uneven	show	B	O	
					clear airways	show	C	P	
					sofa	show	D	Q	
					tutor	show	E	R	
					catch game	show	F	S	
					fruit	show	G	T	
					calm	show	H	U	
					coins	show	I	V	
					from now	show	J	W	
					ancient earthwork	show	K	X	
					door support	show	L	Y	
					indulgent feast	show	M	Z	
					housey-housey	show	Back		
					Australian dog	show			
					drab	show			
					small and cute	show			



Five days on The King Alfred's Way (KAW)

Martin Crisp

Having just completed the KAW I sit here wondering why I waited so long to do it. One reason for not undertaking the ride sooner being that I wasn't convinced I had a suitable bike. I'd considered 'beefing up' my road/ hybrid bike but then I was offered a mountain bike for very little money. It was the least expensive bike I have ever bought and yet I wouldn't be without it.



My effort was spread over five days riding and four stop overs leaving an average of 50 miles per day. Not too arduous? So, I thought!

The first day was a slightly longer one as I had to get to the nearest point on the KAW, for me this was the Sustainability Centre. From there I was heading for Salisbury via Winchester (which is the official start/finish of KAW). The weather was cloudless and hot and was set to continue that way for the length of the trip.

The section to Winchester was easy going and a lot of it was familiar to me. The views from Old Winchester Hill Fort are to die for. I decided to manoeuvre my bike through the stiles and walk across the fort (strictly no cycling) as the alternate route for cycling is better suited to Edmund Hilary than Eddy Merckx.



Following the Itchen through the parks of Winchester was completely idyllic. The paths after Winchester are a little less predictable and from time to time, I found myself having to walk. Frustrating though this was I'd always intended for this trip to be done at a leisurely pace rather than it being mission against the clock. Reaching my digs in Salisbury, I showered, ate and collapsed. How can 50 odd miles on a bike have reduced me to this?

Day two took me towards Avebury. It was another hot day (very hot) and much of it was spent crossing the arid, dusty, almost deserted Salisbury Plain. I knew this was Wiltshire, not the Australian Outback, but I had rarely felt such a glorious sense of isolation. That isolation took on a darker edge when I had a heavy fall on a badly rutted, corrugated stretch of track. I hit my head hard — thankfully, my helmet saved me and as I lay there dazed, checking myself for injuries, I realised how vulnerable I was, I had not seen anyone for two hours on either side of the fall.

After leaving Salisbury Plain, the route passed through a few small hamlets before All Cannings, where the community shop provided welcome sustenance. From there, it was only seven miles to my accommodation. Sure enough, the track between Allington and Beckhampton delivered the toughest climb of the entire route, followed by one of its trickiest descents. I was delighted to reach my digs.

Day three followed the Ridgeway through the North Wessex Downs, with Pangbourne as the day's destination. Opportunities to refill

my bottles were limited and, unsurprisingly, it was extremely hot. Fortunately, I came across occasional water points, which helped me stay hydrated. The ridgeway is at a goodly height and the thought of coming down from it



to find a village shop wasn't one that I relished. This part of the country was unknown to me but is now seared into my memory. Quite simply it is stunningly beautiful. Again, pleased to arrive at my home for the evening I was completely deflated to discover it was such a dump!

Day four ended at Church Crookham and was the shortest ride of the trip. The route followed quiet back roads and well-surfaced tracks, broadly tracing the Thames. With no major climbs or descents, it made for an easy day's cycling. I hadn't expected the towpaths and parks of Reading to be so pleasant, and I was in no hurry to leave them behind. Navigating around the Madejski Stadium was not easy, but I had time to spare.

I reached Church Crookham just after lunch, mainly because I had left the previous night's lodgings as soon as I woke. Over a leisurely al fresco lunch, I looked up local bike shops. Somehow, I had managed to overheat my front brake. I had spare pads but thought it best to get some sandpaper and brake cleaner. I discovered Pedal Heaven in Fleet. What a smashing shop and the staff there were happy to help.

Day five and home was the destination. The paths to and through Farnham were well surfaced and flat and I made gentle progress. Things were soon to change. I can only say that the 15 miles between The Sands and Hindhead via Frensham, Hinkley Common and Thursley are the hardest 15 miles I have ever cycled.

Thus far The KAW had thrown up all sorts of under tyre conditions but on this last section I had to deal with sand. Not damp compacted sand but dry flyaway sand that stops you dead in your tracks. It took me two and a half hours to do ten of those miles and the chain got itself wedged between chainrings, bringing me to a standstill. Try as I might I couldn't retrieve the chain so I set about removing the chainrings. With nuts, bolts, tools and hands covered in grease and sand the chain eventually broke free and I was able to reassemble the crankset.



Able to set off once more I discovered that I'd managed to bend two of the chainrings and I was left with a rather reduced and clunky drivetrain. Eventually reaching Hindhead I paused for thought over a coffee. Discretion was to be the better part of valour, and my KAW adventure was to end here. Disappointed to have fallen 25 miles short I was still delighted with my efforts. Of course, the KAW is tried and tested by many so I'm no pioneer. That said it still feels like an achievement and after fifty years of cycling I was amazed to have learned so much.

Was the route a pleasure from beginning to end? Absolutely not. Would I have missed any of it? Absolutely not!



National Cycle Network (NSN) sign - Adjacent to Rudmore Roundabout, Portsmouth

The Village Shop

Phil Beed

On every cycle tour there will be events or parts of the ride that make it memorable and often there will be one particular stand out moment. For us it was the Village Store.

Getting the Night Riveira Sleeper to Penzance and touring home had been on our bucket list for some time, and we finally did the ride this spring. Four days of fun and varied cycling which you can hear more about on our first Social Evening in October.

Cycling in Cornwall and Devon requires a recalibration of what hilliness actually means. You can't use our PCTC system as terrain goes past the descriptors for the top of our scale. Don't let that put you off though, it is fantastic cycling and there are many relatively flat bits.

Knowing we would be loaded with heavy panniers and riding for consecutive days Mickey had been creative with his route planning, devising a route that followed contour lines on the map wherever possible. This meant we were often following rivers and railways lines, and it worked. We still had hills of course, but the route was a lot easier than it could have been.

Day one through Cornwall, and Day two when we skirted Bodmin Moor, then rode through the gap between Exmoor and Dartmoor to get to Exeter where took a much easier route than the one I had followed on LeJog in 2014. On both days we were able to stop for food and drink in town, villages and garden centres which we passed along our route.

On day three our route took us out of Exeter then skirted Honiton by going over Luppit Common. For a long time every road sign we passed said Honiton 5 miles be we never actually entered the town, and soon after we crossed into Dorset. After two damp and windy days, we finally had sunshine and by mid morning I was ready to stop for coffee and cake and asked Mickey where he intended to stop?

The question was met with silence, then 'I planned the route to be flat and avoid going through towns'. It wasn't a disaster; we're both experienced tourers, able to ride long distances without a refreshment stop if we needed to and with snacks in our saddle bags as back up. I can't put all the blame on my wheelman either. Mickey may have planned the route, but I'd checked it, as I should have done, but obviously I hadn't considered where me might stop either.

We came to a small town, lots of houses and a Health Centre, but no shops. At least we were able to refill our water bottles. Then we spotted a Petrol Station, surely that would have a shop? It might have done at one time, but it had long since closed as a commercial premises. There was a chap working there, he offered us cans of coke, which we politely declined, and he told us we were heading towards a National Trust House that he thought had a café. When we reached the road junction we found it was some way off our intended route. Oh well just keep going.

Then we spotted the sign: Village Shop. It was again off our route, but how far could it be? A car pulled up at the junction. We accosted the driver who confirmed yes the shop was open and it was just past the church. We headed down the road.

It was little further than we expected, but not too far, and it was just what we were looking for; at the back of the shop was a small café with coffee and a great selection of cakes, pastries and rolls, all made on the premises, and a very warm and friendly service. It just goes to show, you can plan every detail of a

tour, and if we had added a diversion for our elevenses stop we would have missed this treasure. When we were ready to set off I joked that we would be passing coffee shops every 3 miles between here and our lunch stop, and that did indeed prove to be the case. We also completely over faced ourselves ordering enormous pizzas in the evening, but that's another story.

If you've enjoyed this little tale why not come along to our first Social Night at Bedhampton on 29th October, when you can hear more about our overnight train journey and our Penzance to Portsmouth tour. You could also join the Devon Tour next April, when we'll be revisiting the Village Store on the Exeter to Wincanton leg.

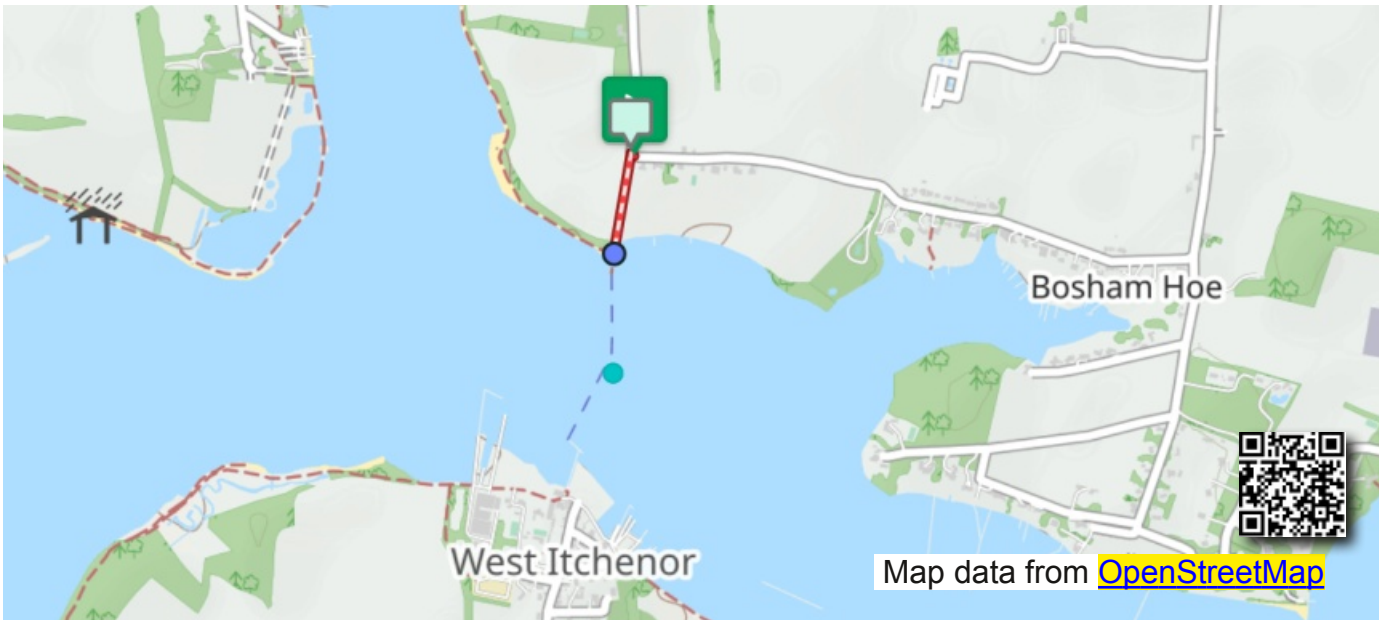


Bosham Ferry Path

The path between Smugglers Lane, Bosham and the ferry that crosses Chichester harbour to West Itchenor has just been recognised as a public right of way. It has been registered as a restricted byway, this ensures public access for walkers and cyclists.

Full details: The Argos

- Thanks to Robert Sebley for the information.



Dramatic ending to a Recce Ride

Phil Beed

I rarely have either the need or the time to recce rides I'm leading nowadays. I'm familiar with the routes and the inevitable road closures can either be passed or an alternative option found. There is the occasional risk of finding a café closed, but again there will usually be another option close by.

For our Centenary Stonehenge ride I decided a recce was required. Whilst I was familiar with the route, given the importance of the event I wanted to be sure we had got it right and also that the planned refreshment stops would work.

Having the company of Clive (Dakin) and Ian (Parker) made the ride more pleasurable, and with both of them being unavailable for the ride itself it meant they could still enjoy the route and tick the ride off in our Epic Series.

With just three of us riding we were able to set a brisk pace. In fact we needed to, it was a chilly morning, I had to lend my jacket to an under-dressed Ian, and our pace to Winchester, whilst not fast, was enough to keep us warm. After our breakfast stop the day started to warm up and we were in short sleeves for most of our ride.

All of the refreshment stops worked for both distance and food choices. The two Wetherspoons stops were a compromise, with the seating for larger groups and fast delivery of food and drinks trumping other considerations. The Kings Head at Hursley was a previously untried stop which having now tried we agreed would work well for the actual ride.

We decided the route would benefit from two small adjustments and one more significant change; retracing from Stonehenge towards Amesbury and picking up the NCN route into Salisbury would be a quieter and more enjoyable route than the A road we tried on the recce.

We got back to Fareham around 5.30pm and avoided the temptation to stop for a beer before heading our separate ways, a fortuitous decision for me as it turned out. Closer to home I circled the block to make my distance up to 200Km, and noticed the smoke in the air from someone's garden bonfire.

As I headed down our driveway the cause of the smoke became apparent. We have a semi-detached bungalow, and the roof of our, empty, neighbour's house was well alight. While Debbie called the Fire Service I waited to direct them to our hidden away location. A Fire Engine and crew arrived promptly and spent 2 hours dealing with the fire. Other than some smoke in the our loft, which the Fire Fighters vented for us, we had no damage. Our neighbour was less fortunate.



Had I arrived home earlier before the fire started like Debbie I probably wouldn't have been aware with our windows all shut, 30 minutes (or a pint of beer) later and it's likely the fire would have spread to our home. A close escape, because I decided not to stop at the pub.

Hill Climb & Freewheel Competition 2026 - Results

Roy Pearce

Because of the extreme temperatures on the 25th June, the competitions were postponed for a week. So on the 2nd July, on a beautiful warm evening, the competitions were held.

The ***Hill Climb*** start was outside the Horndean Fire Station (Map Ref OS Sheet 196 704132), going up Blendworth Lane, turning left at Blendworth Church into Crabden Lane, and then at the end of Crabden Lane turning right into New Barn Farm Lane, finishing at the top of the rise about 200 yards (180m) further on (Map Ref OS Sheet 196 715145). The course is 1.2 miles long (1.95Km) and rises 167 ft. (51m).

For the Hill Climb, the rules are that each competitor states their anticipated time to complete the course. The course is ridden without watches in a visible or easily accessible position and with cycle computers removed. Each competitor is timed over the course and the competitor with the time nearest to their estimate is the winner. Individuals are started at intervals of one minute, their start time being recorded and their finish time recorded with synchronised clocks. Roy, who was noting the finishing times, holding in his two hands a clock, notebook and pencil, had during one minute 6 of the competitors arrive at the finish. Having managed to note the finish times he then had the embarrassment of having to ask competitors who was in front of them to make sure he had the correct people against the times!

Hill Climb Results

**indicates two on a tandem*

Name	Target time	Actual time	Difference	Placing
Marc Paige	10.00	9.55	-0.05	1
David Hammond *	8.23	8.17	-0.06	2
Jo Hammond *	8.30	8.17	-0.13	3
Dave Walters	6.05	6.37	+0.32	4
Dee Warner	10.30	11.10	+0.40	5
Marilyn Crocker	11.00	12.37	+1.37	6
Gordon Sands	11.00	12.47	+1.47	7
Rob Sebley	12.00	14.12	+2.12	8
Richard Priddy	12.02	14.39	+2.37	9
Martin Hinsley	9.00	11.54	2.54	10



The ***Freewheel*** course starts in Crabden Lane and goes towards A3 road, starting at approximately Map Ref OS Sheet 196 7113143. It goes steeply downhill on a gentle right-hand curve. At the bottom of the hill, it has a sharp left turn and then goes uphill. The Freewheel event was contested second.



For the ***Freewheel competition***, the bicycle cranks are secured to prevent pedalling and the competitor starts down the hill from a set point. The place where they put a foot down is marked. The winner is the competitor who has travelled the furthest distance before putting a foot down. If the pedal securing is found to be broken at the finish, the competitor is disqualified.

It was closely competed with high speeds being reached at the bottom of the downhill run. ***The winner was (again) "Downhill" Dave Walters.*** The tandem got almost as far as but, like most others, had braked into the left-hand corner and lost momentum. Dave says that, as usual, he did not brake at all. For this competition there is a separate class for tandems. Hence, ***Jo and David Hammond have won*** the tandem freewheel competition.

Upon finishing everyone went to The Ship and Bell pub in Horndean to socialise and enjoy food and drinks. The results of the competitions were also declared then.

I would like to thank Sally Priddy for helping with the organising and running of the competitions, and Marilyn Crocker for marking some of the Freewheel competitors stopping places.



Merlin
It's not all about cycling...!

Terry Willis

I admit it, I'm a birder.

There, I've said it, just don't expect me to be a bird expert!

I'm definitely not a twitcher. If you're not in the know, a "twitcher" is someone who goes to great lengths to see a new bird species, which can become an obsession - hearing about a new bird and then traveling to see it and log it.

I like to use "birder" which is just a modern term for "bird watcher", but as I've said I'm no expert. I have, or rather we have (my wife and I), got better at identifying birds over the years.

We use an App on the phone to check the species and also log what we see in a low key sort of way.

We do struggle, as most do, trying to identify LBJs (Little brown jobs) and anything that could be one bird or another. But we have fun and have identified a fair few on our travels.

However, the point of this short article is to let you (fellow 'birder' or not) that help is at hand with a (relatively) new App.

It's called "Merlin" and as well as identifcation by birds markings (assuming you can see them), or by photograph (if you can get close enough or are fast enough), it allows you to record bird song and more importantly provides instant feedback of what that bird is!

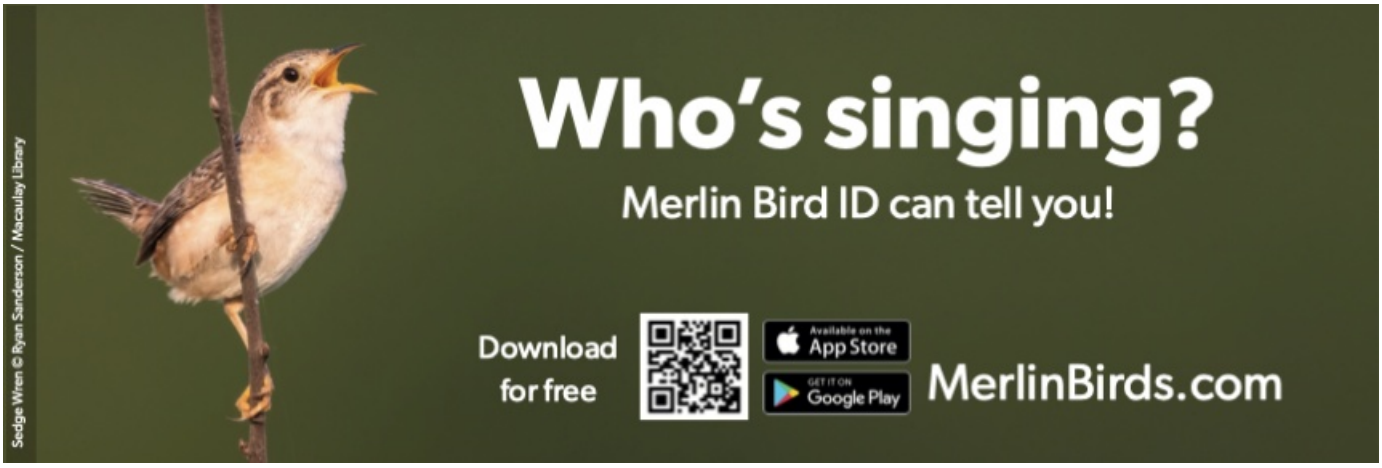
Now this has been a revelation. When birding you turn the recorder on, it analyses the songs and calls, then shows a list of those birds you are hearing. It appears to be very accurate on our initial tests.

The only thing you then have to do is spot the bird... Which as we all know is the difficult bit, but at least you know what you are lokking for!

As it "hears" the calls again, the call is highlighted in the list on the screen, so you know immediately what bird is singing or calling. This allows you to search for that particular bird, when perhaps sweeping the trees or bushes with binoculars.

Anyway, as I say it's not all about the cycling.

You could however ride your bike to your favourite birding location though, which we have done before!



PCTC Epic Ride Series 2026

You may have noticed these on the Website Calander and be wondering what it is about? The idea is that we have a series of rides through the warmer months that you can take on as a challenge to see how many you can complete. Details HERE

	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
	Watership Down	Lasham Loop	Centenary Stonehenge	Gibbet Hill	Hangers Tour	Brighton Pier	Time is Miles Audax	Isle of Wight
Graham Anderson				✓				
Phil Beed	✓	✓	✓	✓	✓	✓		
Mark Bennett-Leaver		✓	✓		✓			
Lata Bennett-Leaver		✓	✓		✓			
Mickey Cooper	✓	✓	✓					
Derek Cottell	✓		✓	✓				
Clive Dakin		✓	✓	✓	✓			
Alan Davies		✓						
Joy Forrow					✓			
Dave Hammond	✓		✓					
Joanne Hammond			✓					
Spike Hinsley					✓			
Barry Jarvis					✓			
Des Martin					✓			
Caroline McNelis					✓			
Alan McGarvey			✓	✓	✓			
Mike Harbour					✓			
Rob Norris		✓	✓			✓		
Ian Parker	✓	✓	✓	✓	✓	✓		
Gail Russell					✓			
Robert Sebley					✓			
Richard Smith			✓		✓			
Rod Smith		✓	✓	✓	✓			
John Stainton-Ellis	✓							
Chris Turner					✓			
Will Turner				✓				
Vicky Tutt		✓	✓	✓				
Dave Walters	✓	✓	✓	✓	✓	✓		
Dee Warner					✓			
Gilbert Wheelwright					✓			
Paul Whitehead	✓							
Terry Willis		✓		✓				

Letters to the Editor

Dear Ed

I've been going out on cycle rides just recently and on almost all of them I've had to take alternative routes due to road works.

I'm sure we never used to have this problem, but these days there seems to be either temporary traffic lights everywhere or, even more likely, that the road ahead is closed. not just closed to cars but also to cyclists as well.

On my local roads this is not a big problem, although very annoying, but if I'm further afield I don't always know what the alternative route is like or even how far it is and on a bike that is a problem. Help!!

This seems to be an increasing problem, probably the result of modern Health & Safety regulations.

There's not much we can do about traffic lights, be patient and wait in the queue.

A lot of road closures can be passed on a bike, ask nicely - not demand - and quite often they will let you through!

Road diversions however can be a big issue. As you say, local closures although annoying, can normally be circumvented with your own local knowledge. Other closures are more difficult.

I follow quite a few people on STRAVA and can see the route they have taken, and sometimes they put comments on the ride such as road closures.

The only other way of preventing issues further afield is when planning a route to check out the centralised road works system Causeway One.network.

Quote - "Causeway one.network shows roadworks information shared by local authorities and utility companies"

I use this regularly, but often forget, it is however a great resource.

https://one.network/

Tip. If you use it a lot, it thinks you're a business - Ask nicely and you can get an account login!





Looking back...

CCP Sets a World Record

Portsmouth DA Magazine May to July 2002

Chris Davies has ridden into the record books, and it's taken him over 50 years to get there.

It was on 5th August 1950 that he cycled from his home in Havant to go swimming 6½ miles away in the sea off Hayling Island. After making a note of that short ride he has been logging his mileage ever since. He reached the world's highest recorded mileage when he pedalled across Blackfriars Bridge to attend the monthly meeting of the Pedal Club in London on Wednesday 20th March.

Crossing the River Thames that morning took the 65 year old rider past the record of 799,515 miles recorded by the late Tommy Chambers of Glasgow, a founder member of the 300,000 Miles Club which authenticates these massive mileages.

Since he started cycling all those years ago Chris has only had one significant break, to have a titanium hip joint replacement fitted in February 2001. That stopped his cycling for 38 days. Since returning to the saddle he has added over 12,500 miles to his growing total and is showing no signs of hanging up his wheels just yet.

Much of his mileage came from riding daily to and from work as a local government officer in Portsmouth. His cycling has also taken him on holiday tours in this country and abroad, visiting countries in Europe and the Middle East, North and South America, Southern Africa and New Zealand. He raced for many years too, at home and overseas, and confirmed his enthusiasm for long distance riding by winning the Wessex 24 hour championship (438 miles) in 1968. Later he participated in international randonnées which included the prestigious Paris-Brest-Paris, a 1,200km ride across Western France, on three occasions, Bordeaux-Paris (600km) once and the Great Western 1,000, which took him to Land's End.

Though no longer logging annual mileages of 20,000 miles plus, achieved in the seventies and eighties, Chris Davies has notched up a five figure distance every year since 1956.

A local cycling correspondent for the past 30 years, the pedalling pensioner often rides further than the distance of the races he covers for the media. On the rare occasions he is seen driving his car he usually has one of his four bicycles in the back, enabling him to switch from four wheels to two at the first opportunity.

Having ridden into the record books, Chris has no plans to ease up just yet and he looks forward to pedalling past his 800,000 milestone by the end of March.

See also: The News, 8th July 2021

Farewell to former world record holder Chris Davies, the man who cycled over 910,000 miles in his life

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