



Keeping up with the Redmon Cycling Club

Editor's Comment

JA

Thankfully, things are now beginning to look up, and hopefully we are all a little bit more cheerful. Many have now had the 'Jab' and lockdown has been eased. We no longer must ride by ourselves and can cycle in groups of up to six. And racing has started again!

Talking of groups of six, I have recently been going through some of my father's old things and came across many old cycling photos from the 1950s.

When my sister and I were children, Mum and Dad repeatedly related stories to us of their trip to Austria, particularly over the Großglockner Pass. It's one of the reasons which put me off becoming involved in cycling when I was young, and Pat still hates it! I cannot say how many times I heard the stories, and how wonderful it was, and how we should both become cyclists.

However, roll on a few years... strange how you change as you age and become more interested in what your parents were. In 1957, six Redmonites, including mum and dad, took the train to Munich in the summer. Starting with a few beers in the Hofbräuhaus, began their long cycling trip through the mountains.

I have no idea how far they rode but I'm sure they must have told me! They travelled south east from Munich, across the Austrian border to Salzburg; then south over the Großglockner Pass to Lienz; and into Italy; back through Austria via Innsbruck to Munich. And on much tougher roads than they are now. I found 90 photos!

Quite an adventurous holiday, especially in those days. Travel to Europe wasn't quite as easy, and there were more borders between countries. Let's hope that later in the year we can also be undertaking trips such as this. Although with Brexit we've taken a bit of a step back and it won't be as simple as a couple of years ago!

I know I keep repeating this, but please help me with articles for the newsletter. The next issue will be published in July. Can I have your contributions by around 20th, jottings about cycling, the Club or your reminiscences, would be great. Thanks!

Redmon Open 10 – Saturday 8 May

RH

As I'm sure you know, our first Open event for two years will take place on 8 May 2021 at 2:00 pm on the G10/42. There will be four separate races - Time Trial Bikes, Road Bikes, Hub Gears and Tandems. We are fortunate in that AeroCoach have agreed to donate some voucher prizes in the Road Bike section of the

competition. The event HQ will be St John's C of E Primary School, Goodwyns Road, Dorking RH4 2LY - (the school on the roundabout).

Because of Covid there will be a number of restrictions. We will have use of the school playground and lavatories. There will no other entry to the building, no refreshments, no prizegiving, signing on with your own pen and no Pushing-Off. It will be a very different sort of Competition and I suppose it may make my life slightly easier, but it will not really be a social event and social distancing should be observed.

At the time of writing, we have 30 entries - 19 TT bikes and 11 Road bikes. Those numbers should grow to a respectable total with nearly two weeks to go before the closing date on 27 April. I would like to say come along and cheer the riders but unfortunately this is not to be encouraged!

You are more than welcome to ride the event, but if you do not fancy racing would you be available to help, it's mainly Marshalling duties.

Redmonster

DE

Redmonster is nearly ready for the start of the racing season, are you?



REDMONster – will need to 'reclaim'
his Time-Trial bike when lock-down ends

Again, many thanks to David Eccles for his creative skills with Redmonster, and as reported previously we have a Redmonster archive on the website, with around 150 of the cartoons from the past years.

There haven't been many visitors reported, so please do go and have a look, it's guaranteed to make you laugh, which is so good in these troubled times.

Competition Events 2021

C B

Chris has put together the events for our competitions, shorter than previous years due to the late season start:

Sporting Courses Competition

Date	Event	Course
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

Date	Event	Course
08-May	Redmon CC 10	G10/42
09-May	Newbury RC 25	H25/1
16-May	Addiscombe 25	G25/49
22-May	Kingston Wheelers 10	G10/42
31-May	Brighton Mitre 10	G10/97
12-Jun	Sussex CA 15	G15/93
19-Jun	Alton CC 10	H10/8
22-Jul	Club championship 10	G10/42
05-Aug	Club Hill Climb	GH/41

VETS Championship

Date	Event	Course
17-Jun	VTTA Ldn & Home Counties 10	HCC178
20-Jun	Lewes Wanders VTTA 30	G30/88
17-Aug	VTTA Sussex & Surrey 10	G10/87
18-Aug	VTTA Ldn & Home Counties 10	HCC178
19-Sep	VTTA Ldn & Home Counties 25	H25/2

Redmon Club Events

R H

Don't forget that the Redmon club events start soon! We plan to run them from 27 May to 29 July with a Hill Climb on 5 August, with the possibility of running two 15s on 24 June and 8 July, although we can revert to the G10/42.

Date	Event	Course	Time
27-May	Evening 10	G10/42	19:30hrs
03-Jun	Evening 10	G10/42	19:40hrs
10-Jun	Evening 10	G10/42	19:40hrs
17-Jun	Evening 10	G10/42	19:40hrs
24-Jun	Evening 15	GS/483	19:40hrs
01-Jul	Evening 10	G10/42	19:40hrs
08-Jul	Evening 15	GS/483	19:40hrs
15-Jul	Evening 10	G10/42	19:40hrs
22-Jul	Evening 10	G10/42	19:40hrs
29-Jul	Evening 10	G10/42	19:30hrs
05-Aug	Hill Climb	GH/41	19:00hrs

The 22 July event will be the provisional date for the Club's Championship 10. Details are on the website.

Post Office Racing

G G

When I left school and joined the Post Office, I was asked *can you ride a bicycle?* Now a question I think they ask now is *can you push a pram?* In the old days, you always saw the postman on a bicycle.

The Post Office does cater for cyclists, they and telecoms have a very well organised Sports and Social organisation. The cycle section is split into areas. I was working at P.O. HQ, so I was a member of the London Post Office Recreation Section.

The LPORS and the Eastern PORS use all of the courses that are mainly on and off the A11 road, with the HQ near the village of Ugley, and use the local clubs' club houses which are low brick-built accommodation. They have a kitchen and sleeping billets.

After all our events we made use of these for a grand get together, tea, cakes, sandwiches and then a prize presentation. Then its good bye until next year's event.

Over the years there's been some good times done at these events, like Gary Deghton in 1998 rode 55:59 on the E1, then again in 1996 did 52:09. This was in the National POR event on the K40/25.

Every year a National POR event is run with riders from all regions. I have been twice, once it was to Chester, which was a two-day event.

The national events have been on courses such as the U18R, F1, J8/13, K40/25 and the Cheshire Broxton course. It has always been a 25 mile Time Trial.

There was only one snag as these events were run on a weekday, so you had to apply for a day's special leave, which came off your annual leave allowance.

We were graced some years by John Woodburn from the Telecomms side of the association. He always put up a good performance, and was his jovial self.

What goes around...

D E

Once upon a time, well 2003 to be precise, a certain person was looking for a smallish lady's bike for commuting purposes. By happy chance (the best sort) a machine of the kind was being offered by someone who had moved on from the technology of the 1950s. The deal was duly done and a rather sweet little drop-frame, fillet-brazed Claud Butler came into the home of the certain commuting person.

Adjustments may have been made over the years. Memory, that leaky vessel, hints that whatever the original transmission might have been, it was replaced by a Sturmey-Archer. (Sorry folks, as you will have become accustomed to this correspondent, you'll

realise that some hub-gear stuff is coming up; look away now if you're squeamish.) A normal AW three-speed would have done quite well for the daily trek into the office, but it's thought that an FW four-speed was introduced, with the additional fun of a fifth gear contrived by the Jack Lauterwasser method. Saddle, handlebars, chainwheel and pedals may also have been changed and a carrier added.

So, things went along swimmingly for many years. Apart from the fifth gear, that is, which occasionally worked and occasionally didn't, in the way of these things. But then as fashions and lifestyles change, as they do, it became apparent that for longer distances and touring in foreign parts a more sophisticated machine, i.e. one with a triple chainwheel and 7-speed block, would be better. To say nothing of the difficulties arising from tubes and tyres for old-style 26" rims. A sturdy reliable Pearson then came into the said home and the Claud vanished into the mysterious spaces of attic and basement. (Don't keep your wheels with hard-to-find tyres in a roof-space that gets broiling hot in the Summer.)

Fast forward to the present: an e-mail comes through from our illustrious president, enquiring whether we are prepared to resume contact with a someone who claims to have sold a smallish lady's CB to a smallish Redmon bloke with a moustache somewhere in the region of 18 years ago. Contact is duly made, and it comes to light that they would quite like to have the bike back, if it still exists, that is. What goes around comes around.

Through a certain amount of hazardous archaeology, the machine and its various bits were subsequently hunted out, much to the annoyance of families of spiders and moths, and cautiously re-assembled. The five-speed conversion gearing appeared to be well-&-truly gummed up with old grease, or something, so it was a question of routing out an AW in a 26" that would do. Cue a rusty Lenton Sports of similar age last used on a 'veteran' club run three years back. Memory, being called into play yet again, suggested that on that occasion it was actually a four-speed Sturmey which was only offering three gears and intermittently at that. When removed from the Lenton and fitted into the Claud memory again intervened with a correction: although the hub was engraved with FW on the tin can, the works inside were in fact those of a three-speed. Which in itself would explain why the fourth gear was quite so difficult to engage.

It's nice, as well as responsible, to hand over a machine in as much of a running order as is consistent with an unflustered conscience. So, a few spins round the block were in order. Apart from wobbly saddle (tighten up that clip) and squealing brakes (get those blocks toed-in), the only problem seemed to be the intermittent

engagement of the middle gear. (Sorry folks, but you were warned about this.) The usual remedies were applied: more oil, check the length of the indicator rod, grease the control wire, check the left-hand cone, de-dah, de-dah. Inevitably the inside bits have to be taken out, spoken to severely and put back again. A couple of times. Then just by chance (the best sort) it appears that two tiny little planet pins might be inserted the wrong way up. These things are about 6mm long and 3mm in diameter and you really need a magnifying glass to be sure which end is which – but let that pass. But at last, Bingo! Now all is running like a bird, as they say. And don't any of you dare to infer that's a Dodo.

The end of the story is that the original lady owner came around, looked at the bike, rode it round the block, professed herself happy and the deal was done. Such, gentle reader, is symbolic of the great fellowship of the wheel, with its noble mission to challenge the workings of Time and Decay (see Shakespeare's Sonnet number...)

Four for Andalucia

GG

Here's an interesting and long story, sent in by Geoff Goat, which will be published in instalments. (JA)

Fed up with the long English winter is a just excuse for a Spanish tour, so four heads were put together. The first question, where shall, we go? what will it cost? how long for and what do we take?

This tour was undertaken by myself, Chris Roberts, Ken Day and Ivan Cass— the latter I believe is still roaring you off on Club runs! Like all tours it began, with all the necessary planning and we were met at Heathrow Airport by one of my British Airways colleagues, who had arranged for the movement of our cycles. Once the tyres were deflated and the cycles dismantled, they were loaded on to a trolley. That was the last we saw of our cycles for ever perhaps! Our flight from Heathrow to Malaga was enjoyable but uneventful, apart from when we went through customs. There was some concern about our cycle pumps which we had decided to carry!

On arrival customs were negotiated without any trouble, and eventually our-bikes arrived. We reassembled them, checked our direction of travel, and made off looking for a roof over our heads for the night. Evening was drawing in fast, and it was warm and still daylight - back in England, it would be a cold and dark typical English evening!

Out of the airport complex, we headed away from the coastal area, of signs displaying "real English tea" and "real English fish & chips" towards the mountains. The road wended out of the town leaving the hotel tower blocks behind us into the country, and darkness was falling fast. We began to climb steadily, but the climb

separated us, and we had lost Ivan! Into the village of Benalmadena . with dogs howling, we started looking for accommodation. Still no Ivan. Ken went back to look for him while Chris and I wandered around looking for possible digs until Ivan arrived. We found beds for the night just off the village square and feeling the need for soap and water after our journey, we washed, and then went down for sustenance. It wasn't like Mum's cooking, what you might call different, still we were in a foreign country now, and the food was at least filling.

Next morning, we were off up into the hills towards Ronda. According to the map, we had some hard miles in front of us. During the morning we found that the map was right. Every bend in the road brought forth yet another climb (would suit Bob Carrington & Co), with the road conditions slowly getting worse. The scenery was great though, rolling rugged hills in places terraced-and cultivated. We pedalled on through Mijas, Coin and Alazaina, where we purchased bread, cheese and fruit for our roadside lunch. Out of the village we found a suitable resting place under the shade, for nearing noon the sun was now very warm. What a life, we relaxed and ate our fill and were soon on our way again, upwards and passing Yunzuera and El Burgo. It was a trifle frightening at one road junction, we were suddenly surrounded by a crowd of local lads drinking wine, singing and shouting. They were in fact celebrating about some of their friends were off to do their National Service the following day. We were invited to join them in drinks from their bottles, once they found out that we were English! They proceeded to clean our bikes with mops and rags, very decent of them, and wishing them well we continued our journey. We must have been climbing for close on fifty miles now, with the odd downhill stretch once in a while. We began to get tired, and the cold started to penetrate and the odd shower now and then didn't help either.

To be continued next quarter...

Club Kit

JA

As mentioned in the last newsletter, the Club still has some kit for sale at good prices all less than half price:

Traditional Red/White design:

Bib shorts: XS £25; S/s jersey (full zip): XL, S £25

Pete Reynold Commemorative design:

Short sleeve jersey (full zip): L, M £25; Hoodie: M £15;

Winter Jacket: XL, M, £40; Cap £5

Absolute bargains, original prices were: jerseys £60, bib shorts £60, hoodies £33, jackets £160 and caps £17. Orders can be posted for £3 per item (parcel post), or collected at events. Email your order, pay through Paypal, credit card or bank transfer, no cheques.

And something completely different!

DE

Heat Exchange

To begin you'll feel quite underdressed,
With umpteen layers at best.
First frozen, then hot,
so you wish you had not
Put on that thick woolly vest.

Puncture

Now I'll say something stronger than "Drat!"
I've just had another damn flat.
And it's really not fair,
'cos I've used my last spare,
And it sure makes me look such a prat.

Changing profiles

As uphill in low gear as I creep,
It seems both my legs are asleep.
When I rode around here
at the start of last year,
This climb wasn't nearly so steep.

2021 Club Membership

JA

Just to reiterate the 2021 membership situation, the committee has decided that the 2020 membership year will be extended to 2021. So those of you that renewed in 2020, won't have to do so for 2021.

Please note that if you wish to race in 2021 as Redmon CC and you didn't renew in 2020, you must rejoin the Club as a first claim member and pay the appropriate fee. You can do this on the website.

Diary Dates

08-May-21 Open 10

27-May-21 First club evening event – 10 miles

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

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