



Keeping up with the Redmon Cycling Club

Editor's Comment

J A

After an exciting start to 2020, this year is turning into a strange one, and who would have expected it. The Corona Virus pandemic has so sadly spread across the world. I just can't believe the number of people seriously affected by it. All we can do is do as the government suggest and stay as safe as we can to avoid becoming ill.

At present both the CTT and British Cycling have cancelled all racing until the start of July, so our Open 10 in May is cancelled, as are all of our club events up until then. As soon as the situation eases and racing can begin again in earnest, we will let you know. Details will be on the [website](#), [Twitter](#) and [Facebook](#) page.

I mentioned in the last issue that Jean Walsh had sent me some old Redmon magazines from the 1950s: I was hoping that this might prompt some of our members to send me some of their recollections of that time. Sadly I have received nothing, apart from our regular contributor, our President, Mr Geoff Goat.

Jean recently sent me a few more photos of past Redmon events which I have posted onto our [Facebook](#) page. Geoff has also sent me some photos, and I have scanned a few of the group shots of club members over the years and posted them too to Facebook. Can you guess what years they are from? Go to [Facebook](#) and let me have your feedback.

Getting the newsletter to print is no picnic. If we print jokes, people say we are silly. If we don't they say we are too serious. If we print original stuff, they say we lack variety. If we pinch things from other papers, we are too lazy to write. If we don't print contributions, we don't show our appreciation. If we do print them, the newsletter is full of trash. What the h?#! is a poor editor to do, anyhow? Like as not, someone will say we pinched this from another magazine. So we did! Some things never change - this was reprinted from a copy of 'The Leader' Redmon magazine from 1951.

I plan to publish the next edition of the newsletter in July, so I will need contributions by around 20th July. Please help me as I don't want to have to write it all. If there is not enough material to fill the pages, it is not worth the effort. So, if you don't contribute, don't be surprised not to receive a copy. I need articles about cycling, club history, reminiscences, race reviews etc.

I have struggled to fill this newsletter, but I felt it important to publish it, as it is the tenth issue!

General Secretary's Briefing

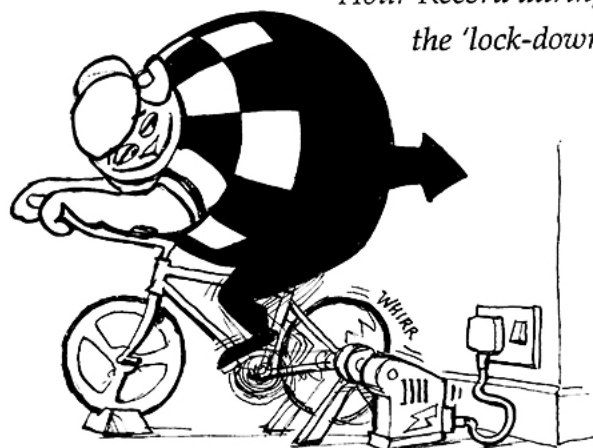
R H

I am sure you will all know that our sport is suffering at this difficult time. Cycling Time Trials, CTT, have cancelled all Open and Club Events until 30 June 2020. That means that we had to cancel the Redmon CC Open 10 on Saturday 9 May. We had included two extra categories, Road Bikes and Hub Gears. This had created some interest so I am disappointed that the event will not take place. I will put the same event in the CTT calendar for next year, so that's Saturday 8 May 2021.

We also hope to run another Open 10 scheduled for Saturday 12 September 2020, it is on the G10/42 starting at 2 pm and will include tandems. Let us hope that the COVID - 19 Virus situation will have improved by then and that we are allowed to race. We are also missing our Thursday Evening Club 10's that were due to start on 30 April. When the situation changes we will make the necessary announcements.

If you have internet access I can recommend an interesting short documentary film about the manufacture of British bikes. If you Google "How a Bicycle is Made (1945) Signet Films" you should find it. This British Council film was shot at the Raleigh Factory in Nottingham and traces the manufacture of a Raleigh bike from raw material to finished product. Note the regulation white stripe on the rear mudguard and the bottom bracket made from one piece of metal. I believe that the largest modern bicycle factory is GIANT in Taiwan - times change!

REDMONster – is out to break the
Hour Record during
the 'lock-down'



Redmon Club Events

JA

We don't know yet when, or if, the racing season will start for 2020, but the first two months' events have definitely been cancelled. The remaining dates are listed below, so let's hope that we can run them. Don't forget no entry fees for Redmon riders!

Date	Course	Distance
02-Jul-20	GS/483	15
09-Jul-20	G10/42	10
16-Jul-20	G10/42	10
23-Jul-20	G10/42	10
30-Jul-20	G10/42	10
06-Aug-20	G10/42	10
13-Aug-20	GH/41	1120 yard

The usual help will be needed should they run, time keepers, pushers off, marshalls etc.

The Big Loop by Claire Huchet Bishop

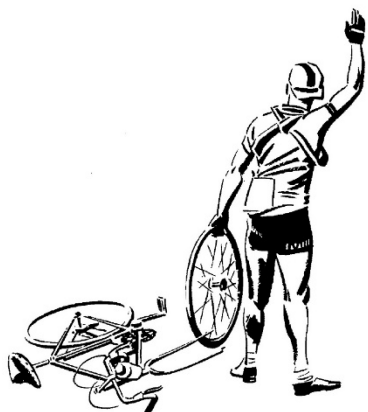
DE

This is not in print, so don't go rushing out to Waterstones in hopes of finding a cheap paperback. Published in 1958 as a Ripping Yarn for keen young chaps, it was also intended to be instructive and morally-uplifting too. You get the idea, but don't go away yet, this is how it goes.

Two spirited school-chums from an impoverished working-class district of Paris aspire, like all their peers, to ride the Tour de France. At school there is of course a bully, whose parents are well-off and whose wealthy indulgent uncle has given him a brand new bike, when all the other kids can only dream of one. Add in an amiable teacher whose fuddy-duddy aspect belies the exciting fact that he once won the Paris-Brest; he gives the class maths problems based on cycling times & distances. The bully contrives to 'frame' one of the pals for theft (appropriately a pin-up glossy photo of Bobet), but is caught red-handed (boo!) through the solidarity and amateur detective work of our two heroes.

With help from hard-working Mum a second-hand bike is acquired and we expect great developments. But alas, the bully causes our pal to crash heavily on the

Parisian cobbles and – horrors – the frame breaks in pieces. Oh come on, I hear you say, but it appears that



the machine has been bust before and has merely been glued together and repainted. Buyer beware.

Nothing daunted, desperation sends our plucky hero no.1, aged only 14, off to work on a factory production line to save up enough money for a proper bike. Ultimately the solidarity and comradeship of his older work mates enables him to get his machine and training starts in earnest. The author manages to interlard the narrative with gobbets of useful and improving information on many aspects of road racing, and life: clean living, no smoking, early to bed, cleanliness (especially the toenails), lots of fresh fruit & veg, as well as on training miles and tips on bike-handling techniques ('do not apply the brakes too suddenly').

After numerous trials and tribulations our heroes 1 and



2 find themselves riding their first Tour in an underrated team, and up against the bad guy who has had a head start in all areas. Of course the bully cheats on the road and then even tries to bribe the scrutineers. The critical duel takes place on the Tourmalet. The ascent is very tough folks, and

the weather terrible; tea freezes in the bidons (tea! goodness were there no drug controls then?) Hero no.1, always mocked for his slight physique, has evolved into a superb climber and has taken the lead when, woe! his front forks snap. The bad guy steams past. Then for a wonder hero no.2 appears and nobly hands over his machine to his pal, who, stout-hearted fellow that he is, flies off again to overtake the bully and win the stage.

From here on it is a battle to the finish, ending one need hardly say in victory for our chum, but only after the bully has been disqualified for using the elbow. The lap of honour in the Parc des Princes is cheered by a huge ecstatic crowd, including everyone from our heroes' neighbourhood, who



sing their battle-anthem 'Sambre et Meuse' in a demonstration of courage in the face of terrible odds and the abiding French virtue of 'Fraternity'. Not a dry eye in the house.

Oh it's great stuff. The whole tone of the book is delightfully of the period, as are the splendid illustrations. The author was French, married to an American and living in New York when she wrote it. This background sometimes shows: the bad guy is 'that skunk!' not a very French expression; nor does 'thousand thunders!' sound right in English (unless spoken by Captain Haddock in a TinTin book.)

2020 Season Racing

J A

It was a great start to the 2020 racing season for the club with a couple of spectacular results for Eddie Allen, in beating some quality opposition. Good job he has rejoined the Redmon!

On 14 March, in the Farnborough and Camberley 10 on the Bentley course (H10/8) he finished in 20:39, and came 2nd to Alan Murchison of Drag2Zero who was only 20 seconds faster at 20:19. So, he only just lost out on first place. Third place man Ronnie Stone (Islington Cycling Club) finished in 20:43. More importantly for Eddie, his mate Oliver Bridgewood (of Bath Cycling Club, and GCN fame) was 5th and 33 seconds down. The field was 39 riders.

On the Sunday of the same weekend (15 March) he bettered the result at the Southern Counties Hardriders event, a 21 mile two lap sporting course south of Godstone. He finished in FIRST place with 52:25, beating Mark Smith of Crawley Wheelers into second with 52:41. The third placed rider was Colin McDermott of Festival Road Club with 54:21.

And with no other Redmon riders having competed this season yet, he currently leads both the Spoco and Club Events Competitions. The Covid19 situation has cancelled or postponed all time trial racing, at present until 30 June. It looks likely to influence our club trophy competitions results. Let us hope that this terrible virus is overcome soon.

Late Spring Training

D E

The robin singing. The sun shining. That feeling of moral superiority an early start brings. All well with the world. The hum of the tyres. The good fresh air in the lungs. Throb of the sturdy heart. Surge of healthy blood through the veins. Tingle of well-toned muscles. Effortless flick through the smooth gears. Formidable burst of power over the hills. Peerless explosion of

speed on the flat. PBs to be smashed this season, perfect...

Boff!

A sodding flat. Not to worry, spare tube handy. Ouch, nipped fingers, sodding tyre lever. Hmm, clouding over. Aargh, chain grease on sleeve. Pump up hard (is that valve leaking?) and off again. Phew, that hill tougher than it looked. Hullo, drop of rain, wasn't forecast. Steering feels a bit odd, hey don't tell me sodding tyre going soft. Pump agin. Off again. Rain heavier now. Long way home, getting soaked, sluggish progress. Pump again, sodding spare tube must have leak. Cut it short then, train station two miles. Pump again, flat on the rim. Ruin it to ride on, better walk. Headache. Freezing. Clipless shoes murder to walk in. Station at last, 49 minutes wait! Why not more trains Saturday? Why stopping everywhere? Why no heating? Another mile walk home. Wind like a knife, wet to the bone, blister on heel, fingers frozen solid.

Made it. Sodding pile of junk mail. Official-looking envelope, sodding bill.

The Large Premium Bond Prize!

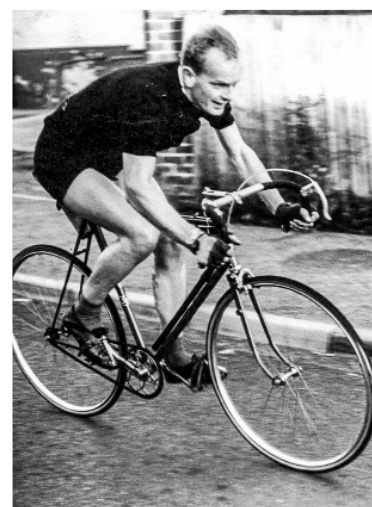
Rain stopped. Sun out. Robin singing.

Geoff's Reminiscences: TTs Then + Now **G G**

My first TT was with the Ely City RC back in 1948 when the race clothing was all black, although things were on the change then. Just before I left in 1951 to join the Royal Navy, my mother made me a coloured strip of the club colours to wear over the black strip.

Having left the Navy in 1958, I met Jim Burrows and joined the Redmon. He gave me a woollen racing vest in the Redmon colours with the famous black cross on the sleeve. How things have changed.

In that year, having entered an event, you duly received your start sheet with details of the course and your start time. On the day you usually "RODE" out to the event early morning with your racing wheels on hangers fixed to your front wheel,



On arriving you collected your number and checked your start time. Then on the road side or in the woods, you would change into your race clothing. Also any trips for the 'call of nature' were into the woods. In

those days, there were no changing rooms and you had to do what was necessary in the open country. This was the event HQ!

Your start time came. 5, 4, 3, 2, 1, and you were off. You had read the course details although there were marshalls to direct you if needed. For many longer events, the course involved a dead turn in the middle of the road, like at the Elveden Memorial on the A11, or on the A4 west of Hungerford.

After the event, you had a drink, waited for your result, had a quick chin wag with some other riders, then changed in the woods(!) and then quite possibly met up with your club members for a club run.

Things have changed: the process for entering the event is much the same, but getting to the course has changed. (Ed: Geoff is obviously not aware that the CTT entry system is now on the internet!) These days it's up early on the morning of the event, cycle and kit into the back of the car and a drive to the event course.

Nearly all events now have an HQ in a village Hall or something similar. Everything is so much more civilised, for changing and toilets. After your ride, you hand your number in for a cup of tea and maybe a 20p piece of cake, and perhaps a chat with the other riders. Then it change and cycle back to the car and home. The club run after the event has long gone, it seems.

In the old days, if an event was some miles away you stayed at digs close by the course. Things were more sociable in those days - in the evening before you went to the local for a drink.

The days of 120 and 180 riders in an event are long since passed. I do not think that we will ever see those numbers again.

I feel the days of the TT are numbered. These days so many of the old good courses we are no longer allowed to use, and there are so many restrictions on courses. Some clubs don't have enough members to cover the marshalling requirements. On some courses with a large intersection, riders cannot to ride through, they have to go up, over and down the slip road, so extra marshalls are needed.

The latest rule is that all riders are required to have a rear red light, no red light, no ride.

It will be a sad day to see the end of TTs, that is unless they get a system of closed circuits.

Website

JA

In between publishing the Redmon Quarterly newsletter, I will continue to update the club's website. So, do regularly refer to it for the latest news about the club, and related cycling activities.

When we get back to racing, the latest results of club events and members' open times will be there. Also, I am still working on the archives, so when new articles and information are available it will be on the website first.

Diary Dates

Don't know	All depends...
12-Sep-20	Late season Open 10

Contributions and Views to the Editor? JA

Please email your articles, letters or news items to news.letter@redmoncc.co.uk, or post: 15 Ellis Avenue, Onslow Village, Guildford, Surrey, GU2 7SR. Email is preferable, to avoid retyping.

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