



## Keeping up with the Redmon Cycling Club

### Editor's Comment

J A

Happy New Year! Looking forward to 2022 racing? I am for the first time in a few years! I am nearly ready for it too after a bike fit, although it's cost me a small fortune in new bike bits. Who said cycling was a cheap sport? That said, you just wouldn't believe the difference - I'm hoping for a PB or two. There will be much (financial) disappointment if I don't. Ha, ha.

You can read about the bike fit later in an article kindly contributed by Eddie, as we have both been there. I imagine that he will be even faster than last year...

Lots in this edition, but sadly, again I've had to shorten some articles so apologies to the authors. Let's keep the interest going, let me have your contributions please! Anything about cycling, the Club or memories.

### The Club Event Programme

R H

We have a full programme of events for 2022, including our usual open 10 and evening racing, plus an additional Saturday 10 held jointly with Morden CRC.

Date	Event	Course	Start Time
26-May	Evening 10	G10/42	19:30
02-Jun	Evening 10	G10/42	19:40
04-Jun	Open 10	G10/42	14:00
09-Jun	Evening 10	G10/42	19:40
11-Jun	Saturday 10	G10/42	08:00
16-Jun	Evening 10	G10/42	19:40
23-Jun	Evening 15	GS/483	19:40
30-Jun	Evening 10	G10/42	19:40
07-Jul	Evening 15	GS/483	19:40
14-Jul	Evening 10	G10/42	19:40
21-Jul	Evening 10	G10/42	19:40
28-Jul	Evening 10	G10/42	19:30
04-Aug	Evening 10	G10/42	19:30

Two 15s are planned again this year although based on past experiences, we have applied for an alternative event on the G10/42 should circumstances require it. The 21 July event will be the provisional date for the Club's Championship 10. Details are on the website.

### Note from the Chairman

C B

Well, that's another season behind us and hopefully a fuller and more involved one ahead of us for 2022.

It was another sad year for Redmon CC learning of the passing of two members from years gone. We were very sorry to hear of the recent deaths of Duncan

Brown and Keith Jones. Both were familiar faces to all and reliable figures on the club racing and marshalling scene for very many years and will be greatly missed. We send our condolences to their families.

Looking forward we can only hope that the pandemic situation gets easier and allows more social activities as I am sure many of you would like to see club get together this year possibly at an evening club TT event. Stay safe everyone and keep riding and racing!

### REDMONster —



*must have given the BikeFit people  
his measurements in inches not cms.*

### 2021 Competition Winners

C B

The successful winners of last year's competitions are:

- Sporting Courses - John McGlashan
- Evening Series - John Allen
- Open Events - Peter Horsfield
- Vets Competition - John McGlashan
- Club Events Championship - Eddie Allen
- Club Champion - Eddie Allen (course pb 20:19)
- 185 Competition - Eddie Allen
- Vets Bar - Peter Horsfield

The Club Hill climb was not awarded as it was cancelled due to weather conditions. All other trophies Randonneur, 12hr, 24hr and inter club not raced or not claimed, with no online results showing.

### Joint Club Events

J A

You are no doubt aware that we are starting cooperation with Morden CRC this year. Initially, we are jointly running a Saturday TT event on 11 June on the G10/42, which hopefully many Redmon and Morden riders will attend. Like the Redmon's Thursday TTs, Morden also run a series of Club events on

Saturdays, which our members are encouraged to ride. The first is on 30 April on the G10/42. A full listing is shown on the club events page on the CTT website, it's under the events option, just filter by club name.

## Competition Events 2022

**C B**

### *Sporting Courses Competition*

20-Feb	Kingston Wheelers - 13.58m	GS/292A
27-Feb	Redhill 18m	GS/478
06-Mar	Sussex CA 25m	GS/194
13-Mar	SCCU 25m	GS/334
19-Mar	SCCU 10m	G10/46
26-Mar	Paceline RT 15.8m	GS/483
03-Apr	Dorking CC Surrey Hardriders	GS/491R
15-Apr	Crawley Wheelers 41.6m	GS/196
27-Aug	Sussex CA 10	G10/45
29-Aug	Sussex CA 25	G25/49

### *Club Events Competition*

05-Mar	Farnborough & Cam	H10/8
09-Apr	Farnborough & Cam	H25/8
15-Apr	High Wycombe CC	H10/22
23-Apr	East Sussex CA	G10/87
24-Apr	Charlotteville CC	H50/8
14-May	Southern Counties CA	G10/42
21-May	North Hampshire RC	H10/8
26-May	Redmon CC – Club Event	G10/42
05-Jun	Farnham RC	H10/8
18-Jun	Alton CC/Owens	H10/8
23-Jun	Redmon CC – Club Event	GS/483
03-Jul	Reading CC	H25/1A
17-Jul	Southern Counties CA	G100/61
21-Jul	Redmon CC – Club Event	G10/42
28-Jul	Redmon CC – Club Event	G10/42

### *VETS Championship*

09-Apr	VTTA Surrey/Sussex	G10/87
12-Jun	E. Sussex CA VTTA Sry/Sussex	G50/90
16-Jun	VTTA London/Home Counties	H10/3R
19-Jun	Lewis Wanderers / VTTA	G30/88
17-Aug	VTTA London/Home Counties	H10/3R
21-Aug	Bec CC VTTA Surrey/Sussex	G25/93
18-Sep	VTTA London/Home Counties	H25/2

## Bike Fit at Bicycle Richmond

**E A**

Last year I gave Dad a voucher for a bike fit with Andy Fenn (ex-pro rider for Team Sky) at Bicycle in Richmond. So delighted with the results, he very kindly gave me a birthday voucher for my own bike fit this year.

The process was very thorough, but first they offered a coffee or drink of your choice before settling you in (the coffee was excellent). Then came the interview – covering any previous injuries and reasons for a bike fit.

Personally, it was because I have never felt particularly comfortable and constantly tweak my position.

Next was an off the bike assessment – this included looking at foot size, posture, arch height, and general flexibility. For me it highlighted a difference in flexibility from left to right, which I never knew I had! This stage also included adding arch support to my shoes to stabilise my feet in the pedals and setting up cleats.

After transferring the measurements from my current bike position, I was put onto the bike fitting jig to begin optimising my fit. It quickly became apparent that my saddle was too low! This was also causing me to sit slightly twisted on the saddle, which agreed with how I felt on the bike. I also have some muscle imbalances from left to right that also agreed with sitting twisted – I dread to think how long I have been riding like this. We continued to make other adjustments to saddle position, reach and bar height decided by my answer to specific questions on how I felt. The final stage was transferring this new position back onto my bike.

Having now ridden this new position for a week I am so pleased that I went. I have never felt so comfortable and powerful on a bike, and I finally feel like sit squarely in the saddle! I hope that, over time, any muscle imbalances that have developed from poor fit begin to correct themselves – I can certainly feel fatigue in different places to before.

I cannot recommend a bike fit at Bicycle Richmond enough – both Dad and I were delighted with our results. I will be going back with my TT bike soon to see what improvements can be made there too.

## Four for Andalucia (fourth and final part) **G G**

The next day we headed back toward Malaga. The first part of our journey skirted along a mountain edge. The road was flat and just wandered avoiding the ridge. Beyond this ridge was the coast and Malaga. Eventually as always, the climb. The road swept up the ridge, like a giant gateway. Then the village of Yentas de Zafarraya, a small cluster of dwellings. Over the top, downhill for 74 miles of sheer heaven, Ken just went like a bat out of hell. The next we saw of him was sitting on a wall waiting at the bottom.

The range crossed was quite a spectacle. To our right it curved round, some rather high and rocky barren heights, but not for us today - what an inviting challenge! At the crossroads, we met Ken again, he must have waited an age for us! Debating our next move and deciding to stop for a drink and something to eat, in the next village la Vineela. We were now getting into more civilised areas, here the Spanish displayed the usual odds and ends in their shops. We purchased the odd item, which hopefully would get home safe and in one piece.

On our way again, the road fell gently towards the pretty village of Velez where we bought fresh pastries for later. The white washed walls were hung with geraniums in pots and window boxes. Children playing in the street eyed, us strangely. Then to Torre del Mar a dusty dirty Spanish sea port, not the place for my hols. We joined the busy main coast road and trouble. Being four of us we naturally rode in pairs, the road being wide enough. A Spanish driver did not agree. He came very close behind us, tooting vigorously - we didn't budge. He wouldn't give up and we greeted him with the International Cyclist sign ☺. He understood this and then tried to run us down. Being very enraged he set about us wielding his starting handle from his driving position. What a way to end a tour, it seemed laughable at the time, but could have been nasty.

We rode along enjoying the cooling breeze off the sea. The beaches along this coast were untidy, badly kept and in places smelly. Entering the outskirts of Malaga, both sides of the road were high with tall blocks of flats.

Our route to the Airport passed through the docks, and by the Malaga Pandof. At the docks we stopped in a park to check directions, and here we saw several racing cyclists. There must have been an event on!

Arriving at the Airport, we dismantled our bikes for the flight. The journey home never changes, there's always something to look forward to on the trip out. We were fed and watered by British Airways, and in due course deposited at LHR. A very welcome sight was Chris's wife with the car, and Brenda - no cycling home then.

And so with a few hundred miles in our legs we looked forward to a good season ahead. Mine started very quickly, I was riding in the Club two up in the morning with Alec - you should have heard "the poor ole 's", all along the A24, there were faint cries of help.

## **The Battle to join the Ventoux Club** **K I**

Mont Ventoux has stirred things up in the Tour de France for over 60 years. It became infamous when it claimed the life of the British rider Tom Simpson in 1967 and has become a Mecca for cyclists from all over the world wanting to battle the elements up this iconic, arid, rocky moonscape of a climb.

The 'Club des Cinglés de Mont Ventoux' translates as the 'brotherhood of the Ventoux nutters'. Very apt for anyone that cycles up Mont Ventoux 3 times in a day from all directions (4443m ascent in 136km)!

Ventoux is climbed by around 100,000 cyclists every year. The mountain has three paved roads to its summit: (1) from the town of Malaucène; (2) from Bédoin, and (3) Sault (longest at 24km but the easiest with a much shallower gradient). In the Cinglés all three paved roads are ascended within a 24 hour period.

There are three Mont Ventoux Challenges organised by Cycling Club Ventoux:

**'Cinglés'**: the 'easiest challenge consisting of ascending Ventoux by all three paved roads, approximately 137km with 4400m climbing (avg 8.4% gradient). This has been completed by 16409 riders since 1988;

**'Galley Slaves'**: The same as 'Cinglés' with an additional off-road ascent, Pushing the stats to 183km with 6020m climbing, and completed by 730 riders since 1988;

**'Bicinglés'**: for those who really like to push themselves. This is exactly what it sounds like two ascents of each of the paved roads to the summit. It is 274km with 8800m of climbing which is just short of climbing Mount Everest (8,848m) from sea level. This ride has been completed by 372 riders since 1988.

Leading up to my challenge: In 2019 I signed up to ride 'Cinglés' with a friend. The ride was planned for late September, when Ventoux has some of its best weather conditions. The name Ventoux, after all is derived from the word Vent (which translates to Wind). In essence it is the Windy mountain, and its exposed slopes combined with the Mistral wind has ensured that the summit is often closed due to poor weather. In May 2019, unfortunately I seriously twisted my ankle which I did not treat quickly enough. I should have rested but instead took on the British Heart Foundation ride South Downs Way in one day (similar feat to the Ventoux ride at 160km with 4000m climbing). I retired at just over 80km, barely able to walk or ride after. So between July 2019 and September 2019 I barely rode at all before taking on the Cinglés' challenge – maybe this was me actually being a 'Ventoux nutter' in taking on the Giant without suitable preparation! Needless to say my first attempt at Ventoux failed, although I did manage the two most difficult climbs Malaucène and Bédoin.

On returning from Ventoux I rested over the winter. During this rest I also had my gallbladder out so when I did get back on the bike I took things very gently. I limited myself to the inner chainring only on my 2011 Ribble Bianco (so my gearing consisted of 34 x 29-11 on 11speed Campag). Slowly I started putting more rides and increasing the gearing. I also took one of my mountain bikes out every morning (nearly) along the Wey and Arun canal at Loxwood. This allowed me to build strength into my ankle and regain some level of cardio and strength fitness. Towards the end of the summer of 2021 I started at the gym with a personal trainer. I hate the gym because you don't get the pleasure of the natural environment and the solace that accompanies it. At this time I also bought an Absolute Black inner chainring (34T) and a new cassette (34-11) for my 2016 De Rosa SK Pininfarina (now 50/34x34-11). This is my bike for the challenge, as you can see from the gearing this now has a 1:1 ratio in its lowest gear – exactly what you need when you are over 90kg and want to spend all day in the mountains!

The day of the challenge: From my first attempt I knew that timing and planning was key. I had planned for three hours per climb, one hour per decent and enough time to take appropriate breaks. I had this event booked through Marmot Tours (highly recommended), and they said they would offer support until 7pm on the top of the mountain. So with this in mind I set off from the hotel in Malaucène at 04:30. I grabbed some breakfast, switched on my lights and set off into the dark. Before I knew it, I had battled through the dark and was at the top of the mountain for 07:30 with the most gorgeous sunrise and the mountain casting a shadow on the land beneath. But being September and at 1900metres it was cold. This is where the support from the Marmot Tours guys kicks in. Scott from Marmot Tours had gone the extra mile and got up early to support me and the other nutter who left with me. In the back of the support van was all my winter kit to pop on and soon after I was bombing down the mountain at about 70kmh, passing the Tommy Simpson memorial and Chalet Reynard on my way to Bédoin, where I met Scott once again, ditched my cold weather kit back in the van, turned the bike around and started climb no 2 from Bédoin to the summit.

The Bédoin climb is deceptive. It all feels very flat (at about 4%) on the lower sections as you pass through the Bédoin vineyards with the summit clearly visible. Then suddenly a left turn and into the forest. This section is narrow and ruthless not going under 10% for some 5 -10 km. On my first attempt on this climb in 2019 this section was hot and humid, and I remember my Garmin telling me that my heart rate was consistently over 160bpm and the temperature being 34 Celsius. Clearly this combination can't last long for an amateur cyclist and the thoughts of Tommy Simpson going through my mind. On this 2021 version of the ride I kept my pace lower with the 1:1 gearing paying off. Heart rate kept down to 140 and the benefit of the early start meant that the mid-morning temperature was considerably lower. So at Chalet Reynard I stop for a while to refuel, then press on for the final brutal 6km through the lunar landscape to the summit.

I reach the summit for about 13:00. This time the air temperature is much more conducive for riding in summer gear and I head all the way back down, past Chalet Reynard and off to Sault. This descent was slightly longer to achieve. Not only is the road to Sault longer than the other two roads (24km versus 21km for Malaucène and Bédoin), but it also actually has a small climb section although nothing compared to the rest of the day's climbing. For me the road to and from Sault is the prettiest, even though by the end of September all the lavender has been harvested. Despite this the air is filled with the scent of lavender one of the many lovely

products from this part of Provence. On arriving in Sault, I rest with a small orange juice from a local café and prepare for the next ascent. I do think this is my favourite climb of the three just from a scenery perspective. The mountain looms large on the horizon; the fields; and the woodland. It is truly spectacular.

I reach the summit for the final time at 17:30. Tired, but not broken! The descent from the summit to Malaucène is technical, especially when tired. It has long straights with hard hairpins that can catch you out when tired. I take my time and arrive back at the hotel 14 hours after setting off. Time for a nice shower and some impeccable French cuisine!

So, if you want a challenge involving an iconic mountain in a short break this is ideal. Marmot Tours provide an excellent cycling holiday experience regardless of what you want to do. They offer challenge holidays, and more leisurely ones, with superb support, and look after you well. Provence is beautiful, great scenery and has courteous motorists! Thoroughly recommended.

### Important: CTT Racing Rules Update J A

All racing members should note that the CTT National Council have recently approved changes to the Time Trial Racing Rules. The updates enforce wearing an approved safety helmet and use of BOTH front and rear lights. All lights must be illuminated, either flashing or constant, but must be clearly visible to other road users. All riders in breach of these rules will be disqualified, and not able to start. This applies to time trials, and hill climbs, including closed road events. Full details are in CTT Regulations 14, 15(i) and 15(j).

Diary Dates	
26-May	First 2022 evening 10
04-Jun	Club Open 10

Next Edition: **28-Apr-22** Copy date: **10-Apr-22.**

### Committee Members

Chris Brewer (CB) [chris.brewer@redmoncc.co.uk](mailto:chris.brewer@redmoncc.co.uk)  
 John Allen (JA) [treasurer@redmoncc.co.uk](mailto:treasurer@redmoncc.co.uk) or [webmaster@redmoncc.co.uk](mailto:webmaster@redmoncc.co.uk)  
 Richard Hoskin (RH) [richard.hoskin@redmoncc.co.uk](mailto:richard.hoskin@redmoncc.co.uk)  
 (020 8642 4778/07748 835907)  
 M Wakely (MW); J Chatterton (JC); Clive Walton (CW)

### Newsletter Contributors

Ken Izzard (KI), Eddie Allen (EA) and Geoff Goat (GG).

**Data Protection:** the presumption for GDPR is being as a paid up member, you consent to receiving communications from the Redmon Cycling Club relevant to your membership. To opt out you must contact one of the committee members in writing.