



Keeping up with the Redmon Cycling Club

Editor's Welcome

J A

The newsletter is a bit later than expected, to include the results of Club Championship on 26 July. There was a pretty good turnout of both riders and helpers, but, unfortunately, since there are road works on the A24, it had to be cancelled. So we have no 2018 Champion.

However, we have some great news for 2019. There will be a full programme of club events thanks to Derek Wardle, who has volunteered to run them. He has been co-opted onto the Club Committee to help start the planning for next year. It is also highly likely that we will be organising two open events – the GP and 10.

I hope that you've all been enjoying the glorious weather, but have you been enjoying the Newsletter? It's basically the same contributors for this edition as for the last, and there's been no real feedback so far, apart from a lovely letter from Ken Gadd.

Are we wasting our time producing it? We are certainly not putting it together for fun. Please let us know – a simple email or letter is enough. If no views are received, then we will not carry on producing it after 2018. Facebook will then be the only way of keeping in touch. Don't say you haven't been warned!

Our President's Update

R H

The 2018 President's Run – Saturday June 9th

We set off from The Parrot Inn, Forest Green just after 10am heading out toward Ewhurst and Cranleigh where we turned left on the B2128 to Ellen's Green. From there we worked our way towards Loxwood, Plaistow and onto Kirdford. We stopped at the Village Stores for a well earned coffee and cake (tea cakes, buns, croissants, etc!) We bumped into fellow cyclist Terry Batsford, also enjoying a cuppa.

After our coffee stop we worked our way over to Wisborough Green, Roundstreet Common, Bucks Green and Walliswood via Ellens Green and back to The Parrot for Lunch. The ride was just under 37 miles, a little shorter than planned but we needed to be back at The Parrot for "last orders" for lunch. They provided us with a very tasty burger meal, which the Club paid for.

Our riders were Chris Brewer, John Allen, Mike Wakely, Mick Deen, Clive Walton, John McGlashan, David Eccles, Jon and Wendy Frost, Eric Palmer and myself.

Members and friends who arrived for lunch were Derek and Liz Wardle, Malcolm Pearson, Eddie and Lorraine Allen, Geoff and Brenda Goat, Fiona Eccles and Susan Hoskin. So, not a bad turn out.

My thanks to all those who supported the event, to Chris who compiled the route information for this article, to Chris and Jon Frost for planning the route and to Jon for physically pushing me through the last few miles.

The next events

Don't forget our Hill Climb and Fish and Chips Supper on Thursday 16 August 2018 (Ranmore Common Road) 19.00 start. The Club will pay for the Fish and Chip Supper but must order your meal in advance - Thursday 9 August at the latest. No order no Fish and Chips!

Also the Pete Reynolds Track Championship is soon: Sunday 19 August 2018 – Herne Hill Velodrome, 3 to 5 pm. I will need to know the number of competitors so you must contact me if you are interested in riding.

Pete Reynold's Bequest Kit Update

J A

No further ideas have been submitted for Pete Reynold's bequest, so we are only working on the current list put forward by the Committee Members.

The Pete Reynold's Kit order was placed in June and should arrive soon. You will find out soon how you can collect your order, as soon as I've sorted it out.



REDMONster –

*wonders if his bum will look big
in the new skin-pants*

Bargain Club Kit

J A

We still have a few items of discounted club kit for sale. Pearsons supplies: *Bib shorts: XS £25 (rrp £60); S/s shirt: L £20 (rrp £40)*. Impsport kit: *S/s shirts: S; L; XL - £35 (rrp £70) Rain Gilet: L - £55 (rrp £135)*

Not much left now, so you need to be quick. Let me know what you would like, and send your cheque to avoid disappointment.

Late Season Racing

A L

It's never too late!

It might be August and you could be thinking there is now little point in entering any events this season, but with events running all the way through to the end of September why not take the plunge and enter an event.

With the good weather that we have been experiencing the last month or so hopefully you would have managed to get some regular rides in. So put those rides and that fitness to good use and go and set a time.

And if you haven't been able to get out and ride then perhaps by entering an event in September it will give you the motivation to get out and do some riding.

One of the advantages of entering an event towards the end of the season is that it should give you the motivation to continue riding through to the autumn and onwards through the winter. This should result in you entering 2019 with some good base fitness that you can build upon and provide a good foundation for the 2019 race season.

If you put off going out now until next week, before you know it the days will be getting shorter and the weather back to the typical British cold and wet and unless you are a masochist then it's highly unlikely that you will want to get out and start riding in that sort of weather.

So get out there and ride, I will when I have the small matter of a 14k swim from Henley to Marlow done on August 5th. I know that it won't be pretty and I won't be happy with the speed that I will achieve or how long it will take me to ride up Boxhill but I know that once the hurdle of those first few weeks has been negotiated then a routine will be set and it will slowly get easier to motivate myself to get the bike out of the garage and go for a ride even when it's getting cold and wet.

Enjoy your cycling, savour the view and remember an hour on the bike is more enjoyable and fulfilling than an hour watching TV.

See you on the road.

It Doesn't Get Easier, you just get faster

K I

These inspirational words of Greg Lemond's present the truth behind cycling. Some of us are born svelte with the ability to ride a bike fast, and some of us not. I personally have never been the quickest cyclist, and indeed most of my adult life I have developed the same rotund shape that has been in my family for generations. My natural body shape and propensity to gain weight will ultimately limit me. Indeed, most of us will find that we have a natural ability for speed that will ensure that we don't become winner of the Tour. Most of us would never have the natural ability to perform as a cycling pro. To me it's about personal achievement. When I time trial I don't race anyone else

except myself, and I think this is the great thing about time trials. It also applies to other challenges and long distance rides.

Does this matter, and is there anything that we can do to minimise the natural affects and defects of our bodies? Ultimately, no it doesn't matter, and yes we can do something to improve our ability: eat well; train well; and rest well.

It was 2011 when I got back into road cycling. I was 39 years old and weighed 100kg. I had been taken on a challenge to ride the Vatterrundan, a 300km overnight ride around Lake Vattarn, the 6th largest lake in Europe. I had 6 months training. In this time I went from my first training session which was 7 minutes on my old turbo trainer to riding my first century in over 20 years. I finally rode the Vattarnrundan in 13 hours and 39 minutes weighing 85kg. Over the following two attempts I kept the training routine high and got quicker and lighter. My third Vattarnrundan was 10 hours and 8 minutes at 78kg which I followed up with London- Newhaven-Dieppe-Paris in 24 hours five weeks later. Clearly putting in the miles pays off

More recently I have been delighted to see via social media that Chris Brewer has this year really applied himself to training. So far this year he has completed well over 3000km and clearly the results are paying off. Most recently we have seen Chris achieve two personal bests in his 10 mile and 25mile TTS. Again this is a clear testament to the fact that if you want to go faster and for longer you need to put in the miles. It's not going to get easier, but you will get quicker!

To finish I have a little rhyme:

*There was a "young" man named Chris
Who's Strava went rather a miss
After 3000k it cause some dismay
Along with a couple of personal bests!*

Well done Chris.

British Cycling

J A

British Cycling are trying to encourage more members of cycling clubs to join.

They are currently offering discounted rates to members of cycling clubs:

50% off ride membership (code NEWCMRD) and £24 off race membership (code NEWCMRA).

You can use their website to join by entering the codes above at www.britishcycling.org.uk/membership. Alternatively, let me know if you are interested and I will send you a copy of the details, the link and codes.

Membership of British Cycling provides third party liability insurance, retail discounts, cheaper insurance, priority tickets to cycling events and race licence.

If you only ride a full carbon-fibre or aluminium frame then read no further. This article only concerns those of us who still believe that 'steel is real'. And perhaps most of those, being wiser and less foolish than this contributor, will never have committed the heinous crime of allowing an alloy component to become stuck in a steel frame.

Let us say that we have an alloy stem which won't be moved. Here are the standard methods, in ascending order of violence, of dealing with the problem. There may be others, which the more facetious among you may like to submit, but for now let us consider the following five alternative or combined procedures:

Number 1. Speak nicely to your recalcitrant bits of metal and explain that what is to come hurts you more than it hurts them. Having loosened the binder bolt (all you 'A-head' people can leave the room now), deal it a smart blow with your heaviest hammer. It is considered a good idea to interpose a stout bit of wood at the point of contact to avoid distorting the head of the bolt out of all recognition, especially if you are unable to confine yourself to a single bash and fall into a psychopathic rage, raining down a torrent of blows as per an Alfred Hitchcock movie. Some favour a rubber hammer but that seems a bit like the thing that circus clowns use on the Krazy Car. Get help to hold the beast and yank the bars as hard as possible, but do not overdo this bit if you are prone to hernia.

Additionally, by inserting a 'drift' – some bit of piping the same diameter as the stem – in at the fork-crown end of the head tube and giving it the Hammer Horror treatment once more, some co-operation may be induced. Obviously the frame itself needs to be firmly supported for this little episode of persuasion, and try not to accidentally belabour the fork-end dropouts too much with your weapon of choice.

Number 2. Get the binder bolt out and plug the lower end of the stem with a pared down cork from a wine bottle. You may need to consume several bottles before you get this right. Upend the whole machine and fill the head tube with coca-cola. Leave overnight and repeat with fresh coke the next day. Go on with this for a week or so, after which continue as per Number 1. Do not drink the leftover coca-cola, (in fact do not ever drink coca-cola.)

Number 3. Proceed as for Number 2 but use something called 'Plus gas' instead of the fizzy drink. It is quite possible that this stuff is no longer made. Older folk in garages and bike shops will nod sagely and say they have heard of it and know about it but have never actually seen it; rather like unicorns. Dark rumours of it being sniffed to give a high of some kind are hinted at.

Unless of course it is a conspiracy to foist an elaborate practical joke on a gullible cycling public.

Number 4. Again, proceed as for number 2 but this time use caustic soda (sodium hydroxide we believe). This unpleasant compound used to be obtainable from hardware merchants and old-style chemists, but these days you are probably liable to get arrested merely asking for it. Give your name as Dr Crippen if requested. Ingenious methods of delivering this nasty stuff include propping the machine up so that the head tube is at a slight incline to the horizontal and passing a piece of string through to carry a constant drip along inside the stem; apparently this is supposed to act like a saw cutting a groove through the alloy, after which the brutalized stem ought to come quietly.

Number 5. Take a hacksaw and amputate the top off the stem. Anaesthetics need not be used, but should you be squeamish about this procedure tell the patient that it is only for its own good, or alternatively that it has only brought it on itself through stubbornly failing to co-operate. Then bring on the 'shock and awe' by means of a blow torch and melt the bleeder out.

Naturally you will appreciate that the head bearings may not be in perfect condition afterwards and the stem itself will not be so great either. To say nothing of your cherished stove-enamel 'flam' finish.

Remember the moral is always to be really lavish with the grease before any of the above becomes necessary. Next edition: "Brain Surgery for Beginners".

The Club Dinner

G G

The Annual Club Dinner, Dance and Prize Presentation with all of the 'Cross Toasting' is a thing of the past.

I was involved with setting up and organising the Redmon "dos" for many years, in conjunction with Jim Burrow, Harry Cox and Alec Wingrave.

Over the years the venue moved from the Crown at Morden, the Woodstock, the Wessex Rooms at Clapham and in later years the Worcester Rooms, where our 75th celebrations were held.

For many years Alec and I visited venues to discuss menus and prices, organised the music (live band or disco). Although, whatever you picked, there were always complaints: Why did we have this? Why didn't we have such and such?

Another difficulty was finding a suitable guest speaker.

Then the seating plan - another joint task by Alec and I, and what a job that was! We worked on it in sections, families and friends together, youngsters and pals together, visitors section and so on. Suddenly Alec would say we cannot sit them near each other as they do not get on. In later years when the numbers got up to 150-200 it was a problem fitting everyone in.

Collecting the money in was another problem. Most members paid up well in advance, but on many occasions I was still collecting money on the night. One member took three months to get his payment!.

The club President opened the evening by saying Grace, then welcoming guests, members and families. At a given time he would announce "you may all cross toast". Some of the cross toasting caused much laughter – all dirt from the past season was brought to light. On completion, the Guest Speaker was introduced, followed by replies from the club and others. Then, the Prize Presentation, the event of the evening, with Jim Walsh announcing the winners, and calling them out. Bouquets were given to the President's Lady and some of the other ladies that had helped during the racing season.

The completion of the evening was the dancing, interspersed, of course by the raffle for club funds.

One of the last functions at the Worcester Rooms was a very cold night, and when we came out our car doors and locks had all frozen up. All manner of ways were used to unfreeze the locks and doors, one method I will not mention. We did all get home eventually.

A True Brief Encounter! J W

Going into my local Newsagents for 'Cycling Weekly', there was a panic all round as it couldn't be found!

'You're the only one who buys it' said one of the staff. 'Well, I've been buying it for at least 20 years from this shop and I've had no problem before' I said.

The Manager was summoned - upon seeing me added his piece saying 'that's right, you'll find it under the counter for the lady!' One patient guy said 'you haven't lived if you've never read 'Cycling Weekly'.

'Yes' said a little fat man 'you haven't lived if you've never read 'Cycling Weekly' he repeated 'It's a good mag with plenty of advice to help you keep in shape!'

Thank goodness the discussion finished there because on the cover of the latest 'Cycling Weekly' was the headline: 'Get Lean and Go Fast' and with so many customers of different shapes and sizes waiting to be served, I was just pleased to pay me money and get out before things turned nasty!!

Don Clarke R H

As many of you know Don Clarke died on the 26 May 2018. Don was a Redmon member for over 40 years and a good friend of the Club. He was also an active member of the CTC Morden Branch (now Cycling UK). He was a master bricklayer by trade, a jazz enthusiast, well read and a lively conversationalist. John Chatterton recalls playing "cat and mouse" with Don cycling up the hills in Majorca on the Easter Training Camps. He will be much missed by his friends in the

Club. Our thoughts and good wishes go to Lena and Don's family and we hope that she will keep in touch with the Club.

Vice Presidents and HLMs J A

The committee has checked the membership records for Vice Presidents (VP) and Honorary Life Members (HLM). To the best of our knowledge this is the list of VPs and HLMs.

HLM: Ron Allen, Brian Beckwith, Ken Gadd, Geoff Goat, Richard Hoskin, Joyce Martin, Jean Walsh.

VP: David Boyd, Doug Conroy, Jack Jackson, Joyce Shiret, Mick Deen, Derek Wardle.

Help us by letting us know if you think this is wrong or incomplete. Please remember that even if you are an HLM, you still must complete a membership form every year to continue to be a member of the club.

Diary Dates

Thur 16-Aug	Club Hill Climb with Fish and Chips
Sun 19-Aug	Herne Hill: Pete Reynolds Track Championship 3-5 pm

Contributions and Views to the Editor? J A

Please contribute to the newsletter, as we cannot fill these pages without your help. Email your articles to news.letter@redmoncc.co.uk, or post to me at: 15 Ellis Avenue, Onslow Village, Guildford, Surrey, GU2 7SR. Email is preferable, as I have to retype posted articles, and they may not get published immediately.

General Data Protection Regs (GDPR) J A

You have no doubt read about GDPR, and most likely have received many emails about it over the past few months. These regulations apply to the Redmon, albeit in a different way to that of a commercial concern: it is presumed that being a paid up member, you consent to receiving communications from the Club relevant to your membership. If you wish to opt out of this you will need to contact a committee member in writing.

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