

The Devils Punchbowl 100 Sunday July 11th, 2026 at 08:00 (v26_1)

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Dear Rider

The Devils Punchbowl 100

Thank you for entering The Devils Punchbowl 100 on Saturday July 11th, 2026, at 08:00. On arrival I'll be on hand with a cuppa and bickies.

The Ride

The ride is a basic there and back, starting and finishing at Steyning.

Stage 1 (57k) Initially leaving Steyning on the A283 towards Storrington, before crossing the A24 via the subway to get onto minor roads / country lanes through Thakeham and Adversane. After Adversane there is a short stretch on the A272 before we are back on minor roads / country lanes through Loxwood, Plaistow and Gospel Green, before arriving in Haslemere. Here we are back on a main road before turning off on a country lane towards the 18% climb at Glenlea and Hindhead. After Hindhead we are on the QUIET LANE around the Devils Punchbowl to the Thursley Control. Please see the safety notes below regarding the Devils Punchbowl.

NOTE for 2026 I'm avoiding the Hollow and overgrown footpath across the A24. Instead, I'm using the subway just before the Washington RAB to join the Old London Rd.

Stage 2 (57k) An amendment to the 2019 route to avoid the climb back towards the Devils Punchbowl. Instead, we head on a single-track lane through Bowlhead Green to join the original route through Brook, Sandhill and Chiddingfold, before minor roads through Plaistow, Kirdford and Wisborough Green. A slightly longer stretch on the A272 returns us to the minor roads through Adversane, Ashington and Wiston. From Wiston I've decided to use Spithandle Lane which although slightly longer, avoids the busy afternoon traffic on the A283 before our Arrivee in Steyning and final feed.

On The Day Entries

Please note that these will NOT be accepted. Also please ensure you have a confirmed entry to this ride and DON'T turn up assuming so!!!!!!

The Start Control

The start will be at the car park by The Steyning Centre, Fletchers Croft, Steyning, West Sussex, BN44 3XZ. From the MRAB in High Street turn into Church Street, then in 0.3 R. If the car park is full then it is because the local cycle club is running time trials.

PLEASE ENSURE YOU HAVE A PARKING TICKET TO COVER THE DURATION OF YOUR STAY.

There are toilets by the entrance to the Steyning Centre (if open) and on the High Street which you pass on Stage 1.

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You can scan the QR code for eBrevet, but this ride is a fixed start time of 09:00 so no early departures.

How to get there

The closest mainline railway station is at Shoreham by Sea, approx. 8km away if following the A283. Alternative is to follow the South Down Link between Shoreham by Sea and Bramber, just to the South of Steyning.

The Finish Control

The finish will be back at the Steyning Centre car park.

Food

There will be a feed at the Thursley Control, plus on your return to the Steyning Centre. All food is included in the price and includes the expected hot or cold drinks, sandwiches, my wife's homemade cakes, and if not too hot rice pudding and peaches.

Controls

- There is a control at Thursley Village Hall and back in Steyning where you will need to get your Brevet card stamped OR you can scan the QR code for eBrevet
- There are no INFO controls on this ride.

Safety

This event is run under Audax UK regulations, which can be found at Policy and Procedures section of <https://www.audax.uk/about-us/>

Since 2021 the NT have been making some changes to our route around the Devils Punchbowl.



PHOTO 1

The route is still to the right of the NT car park exit (Photo 1)

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But the track we previously used (sandy coloured) is now a path (Photo 2) and the track alongside is broken tarmac. Also, there is a kerb when the track re-joins the path.

PHOTO 2



The first Cattle Grid (Photo 3), introduced last year, is now flush with the track, BUT there are fences / gates either side. PLEASE take care.

PHOTO 3

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There is now a 2nd Cattle Grid (Photo 4), that is partway down a descent. Please use the gate and avoid the Cattle Grid and broken track surface.

There are still the original bollards immediately after the gate! Please take care.

PHOTO 4



There is now a 3rd Cattle Grid (Photo 5), that is at the end of Punch Bowl Lane.

The gate appears to be open on each visit but may not be the case during the ride.

[From Route Sheet 1.3 L @ T \$ missing (End of Punch Bowl Ln) 53.6]

PHOTO 5

Remember that there are other road users, including horse riders and other cyclist on the minor country lanes. Please cycle with due care.

Remember that roads do have potholes, they may also need resurfacing and/or have been resurfaced. So, when you are riding the event, look at the roads in the same careful way as if out cycling on a non-Audax event.

Sections of main road are used or crossed during this ride. Please take extra care.

NOTE that the “Quiet Lane”, around the Devils Punchbowl, is shared with pedestrians, children, pets and there are now Cattle Grid. Please take extra care.....

You are responsible for ensuring you are fit and competent to complete the course. The route is moderately hilly, and the distances involved can be challenging if you are not used to them,

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especially if weather conditions are not favourable. Pace yourself and ensure you eat and drink enough to keep your energy up. Carry emergency rations.

There is no mechanical support or rescue services on the ride. Please ensure your bike is in good working order before setting off and you carry any tools/spares to carry out roadside repairs if necessary.

The route is not waymarked. Route sheet and GPS file(s) are provided but you are responsible for your own navigation. Please familiarise yourself with the route before the ride.

Roads are not closed for the event. You will remain subject to all the usual UK laws regarding cycling on public highways and are responsible for your own conduct at all times.

Sunset is **21:15** long after you should have finished the ride, but it is recommended that your bike is equipped with suitable lighting if you need to improve visibility.

Mudguards are not mandatory on this ride but welcome to protect hall chairs if wet.

If you feel unwell or tired at any time during the ride, please stop for a rest before deciding whether to carry on. Do not take any unnecessary risks.

If you are driving to the event, you are responsible for ensuring you are in a fit state to drive home afterwards – if you are tired, stop and rest for a while before setting off.

Packing / Accident

There is no rescue service provided

If you decide to pack, owing to an accident, illness, mechanical failure or any other reason PLEASE let me know by ringing or texting the number on your brevet card. This will stop me worrying.

If you have an accident but can continue riding, please inform me at the finish so it can be recorded in the accident log.

All accidents must be reported to the organiser.

PLEASE NOTE – FOR YOUR RIDE TO BE VALIDATED YOU MUST COLLECT PROOF OF PASSAGE FROM ALL CONTROLS AND COMPLETE THE INFORMATION CONTROL QUESTIONS.

Physical Brevetcard Validation

Please ensure that your brevet card is stamped by the controller at Thursley and at the end in Steyning. Plus ensure all info questions answered.

eBrevet Validation

If you wish to use eBrevet validation, then please use the eBrevet app to record your arrival at the various controls, manned and info's. Also please ensure that you record your start and finish. The code for this event is 26-576.

Please remember to upload your complete eBrevet once you have finished.

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Instruction for eBrevet App

If you want to use the eBrevet app, go to <https://www.audax.uk/about-audax/e-brevet/>, and follow the instructions there.

You have already entered the event, so you just need to download the mobile phone app and set the eBrevet for this ride.

Your smart phone will need to have mobile data turned on or access to WIFI to use the e-brevet web service. The short getting started instructions are:

- Open the eBrevet app and from the '...' menu go to Settings and sign in with your Audax UK username & password
- In Settings enter the Brevet Code (See above), save
- Return to the '...' menu then click 'Download Brevet'.
- You will then be able to 'register' at each control location on the ride instead of completing the physical brevet card, including not needing to note the info control answers!
- At the start and finish is by scanning the QR code, this is done within the e-brevet app which will need access to your smart phone's camera. The QR codes will be displayed at the check-in desk or on the window of my car!
- At the Thursley controls registration is also by scanning the QR code.
- When completed return to the '...' menu and tap Upload Ride, complete the short survey and tap OK to record your brevet. A confirmation email will be sent to you and the Organiser.

If on the ride the app does not recognise that you are physically at the control location, try closing and re-opening the eBrevet app to resync the GPS tracking.

Route Sheet / GPS Track

If you are using GPS for navigation, please read the route sheet beforehand for special instructions, hazard warnings and exact location of INFOs. Also ensure that your device can read the file(s) supplied before the day of the ride!

FYI the process I follow when putting together the route sheet / GPS tracks is as follows:

1. For an initial ride's development, the route sheet is set to the turns by turns navigation required and approx. interval distances set from online mapping software.
2. I use an EXCEL for the route sheet and its functions to calculate the cumulated distances based on intervals
3. I generate the first draft of the GPS using mapping software, based on the initial route sheet.
4. I ride the route (sometimes several times) and at each turn use the lap function of my GPS to obtain more accurate interval distances.
5. The route sheet is updated with the GPS lap distances to provide more accurate interval distances.
6. For long established rides these interval distances are AVERAGES of all values previously obtained to date.
7. The cumulative distances noted in the route sheet are used to set the KM for each control / checkpoint and Info of the ride in the AUK system and also should appear on the printed Brevet card.

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8. It should be noted that I only measure the distances of the route. If I need to go off route for any reason, I pause my GPS and only resume it once back on the route at the same point. KM logs while cycling around car parks, back tracking since I've missed a turn etc are all ignored.

Hopefully, understanding how I'm measuring the route will help you find Info's better if you are not using the tried and trusted method of a Route Sheet.

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