



Keeping up with the Redmon Cycling Club

Editor's Comment

JA

How things have changed in the past few months? Most of us have now had at least one 'Jab', our freedom has gradually been given back, and perhaps we can enjoy our lives again. Which means for cycling...it's no longer a solitary activity.

And also cycle racing? After all, that's what the club is about. Our evening tens have been running successfully since May thanks to Richard Hoskin and his helpers, but only one more remaining in July and the Hill Climb. The results are detailed in the next article.

Club members also have had some great results in open events, particularly Eddie Allen, who has been club record hunting! The first was 10 miles in June, with 19:39 beating his previous record by 18s, set in 2017. And in the last couple of weeks, he has smashed another two, firstly at 50 miles when he bettered his previous by 7m 58s with a time of 1:42:38, an average of 29.2 mph! I can only ride downhill that fast these days! Read how he did it, on page 2. And today: 25 miles in under 51 minutes - wait for the official results!

As usual, I would be *really grateful* for help with the newsletter, all I need is a few words about cycling in general, the Club or your cycling memories. Many thanks go to Geoff who writes an article for nearly every newsletter, this quarter we have some interesting history about the old Portsmouth Road course, and the continuation of his fantastic trip to Adalucia.

Please send in your contributions by 20th October, for the next quarter. Thanks!

This Season's Club Events

JA

The Thursday evening 10s are back! So far, the club has run 7 events, thanks to organiser Richard Hoskin, and Clive Walton and Malcolm Pearson helping every week. It's also been nice to see Geoff Goat, Chris Brewer, David Eccles, Lena Clarke and Eric Palmer. The series is running with no entry fees, in memory of Derek Wardle. We've had riders on TT bikes and road bikes; and thankfully supported by several other local clubs.

27-May: The weather smiled on us for our first evening 10, but only four rode. Club results: P. Horsfield 28:22, J. Allen 25:58, D. Powis (2nd claim) 28:01.

03-Jun: Another lovely evening with Dorking CC entries made six riders: P. Horsfield 27:50 and J. Allen 25:57.

10-Jun: Perhaps the better weather helped, as we had a field of ten: P. Horsfield 28:13, J. Allen 28:24 and D.

Powis (2nd claim) 27:25. I tried my road bike this evening, and it was so hard... back to the TT bike next time! Unfortunately, the following two weeks' events had to be cancelled – no organiser and road works.

01-Jul: Despite rain forecast all week, Thursday turned out quite a pleasant evening, with 12 entries. Not quite on par with Jim Walsh's days! P. Horsfield 28:45, J. Allen 24:58 and D. Powis (2nd claim) 26:44.

08-Jul: First 15m TT for some time, run with some additional help marshalling. P. Horsfield 48:31, J. Allen 42:59 and E. Allen 34:37. Eddie's time was a PB too.

15-Jul: No first claim Redmon riders, I hurt my back so couldn't ride, 2nd claim - D. Powis 27:27.

22-Jul: Club Championship 10 – 16 entries, but sadly only two Redmon riders competing, Eddie winning with a PB for the course: E. Allen 20:19 and J. Allen 24:58.



REDMONster – got tired of
falling off the e-scooter

Club Competitions

JA

SPOCO: hasn't started yet, so get your entries in!

28-Aug	Sussex CA 10	G10/45
30-Aug	Sussex CA 25	G25/49
03-Oct	Kingston Phoenix RC 10	G10/42
17-Oct	Sussex CA Hardriders	GS/194

Club Events Championship: This is nearly over only the Hill Climb left. So far, we've had entries in the Redmon Open 10, the Alton 10 and the Club Championship 10.

VETS Championship: Only two events to go...

18-Aug	VTTA Ldn & Home Counties 10	HCC178
19-Sep	VTTA Ldn & Home Counties 25	H25/2

Racing Results

J A

There's been some good performances this year: Eddie was 6th in the Redmon Open, 2nd in the Alton 10 in June and has had several other top five finishes. Clive Walton and Eric Palmer rode the Glorious Goodwood for pre 1999 Lo-Pros and "Bandit Bikes" on 22-Jun. Perhaps an article for us, Clive?

Eddie's results have set two new club records: 19:39 in the A3crg 10 and 1:42:38 in the Shaftsbury 50.

We've even had two events with a team of three riders, but sadly no team prizes.

25-Jul	E.Allen	P881/25	tbc
18-Jul	J.McGlashan	F11/10	23:45
18-Jul	E.Allen 6 th /PB	F2/50	1:42:38
14-Jul	E.Allen - 5 th	P881/10	19:52
11-Jul	J.Allen	P881/10	24:13
11-Jul	J.McGlashan	P881/10	24:23
11-Jul	P.Horsfield	P881/10	27:10
04-Jul	P.Horsfield	H25/1A	1:14:24
04-Jul	J.Allen	H25/1A	1:03:44
03-Jul	J.McGlashan	E2/10	23:54
30-Jun	E.Allen - 4 th /PB	P881/10	19:39
27-Jun	P.Horsfield	G50/10	2:31:57
22-Jun	C.Walton - 1 st	P917	37:23
19-Jun	J.McGlashan	Q10/24	25:53
19-Jun	J.Allen	H10/8	24:40
19-Jun	E.Allen -2 nd	H10/8	19:58
19-Jun	P.Horsfield	H10/8	26:55
13-Jun	P.Horsfield	G50/90	2:28:40
22-May	P.Horsfield	H10/8	27:18
16-May	P.Horsfield	H50/1B	2:30:08
02-May	P.Horsfield	G25/93	1:15:15
01-May	E.Allen - 6 th	U41	20:58
17-Apr	P.Horsfield	H25/8	1:12:42

Four Redmon rode our May Open, reported in the July newsletter. And in addition, Eddie has raced at Bentley a couple of times in the Alton CC club 10s: 24-Jun 1st of 15 riders with 20:10 and 06-May 1st / 15 - 20:51;

Commuting in London

G G

Riding up to the Post Office HQ (POHQ) in the City has changed since I first started, in 1974 when I first rode up from Sutton. Over the years my route varied from entirely roads to a mixture of roads and parks, as it was surprising how much could be taken via parks to avoid traffic. Generally, I went via Hackbridge, Streatham, Brixton, Elephant & Castle, Blackfriars, St Pauls POHQ. My bike was stored down the basement, and after a change of clothes I was ready for work. When POHQ moved to Victoria, my route changed to Hackbridge, Tooting, Balham, Clapham, Stockwell, Vauxhall Bridge.

My journey was not always a lone one. Some mornings I met Jim Powell, from East Grinstead, and the run home was sometimes with Alec Wingrave or the Vicar!

Over my years of commuting, I had several incidents: car doors, dogs and potholes, but, I had to go to Suffolk to be properly knocked off in an organised event. It was the London Postal Region 25 miles TT on 17-Jun-81. I will remember the date for ever. I was in the West Suffolk Hospital for four months with a broken pelvis, four breaks in my right leg and nearly lost my right eye. The driver that hit me was fined £70, and endorsed.

My first off, though was a car door incident in Streatham - the first thing I knew was a guy asking "are you alright mate?" He was later fined, and I got some compensation two years later. One of many similar incidents over the years, with me collecting my bike from hospitals, police stations and private houses.

My cycling to town came to an end in 1990 with promotion to Royal Mail International Dispatch Manager at LHR with a company car. I loved the job, the staff were great, but Christmas 1993, I had retired.

How to set a Club Racing Record!

E A

During the winter I started my training later. I tend to start interval training too early, being fast at early in the racing season, but burning out well before the summer is over. The lockdown actually helped me as I didn't commute many miles working from home. I stayed fresh for longer without losing motivation. By December, I started training more seriously; putting aside the long easy rides for some more focused training, mostly indoors on Zwift as the weather was poor. This allowed me to do my intervals properly with no distractions, no freewheeling, no junctions and no chance of being knocked off by cars! A couple of months later I was producing good power rivalling my previous bests.

Unfortunately, it all started to unravel in March. I caught a mystery illness from my cat, which affected my reaction times and balance. I took a few days off training with easy rides to recover from its. Towards the end of the month, on an easy ride I misjudged an off camber corner, riding slightly too fast on a greasy surface and I slid off at about 25mph. A culmination of poor reflexes from the illness and slippery road conditions left me sliding across the tarmac, resulting in some nasty road rash on my hip, shoulder and across both knees. They would all heal fine in time but I lost confidence descending and cornering.

My first TT this season was at the Cotswold Water Park early May, quite a way from home, but Ollie Bridgewood wanted to go head to head as we did a few years ago at the evening 10s. On paper, it is a very fast course with a smooth surface and absolutely no hills.

The downside is quiet roads with no traffic to pull you along as there is on a dual carriageway! I clocked a respectable time of 20:58 to come 5th, only 20 seconds behind the winner Max Steadman who rides for the professional DHB Sungod team – not a bad start to the year. I also put nearly a minute into Ollie, which I do not think he was happy about!

Over the previous year and repeated lockdowns, I spent time fettling my TT bike and riding position to get as fast as possible with the minimum amount of power, and financial cost! I bought a new front wheel, new bars and some very fast tyres. I tweaked a lot of small things to save as many seconds as I could. I even taped over bolt heads to smooth the airflow! Despite all these modifications, the most important thing by far is the body position when riding. So, I spent time on the indoor trainer in front of the mirror trying to get as narrow and small as I could. The biggest gain I found was adjusting my arm position to easily tuck my head down and get out of the wind to reduce frontal area.

In May, I returned to the office so was commuting 34 miles most days again. After a couple of weeks of back into the routine of riding twice a day, surprisingly tough, with little time for recovery in between, I entered some of the Alton Cycling Club evening 10s on the H10/8 Bentley bypass course. It is my local course now I have moved to Alton so it would be rude not to! It never seems as fast in the evenings as doing an open event on the weekend, perhaps because of the volume of traffic?

My first sub-20 minute ride of the year came on the H10/8 during the Alton CC 10 in June where I managed a 19:58. Frustrating not to better my PB of 19:57 but I was delighted to crack 20 minutes for the first time in 4 years!

On 30th June I commuted 17 miles into work on my TT bike. It's a lumpy route to work and with only a single 54-tooth chainring, it's quite a challenge. After a day's work, I rode 20 miles to the A3CRG 10 HQ at Liss to sign on. The weather seemed ideal, a light headwind to the turn with a decent tailwind for the fast return journey to the finish. It is a popular and quick course, so this event is run like an open with 80 riders on the start sheet, at 30-second intervals.

19:31:30: and I was off - I managed to clip in quickly, no pushing off due to Covid, and not get held up turning onto the A3 which was great. I got my head down on and tried to get into a good rhythm. This was the first time I had ridden the 10 course on the A3, previously I had only ridden the 25 and 50 miles courses, so, it was hard to know how to pace it. By the turn, I was down my target to get under 20 minutes, a little bit of a panic! I shot down the slip road back onto the A3 and set to increasing my power to reclaim back as much time as possible. I could see my 30-second man for almost the

whole event, which was good motivation. The marker for one mile to go was my signal to give it absolutely everything I had left! My ride data showed that I averaged 38mph for this last mile!

As I crossed the line, my bike computer showed that I had done it: I had smashed my PB and beaten my own club record in the process. Somehow reclaiming enough time on the way back to duck under the 20-minute mark and clock a 19:39. Other riders' times showed that it was actually quite a slow night with many 20 seconds or more down on their expected times. That gives me hope I may be able to better my time when I head back for another event there later in the season.

I have a 25 on the same course coming up towards the end of July, fingers crossed I will be able to PB there as well. My goal for several seasons has been to try a 100-mile TT; this year may be the year with one in my sights in August on the Bentley bypass. Fingers crossed for good weather!

Four for Andalucia (Part 2)

GG

Here's the continuation of Geoff's interesting and long story, which will be published in four instalments. (JA)

The entry into Carmona was via a long tree lined road with a very steep climb up into the town. It was well worth it, as looking back the view was incredible. The town was on the main Aville to Cordoba road. Tonight, we were to rest our heads in an old Moorish Fortress now a Parador (a Spanish Government Hatch).

We passed through the gateway of the fortress and across the courtyard, to the main building. After an exchange of both broken English and Spanish we had rooms. Our cycles were wheeled away, and our bags taken up to our rooms! A magnificent building and a step back in time. The furnishings and the architecture were something you see only in books and museums. The stone work was beautifully carved, elaborate arches everywhere, bright and shining marble. We found a restaurant away from the noise and dust of the main road. A fine meal was enjoyed, finishing off with fresh oranges the size of footballs. We returned to our 'medieval bed chambers' via a wander round the town. Back at the Parador, Ivan and I settled in for the night. It wasn't to be a very restful one, our room was next to the ventilation and cooling system, and we were awakened about every half hour. We had a fine breakfast, continental style. As we left Carmona, we found a good cycle shop with prices rather less than the U.K. Just off the road at Almodovar del Rio was an impressive looking castle, which looked worth a visit. Trundling our cycles up the hill, chattering away, we were approached by a Gentleman, who announced that he was English from near Southampton, married to a Spanish Senorita. He asked what on earth were doing

in that area the village close by was reckoned to be the hottest place in Europe.

We were given a short history of the castle and the area. The people living in the area were descendants of the original invading Moors and continued their way of life. From the castle mound you overlooked the river and the fertile plain. You could see the river stretching out left and right, and our English gent told us that as far as the eye could see in any direction, was owned by the Marquis that lived in the big house over yonder. We bade our farewells and onward we went. We had decided to 'live it up' that night by staying at another Parador. We came off the direct road at Medina Azzahara and followed the sign posted Convento de San Jeronimo. This was found to be a climb extraordinary, the road just went on up and up. Halfway, we found a small cafe and broke off for a welcome drink. In the close vicinity was a hermitage, but we didn't find it. Must say the body climbs much better when its refreshed! We were now looking over the city of Cordoba, quite some view.

Eventually we started the descent. We still hadn't found the Parador, but the climb had been worthwhile as the view had taken in the whole of Cordoba, the mountains to the north and south east. The Parador wasn't to our liking, so went into the city for accommodation. This was to be quite an experience, and stumbled upon a humble abode and bartered a price with a little old lady in black.

We were split into two rooms. Ken, Ivan and myself were upstairs, and Chris was to be alone in his own room downstairs, the bed an old fashioned mattress type with springs. As he mounted the thing, it sagged dramatically to the floor in the middle. To overcome this, and to make for a comfortable night, Chris took the top off the dressing table and slid this under the mattress across the frame for support!

Having settled in and cleaned up, we went out in the search for food. The whole place was a maze of little narrow streets, and out by the bus station was a sheer drop to the river. We walked round the old city walls taking in the sights. With another hard day ahead of us we returned to our beds. On return, we discovered that our cycles had been removed from the patio and were now in Chris's room. Also the bed arrangement had been dismantled and the whole dressing table removed from the room. Chris not to be outdone dismantled the bed, and put the mattress on the floor.

Our departure in the morning was supervised by our lady in black. We had breakfast in town, the centre of which was overshadowed by a gigantic Mosque. We crossed over the Old Roman Bridge with its many arches, and passed through the villages of Cibra, Grena

and Zambra. The countryside was thick with olive groves. The scenery in the valley with all the hills surrounding was just a lasting memory. As we left Rote, it was our intention to visit the lake at Iznajar, but in a maze of white roads we were lost, not for long though, and we soon found La Hoz. Along our way, we came to a few houses by a stream. Outside the Spanish peasants sat in the sun, it was quite warm and a stop was called for. We too, sat in the sun, our feet dangling in the stream and eating some of our fresh oranges - what a life! I hope the water wasn't to be used for household use at some time later, after our feet had been in it!

To be continued next quarter...

The Pompey Road Course

GG

Days have long since passed when the 'Pompey Road' was a local course... With advent of so many motorways and increasing traffic level we have had to move further afield.

The old 'Pompey Road' course HQ was in the woods just off the A3 just south of Esher, near the Claremont Gardens. The changing room was also the woods, and so was all the preparation you need to do before you rode.

Our 25 course was straight down the Fairmile through Cobham, Ripley towards Guildford. We then took a fork to loop around Stoughton, back to Guildford and back up the A3 to finish near the start.

The 50 had an add-on which left the A3 at Burnt Common - with a circuit through Clandon and West Horsley, returning to the A3 and following the tail end of the 25, before returning back up via Ripley, Cobham to the finish, near the start.

After the event the usual rendezvous was at the Sandown Cafe near the Scilly Isles, Esher or the start of a good run meeting up with the non racers.

Next Edition: **28-Oct-21** Copy date: **10-Oct-21.**

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