



Founded 1889

# DE LAUNE CYCLING CLUB

FOUNDED 1889

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MIKE PEEL COMPLETED HIS 25th LONDON MARATHON

## DE LAUNE NEWS

**May 2005**

No. 875 -75th Year

[www.delaunec.org](http://www.delaunec.org)

### OFFICIALS

#### PRESIDENT

JOHN KAVANAGH  
40 Beverley Road  
Barming Maidstone

#### SECRETARY

PETE HARRIS  
91 Ashbourne Road  
Ealing

#### TREASURER

JAMES LETT  
102 Park Road  
Kingston

#### CLUB NIGHT

First Thursday of each  
month  
British Legion

Kent ME16 9JP 01622 726959	London W5 3DH 020 8997 7852	Surrey KT2 5JZ	97 Barry Road East Dulwich SE22
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## THE PRESIDENTS REPORTS

Collins Dictionary describes a Nomad as a member of a tribe who will move from place to place to find pasture, food, and drink. A Wanderer.

Well, as you know, we sold our old clubroom and we lost our clubroom at Herne Hill, so you could say we are, at the moment, Nomads! Guess what? Due to the help of one of our old club members, Dave King, who is one of the big wigs at the British Legion Club in Peckham, we have been allowed to use his premises for club nights and committee meetings.

I do not know if we have found a pasture new, but at the bar you can get a nice meat pie and the beer is only £1.30 a pint. Thanks Dave.

In this modern day a lot of amateur clubs employ professional types of people to do specialized jobs. I can think of a Golf Pro. A Personal Trainer, or amateur Football clubs who employ Professional Trainer/Managers.

I bet you are thinking "Does Kav want to pay all the club officials"? Heavens no! We all do our jobs for the love of our club. We attend committee meetings once a month. If we miss one or two months the job is still there so we just get on with it but we have one official who has to do his job week in and week out be it raining or shining. I am talking about a Club Run Captain.

This is one of the most important jobs in the club to bind our club together and we do not have one. I know that guys are racing in the summer but to have no club runs in the winter... think about it. A Cycling club with no regular club runs. I know that Bill, Nick, Cliff have all tried to fill the gap but have other things to do, bless them.

We have no Jack Young's in the club anymore (or have we?) who would do the job. So what about if we paid a person say £25 week expenses? Be it a club member or an outsider, but to do the job on a regular basis?

The requirements of the job would be to make out a club runs list for 6 months ahead, showing the route, meal stops, mileage, etc. places to meet the club run at say midday after a race. In this day of cars, cyclists are used to driving out to events to race or to start reliability events, so why not start a club run at a car park outside of London? Who wants to ride for say 45 min to one hour in heavy traffic before they see green countryside? The days of meeting at the Windmill at Clapham Common have gone.

The guy who does the job would have to do it on a regular basis and I mean on a regular basis. I have put the idea to our committee and got a mixed reception, so I am putting the idea to you now. Please let me know what you think.

Do you remember the advertisement we had in the Cycling magazine every Thursday? It read "Join a mans club. We meet every Sunday morning at 9am at the Windmill Clapham common for our club run, so why not join us".

If only I was 30 years younger and still riding a bike!! I can dream. I can remember a trial club run with the Tooting Bec CC through a similar advert in the Cycling. I got dropped after three miles because the bottom of my overcoat got stuck in the back wheel!

It was sad to hear that Ron Beckett of the Bec died last month. Those of us who attended most cycling events in the south of England will remember Ron as one of the most efficient officials. He was doing his stuff at the Herne Hill meeting last Good Friday but died a few days later of natural causes. He was 75. His son Garry said it was the way he wanted to go.

I sent a wreath on behalf of the club. Garry said this was appreciated by him and his family and it was nice of the guys from the De Laune to attend the funeral. Mike Peel, Brian Dacey, Brian Saxton, Bill Wright, John O'Brien, Mike Rice, Michael Moore and myself.

Those of you attended the Good Friday meeting at Herne Hill will know that a De Laune member was presented with a gold badge of honour for his services to cycling. His name is Michael Moore. I know that a lot of members, especially the new ones, will say who is Michael Moore? We have never seen him! Well, not a lot have!

Michael joined the De Laune over 50 years ago. Has always paid his subs on the dot and has been very generous to the club with donations. He is one of the back room boys who work so hard for cycling in general. If you go to any of the big events be it Crystal Palace or Herne Hill you will see him with a clipboard and stop watch. Michael, on behalf of the club, Congratulations. PS have you paid your subs this year?

We have our AGM coming up on the 20th of June. This will be held at the British Legion Club at 97 Barry Road, East Dulwich, London SE22. We hope to start at 8pm if we can get you away from the bar.

## Memorials For Military Cyclists

by Jim Corke

In 1869 the first British cycling club was founded in Liverpool. Others soon followed and by the end of the century there were more than five hundred, drawing members from a national population of some 1.5 million cyclists. In 1885 the Volunteer Rifle corps tested the potential of bicycles for communications, medical services and reconnaissance. By 1888 most Corps had cyclists' sections and one, the 26th Middlesex, became the first unit in the British Army entirely comprised of cyclists.

Cyclists were deployed in the second Boer War proving their worth and earning the commendation of the Commander-in-Chief, Lord Roberts who was to be the instrument of their further development when the Volunteers became the basis of the new Territorial Force created in 1908. Together with nine other cyclist battalions the 25th Battalion of the London Regiment (Formerly the Middlesex Cyclist Corps) and the Army Cyclists Corps were declared fully up to strength in 1914 with long waiting lists of potential recruits.

The De Laune Cycling Club, founded in 1889 numbered twelve territorial among its active strength of eighty. Many more joined up later and eight, including the Club Secretary, lost their lives.

To honour its fallen, the Club decided to create a War Memorial for them at Newnham, Kent near to which was Sharsted Court, home of the De Laune family which had helped found the Club based at Kennington, South London and which had supported it throughout its development. On Easter Day 1920 the memorial at Newnham Parish Church was dedicated with Club members riding from London to attend the wreath laying. This pattern was to be repeated for many years although members no longer gather at Sharsted Court or ride their bikes to the annual ceremony. The names of five more members killed in

WWII were later added to the steel-like memorial in the churchyard.

In 1919 the 'Cyclist' magazine organised a public meeting of its readers who voted to create a National Cyclists' Memorial for all cyclists killed in the Great War. An obelisk in Cornish granite was constructed by noted memorialists, White & Sons of Birmingham, and erected on Morden green the following year becoming the focus of remembrance services by many clubs, notably the Cyclists' Touring Club.

By 1922 all the cyclist battalions had been disbanded or reassigned although one, the Huntingdon Battalion enjoyed a brief revival, wearing its old cap badge, as a Home Guard Battalion in WWII. The Kent Cyclist Battalion served in India during WWI and had erected a brass monument to its members in the garrison church at

Ferozepore from where it was repatriated and rededicated in Canterbury Cathedral following Indian Independence in 1948. These three memorials are believed to be the only ones exclusively dedicated to cyclists who have died in British service in the twentieth century. The diligent researcher will, however, discover the names of individual members of cyclists' formations listed on local memorials across Britain, identified by affiliation to them.

The De Laune Club will be 125 years old when the centenary of the outbreak of WWI is remembered. Bicycles no longer feature prominently in the armed forces as a 'military vehicle' but the Army Cycling union is a competitive sports organisation which enjoyed a 'Golden Age' during the National Service years.

Rev. George Baisley and De Laune Club President John Kavanagh at the Newnham memorial following the service of remembrance at the parish church 21st November 2004



Would you like to develop a similar project?  
 Campaign for the preservation of a local memorial?  
 Research the history and lives of those who died during conflict?  
 The War Memorials Trust can help you by giving advice, guidance and grants.  
 Contact the Conservation Officer for information.

Jim Corke is a regular volunteer at Southborough War Memorial and also the author of the forthcoming book 'The Memorials of Southborough' to be published by BDM Publications in Spring 2005.

Kav.

Southborough & Dist Whs Open '10' March 19th

1	Peter Tadros	In Gear RT	21:50
2	Reg Smith	Team Chevin Cycles	22:28
3	Garry Banfield	Kent Cycles RC	22:34
19	<b>Roy Savery</b>	<b>De Laune</b>	<b>26:42</b>
22	<b>Malcolm Adams</b>	<b>De Laune</b>	<b>27:57</b>

## North Hants RC "10" 26th March

1	Mr Danny Axford	Artic Shorter Rochford RT	00:20:35
2	Mr Paul Osborne	LukRacing.net	00:20:41
38	<b>Mr Roy Savery</b>	<b>De Laune CC</b>	<b>00:24:55</b>

ROY ON HIS WAY TO A NEW AGE RECORD  
San Fairy Ann Sporting 25.5, 3rd April

1	Nigel Polkinghorne	Exeter Wheelers	01:00:23	S
2	James Dear	In-Gear R.T.	01:00:41	S
3	Nick Dibble	Climb-on-Bikes R.T.	01:01:28	S
25	<b>James King</b>	<b>De Laune C.C.</b>	<b>01:11:49</b>	E
27	<b>Sam Fensterheim</b>	<b>De Laune C.C.</b>	<b>01:13:14</b>	J
29	<b>Howard Coulson</b>	<b>De Laune C.C.</b>	<b>01:14:52</b>	V(49)

Result 34 Nomads Inter Club Hilly 9th April 2005  
Where were the De Laune Riders?

Posn	Name	Club	Time
1	I O'Hara	Sydenham Wh	33.53
2	S Hicks	Catford CC	34.28
3	M Newton	Sydenham Wh	35.53
4	M Thorogood	Sydenham Wh	36.00
5	J Walker	Sydenham Wh	37.22
6	M Porter	34 Nomads	38.11
7	P Hamilton	34 Nomads	38.31
8	A Beswetherick	Catford CC	39.27
9	G Ward	Sydenham Wh	39.54
10	E Rieu	Sydenham Wh	42.08

11	B Loader	Sydenham Wh	44.31
12	D Leith	34 Nomads	46.43
13	L Clarke	34 Nomads	52.42

Temperature at start –1 C, which equals b cold.

Congratulations and thanks to all those who rode on what was a particularly unpleasantly cold morning and thanks to Brian Skelton, Dave Little, Irene Barnes, Norman Stone, Len Crickmore, Ron Stevens, John Percival and Alan Rowe for coming out to support the lads.

2004 Richard Hallett` 34.09 Syd

2003 Mat Lucas 33.44 Syd

ELITE "10" – 9th April

1	Richard Bradley	Leo RC Shorter Rochford Cycles	00:21:05
2	Michael Broadwith	www.agiskoviner.com	00:21:26
61	<b>Roy Savery</b>	<b>De Laune CC</b>	<b>00:26:24</b>

More times by Roy Savery

Thames Velo "10" 27-28...

Southern Counties Sporting "10" 28-09

SCCU (Association 25) -17th April

1	Laurence Harding	Private Member	00:51:27
2	Paul Mill	Private Member	00:52:06
37	<b>Nick Butler</b>	<b>De Laune CC</b>	01:02:39

KCA Open '25' April 17th 2005

Kent Cycles			
1	BANFIELD Garry RC	S	00:56:15
CASTLE			
2	Stephen GS Invicta	S	00:56:58
29	HAGGART David De Laune CC	V 01:08:00 ,+2:37	01:05:23

### COURSE DETAILS G25/53

Headquarters Broadbridge Heath

START in Robin Hood Lane at LP1 about 30 yards from Robin Hood roundabout on west corner of entrance to disused road. (TQ164324) Proceed to Robin Hood roundabout. Take first exit (Left) and follow A24 to Great Daux roundabout. (0.61 miles) Take second exit (right) and follow A264 north via Rusper Road roundabout to Moorhead roundabout. Take first exit (left) and continue on A264 via Faygate roundabout to Bewbush Manor roundabout. Take second exit (straight on) and follow the A2220 via Breezehurst roundabout to Broadfield roundabout. (6.5 miles) (TQ256353) Encircle roundabout (CARE) and retrace on A2220 via Breezehurst roundabout to Bewbush Manor roundabout. Take first exit (left) and follow A264 to Tollgate Hill roundabout (8.95 miles). (TQ260336) Encircle roundabout (GREAT CARE) and retrace south on A264 via Bewbush Manor roundabout. Take first exit (left) and continue on A264 via Faygate roundabout to Moorhead roundabout. Take second exit (right) still on A264 via Rusper Road roundabout to Great Daux roundabout. (15.26 miles) Take first exit (left) and follow A24 via Robin Hood roundabout to bear left up slip road to Farthings Hill roundabout. Take second exit (straight on) and rejoin A24. Proceed south via Hop Oast roundabout to Southwater Roundabout. (21.03 miles) (TQ162252) Encircle roundabout (CARE) and retrace north on A24 to Hop Oast roundabout. Take the second exit (straight on) and follow A24 bearing left to FINISH on slip road 370 yards before Farthings Hill roundabout at 25th joint in kerbstone from beginning of sliproad and approximately 80 yards before entrance to WSCC depot and Tesco lorry exit. (Q153309)

## ***THE REST OF THE RACING RESULTS & NEWS***

**2005 Gorrick MBC Exodus Spring Series R4**

**3 April 2005**

1	01:15:06	Rob Lee	Extreme Endurance
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2	01:15:56	Lloyd Bettles	Numplumz.com/Richardsons Cycles
5	01:17:58	<b>James Lett</b>	<b>De Laune/Evans</b>

## POINTS TABLE

		1	2	3	4	5	T
1	Rob Lee	0	10	10	10		30
2	Lloyd Bettles	0	8	8	8		24
2	<b>James Lett</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>4</b>		<b>24</b>

**Eastway Supporters League Spring Rumble held at Eastway on April 2**

Under 14/16

The race stuck firmly together until Andrew Griffiths (LVYCC) attacked & went clear & with no one willing to sacrifice themselves in making a chase of it, Griffiths was on his winning way. Behind Griffiths' the field was spending much time checking each other & no one made a real move, thus it came to a mass gallop win which Louis Charity (Sutton CC) just fended off first under 14 Dominic Schils (Interbike RT).

1	Andrew Griffiths	LVYCC	28.36.9
2	Louis Charity	Sutton CC	28.37.9
3	Dominic Schils	Interbike RT	28.37.9 1st U14
7	<b>Sam Fensterheim</b>	<b>De Laune CC</b>	<b>28.39.1</b>

**2005 Southern XC Series R1 East Grinstead 10<sup>th</sup> April****Youth Men**

1	00:34:16	Jay Stretch	Team Torq
2	00:34:51	Chris Charity	Sutton CC/De Ver Cycles
18	00:48:56	<b>Sam Fensterheim</b>	<b>De Laune CC/Evans/Specialized</b>

**Fun Men**

1	00:40:55	Michael Nichols	
2	00:42:15	<b>James King</b>	<b>De Laune CC/Evans/Specialized</b>

**Veteran Men**

1	01:05:22	Marcus Brueton	Ride Cycleworks
26	01:25:37	<b>Bill Wright</b>	<b>De Laune CC/Evans/Specialized</b>

**Hillingdon LVRC Crits – 13<sup>th</sup> April**

Race 1 of the Wednesday League of Veteran Cyclist's series held at Hillingdon

**Cat F**

1	Brian Dacey	De Laune CC
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**LVRC Epsom Classic – 17<sup>th</sup> April****CATEGORY F POSITION**

Position	Name	Cat Age	Club
1 <sup>st</sup>	Geoff MINDHAM	F 66	Norwich - Specialized Cycles
2 <sup>nd</sup>	<b>Brian DACEY</b>	F 66	De Laune CC - Evans Cycles
3 <sup>rd</sup>	P WILSON	F 67	GS Lanterne Rouge
4 <sup>th</sup>	George HARDING	F 69	Haverhill Wheelers
5 <sup>th</sup>	<b>Roy SAVERY</b>	F 68	De Laune CC - Evans Cycles
6 <sup>th</sup>	Arnie RUSSELL	F 69	Whitewebbs CC

**Crystal Palace Circuit Races**

The 1st night of racing on April 26 drew an excellent field in youth & senior races. The bad weather that had dominated London all day dispersed leaving a clear sunny sky – Youth The race went off at a fast pace & at the front a lead group soon developed featuring 7 riders, these 7 stayed away & to their great credit each took turns to make the break work.

From the break Simon Lewis (VC Londres) & Alex Aldham Breary (PCA/Ciclos Uno) gained a few metres in the later stages & in the contested sprint Lewis won. Erik Rowsell (Sutton CC) placed 3rd just a few seconds down, with Sam Fensterheim (De Laune CC), Ben Ladbrook (VC Londres), Amy Thompson (GB Cycles) & Louise Mahe (Sutton CC) close at hand.

Throughout the race there were many great tussles & sprints for position, & when others get a few more laps in at the demanding circuit we can expect to see even more close racing. 1 Simon Lewis VC Londres 2 Alex Aldham Breary PCA/Ciclos Uno 3 Erik Rowsell Sutton CC 4 Sam Fensterheim De Laune CC

### South East Road Race League A DE LAUNE EVENT

The 2nd race of the South East Road race League held on April 3.

The first lap saw a lively start with the field strung out for most of the lap. The first half of the race saw a number of attempts to get away all bar one containing Richard Friend (Gemini BC) back after a year's absence from racing.

By the fourth lap Friend had joined forces with Reg Smith (Chevin Cycles), Nigel Brazier (VC Elan) and Ian O'Hara (Sydenham Wheelers). Over the next three laps O'Hara dropped back. Chasing at one minute were Rob Powell (Ogmore Valley) Sean McGibben (Dulwich) and Matthew Lucas (Sydenham Wh).

By the start of the last lap Friend and friends were one and one half minutes clear of the immediate chasers and four minutes up on the remains of the bunch. The three sprinted it out with Brazier getting the edge on Friend, followed by Smith

1. Nigel Brazier VC Elan 2. Richard Friend Gemini BC 3. Reg Smith Chevin Cycles 4. Cesar Coco VC Deal 5. Matthew Lucas Sydenham Wh. 6. Ian O'Hara Sydenham Wh. 7. Dominic Whitten Sydenham Wh. 8. Andrew Macpherson Liphook RT 9. Dan Horton Gemini BC 10. Nick Gilding Willesden CC.

We had to provide all the help needed for this event and what a great turn out we had, Pres. Kav in the lead car one, Mark and Jason Ballamy lead car two in the third car was Brian Saxton and Bill Wright (assist comisare). There were marshals on ever corner and I will try to name them all, Roy Savery – Terry Deeley – Tich Shambrook – Mike Peel – Alan Rowe – Nigel Scales – Cliff Steele – Ross Fryer – Alan Constable – Frances Rudd and Friend not forgetting the ladies who looked after the canteen I believe these to be Mrs Rudd and friend.

Even more member turn up at the race head quarter after the race, Sam Fensterheim and James King who had both been riding in another event and were accompanied by Dave King.



#### Results for: MIKE. PEEL

Marathon

**Runner No.:** 32662

**Nationality:** GBR

**Club:** BLACKHEATH &  
BROMLEY  
HARRIERS

**Position  
(Overall):** 18845

**Position  
(Gender):** 14795

**Position (Age  
group):** 320

#### Splits

**KM10:** 0:59:56    **KM20:** 2:02:25

**HALF:** 2:08:59    **KM30:** 3:07:54

**KM40:** 4:20:58    **FINISH:** 4:36:09

## Merida 100

Now in its 6th year, the Merida 100 has become the UK's premier endurance event series and has branched out from Wales to include a round in Scotland and even a round in Austria to coincide with the World MTB Marathon Championships.

The first round of the year was held in the original venue of Builth Wells, mid-Wales and included for the first time ever, a night enduro race on the Saturday night followed by the regular race (70km instead of the usual 100km) on the Sunday).

Ross and I had entered both events; Cliff was also there for the main event on Sunday. Both Ross and I had got our entries in early and were rewarded by the free use of USE's new headlight, the ultra light Super LED 'Exposure' light. We met up at the campsite on Saturday afternoon, collected our hire light and goodie bags and prepared for the ride. The weather in the campsite was cold and everyone underestimated the clothing needed for the ride. A lot of people stopped on the first climb to remove excess layers, as the heat generated by riding was more than enough to make up for the chill of the wind. About 250 people had entered this, the first ever night-time enduro race and we set off just as it was beginning to get dark at 7.30pm. The course took us along a 5 mile section of road to thin the bunch out before turning off onto a brutal climb up onto the moorland to the east of Builth Wells. Looking up, I could see a string of lights weaving up the climb in front of me. After 15 minutes of climbing we traversed along the moorland for a while before dropping on a fast grassy descent to a lower track and climbing back up again. By this time, it was pitch dark on the moors and I was glad of my normal lighting power in addition to the hire light, my 40W Storm headtorch. I stopped briefly at the food station at the half way point before continuing on the course. Ross had pulled out a substantial gap on the initial road section and I knew I wouldn't see him again until I got back to the campsite. The course ended with a great singletrack descent through the trees, just muddy and rooty enough to demand maximum concentration. It spat me out on the road section about 45 minutes later, leaving me with 5 miles to go to the campsite. About a mile from home, another rider caught up with me, a girl I knew quite well and we rode back to the finish together. I was just gathering myself for the sprint finish when she charged off ahead, beating me by a second across the line! I finished in 49th position in a time of 2.38; Ross had arrived back at the finish 15 minutes in front of me in a time of 2.23 in 25th place. 25 miles (40km), 2638ft of climbing, 250 starters.

Sunday dawned grey but with the promise of later sunshine; the wind had dropped considerably too. The main event started at 10.30am to allow sleepy riders from last night to wake up properly. Ross, Cliff and I lined up together but within seconds of the starting gun being fired we were separated in the crush of riders. Ross managed to get a great start, slipping through gaps in the bunch and getting out onto the course with the leaders (which included such people as British Olympic riders Nick Craig and Oli Beckinsale as well as former National Champion, Barrie Clarke). Cliff and I were comfortably up the top 100 or so out of over 600 starters. I rode the course at my own pace, I could see Cliff about 200m in front of me all the way up the first climb but then I lost sight of him as he pulled away. I knew a good few of the riders there and exchanged pleasantries with people as I passed them or (more commonly) they passed me. The course was the same as last night's course for the first 10 miles or so before it split off dropping sharply to a road before turning off and heading up a long and incredibly steep climb onto the back of the moorland. I simply enjoyed the scenery and chatted to a few other riders, hooking up in small groups with riders who were at roughly the same pace as me. I stopped at each of the two feed stations, refilled my supplies, stretched my back out and carried on. I knew that Ross and Cliff would both be faster than me as my form has been up and down since I fractured my pelvis last year and I'd only done 3 or 4 long MTB rides since then. The course was mostly grassy moorland with a massive amount of climbing, the climb after the second feed station being so steep that everyone was walking it. I made it about 2/3rds of the way before admitting defeat. A road descent was followed by another big climb before it finally reached the top of the singletrack that we'd finished on last night. It was much muddier by this time, churned up by the previous night's rain and the tires of the leaders as they'd slithered down the treacherous off-camber sections. It took about an hour to get from there back to the campsite where I made up for the Saturday night error by beating a fellow rider in the sprint finish for 146th place! Ross had come in at 49th in a time of 4.24, Cliff had finished in 4.44 to get 83rd and I finished 25 minutes later in 146th in a time of 5.10 (actual riding time 4.42). 42.5 miles (70km), 5305ft climbing, 650 starters.

One of the toughest Merida courses I've ridden, with a leg-shattering amount of climbing involved. A good turnout from De Laune, with all of us riding our team bikes. The next Merida event is at Rhayader on May 28th-29th, more details on [www.mtb-marathon.co.uk](http://www.mtb-marathon.co.uk)

## Words of advice on the basic contents of your race bag and general preparation for racing from Val the Peach



These ramblings have been prompted by witnessing some riders at a recent event who were clearly lacking the basic equipment for racing. I thought this information would assist riders in avoiding the race morning panic at the headquarters – finding out that a vital piece of equipment is at home 20 or more miles away. Some may find it useful to start with, to have a check list to cross items off, after a while your needs will become automatic. Not quite sure which way to start so I decided to start from the bottom and work up.

1. Race shoes and a pair of flip flops or trainers, cycling shoes are very uncomfortable to walk in.
2. Socks to protect toes from friction inside shoes.



3. Overshoe covers; these are especially useful if it is cold.
4. Leg warmers, over knees and/or tights. If you can afford it, two pairs in case you get wet warming up.
5. Shorts, racing jersey/skin suit, again spares if you can afford it.
6. Under vests, again more than one so that you can change after warming up, to a dry one for racing.
7. Track suit top or warm jersey or gilet.
8. Crash hat – this is mandatory for all riders under the age of 18 – optional for the older riders.
9. If you are follicly challenged a cotton cap is useful, to keep the rays of the sun at bay whilst walking around and/or a wool hat to keep the grey matter warm after racing.
10. Gloves and or track mitts, arm warmers (useful early and late season events).
11. Sunglasses for the posers – and of course to keep the blazing sun out of the eyes.
12. Spare handkerchief or at least tissues.
13. Licence if you are riding any British Cycling road or track event.
14. Your own identification. A simple piece of paper is adequate which gives your name, address, home phone number and a next of kin contact address and phone number. Medical registration letter if necessary.
15. Drink for pre-race and after-race – plain water or a proprietary drink of your choice.
16. Start sheet, giving you details of the course and your number etc.
17. Plastic supermarket bag for dirty or wet clothing on the day to be emptied out into the washing machine at home.

Make sure you either change out of your racing gear as soon as possible after finishing or at least put extra clothes on so that you keep warm, your body will be susceptible to minor infections at this time. Always ensure that a complete change of 'normal' clothes are in the bag, for emergencies, just undies, a shirt and trousers are all that are needed, the shoes mentioned above can be teamed with these.

Don't forget; when all or any of the above are put aside for laundering REPLACE THEM AS SOON AS POSSIBLE. Check your bag regularly and always pack it yourself, only you know what you need. Remember the items listed above should be the minimum.

Other small items worth including are - a small basic first aid kit of plasters, antiseptic cream, safety pins you never know when the zip on your skin suit will break, a safety pin can be a life saver, scissors or nail clippers, any medication you may require, toilet roll, moist wipes, embrocation cream for cold mornings to keep the legs and knees warm if you are brave enough to bare them and don't forget something to clean your hands afterwards (I keep a Homebase spray bottle filled with water with a some eau de cologne in it – very effective and it smells good), sun lotion. If you take regular medication or use an inhaler for asthma you need to ensure this information is registered with British Cycling at Manchester. You should make a short visit to your GP who can supply you with a letter confirming your need for the medication or inhaler, you should send a copy of this is letter to British Cycling who, in turn, will record this information on UCI lists. Any rider can be randomly drug tested at any event at any time (not only 'international riders) Keep a copy of the GP letter and the response from BC with your own identification.

This may seem a lot of equipment but believe me it takes up very little room, you can customise it to your own needs, if you keep it all in one bag, you can just pick it up and walk out on race day with a clear conscience that you have everything you need.

Now that you have your bag ready, make sure you enter the event before the closing date, allow plenty of time to warm up on the day and arrive at the start line at least 3 minutes before your allotted time to avoid starting late.

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**Herne Hill has been the home of track cycling in South London since the 1890's, long before the houses were built in Burbage Road. Now, only 12 years after the track's renewal (at a cost of £1.5 million), the Dulwich Estate have locked the gates and evicted the cyclists and other sports users of this unique site.**

British Cycling and Southwark Council set up The London Velodrome Trust to regenerate this Sports Heritage Site and manage it independently as a cycling-led sports charity. They had been working with the freeholders of the site - The Dulwich Estate - and Sport England to achieve this end. However earlier this year the Dulwich Estate refused to renew Southwark's lease, and locked the gates in February. Despite agreeing to re-open the track for the annual Good Friday International Race meeting, The Dulwich Estate now says it will keep the gates locked until it concludes a secret deal with an un-named "leisure" company.

#### **London Velodrome Trust requests immediate re-opening**

The time-scale for this new commercial deal remains uncertain, and already Easter Holiday school programmes have been cancelled, and the summer cycling programme has been put on hold. The Friends of Herne Hill say that the Velodrome needs to be re-opened NOW. Regardless of what happens in the future, it is imperative that continuity is maintained - club members go elsewhere - children take up other interests (TV, playstation and internet are open for business 24/7, and there's always football!), established groups and initiatives fall apart etc. etc. Athens Gold medalist Bradley Wiggins learnt his winning ways as a junior rider at Herne Hill, aged 8. If the next Bradley Wiggins can't ride his bike at Herne Hill, he (or she) will drift into something else, and this will reflect in our medal chances in 2012.

The Estate has been in business for over 300 years, which inevitably colours its perspective - by contrast, a few months delay now will significantly affect the opportunities available to the community, now and over the next few years. And if the Velodrome falls into disuse and disrepair (vandalised at the ready) it will never get rebuilt. It will be lost for ever. Continuity is the key, and this is what the Estate is threatening through its refusal to extend the lease.

The Friends and The London Velodrome Trust is asking the Estate to allow the Velodrome to be re-opened NOW.

#### **Londoners back the future of Cycling at Herne Hill**

The London Velodrome Trust has been flooded with letters of support. Supporters include South London MPs Tessa Jowell & Simon Hughes, who are both backing retention of Cycling at Herne Hill on the grounds of its local amenity and regional importance for cycling, as well as its heritage value for cycle sport.

**If you are concerned to see the continuation of cycling at Herne Hill, or if you are concerned about what might replace it, come to the meeting on 12<sup>th</sup> May at Half Moon Lane Methodist Hall. A full range of speakers representing residents, cycling, children, and sporting and London wide interests is lined up, and the Dulwich Estate have been invited to put their side of the case.**

Published by the Friends of Herne Hill Velodrome, Burbage Road, London SE14 6HG

# It's a Lock-Out!

## Public Meeting

The Dulwich Estate is talking to commercial operators about developing on the Velodrome site. Meanwhile the site is locked and derelict and left to the vandals. Add your voice to those who want to save the Velodrome site for Cycling and the Community

**Thursday 12 May 2005**

**7.45pm**

**Half Moon Lane**

**Methodist Hall**

**Herne Hill London SE24**



**Friends of Herne Hill Velodrome**

[www.HerneHillVelodrome.org.uk](http://www.HerneHillVelodrome.org.uk)

[mail@LondonVelodrome.org](mailto:mail@LondonVelodrome.org)



**UK bike check** By Garry Birch

*(I found this article on the FFBC web site and thought it may be of help to our younger rides especially as it was written by a ex-De Laune Member Ed.)*

### Introduction

If you ever decided to make the effort to race in the UK you would probably be surprised when you found out that before you could line up for the start or even sign on the registration sheet, your bike would be subjected to scrutinization and checking.

The promoting club or organization appoints sensible personnel to take your bicycle from you and subject it to a series of tests. Subject to your bike being given the OK, you would then receive a token that you would have to submit when you register for your race. No token with the license equals no race.

The average bike test, performed by an experienced checker takes only 30 seconds or so, but it is a very worthwhile exercise. All sorts of little problems could be found. Some would not constitute a fail, but some others could prevent serious injury both to the rider of that bike, and also to his or her fellow competitors.

Before I came to the United States I had been a member of a large cycling club in London for 20 years, and in that time I have checked hundreds, if not thousands of bicycles. I have heard many lame excuses, but more often than that I have heard a thank you that a problem was brought to light. One of the most laughable moments was when I bicycle was found to have the open end of the front brake shoes facing forward. Obviously under even ordinary braking the

pads could have shot out, rendering them useless.

The owner had the nerve to tell us that he had raced on them only last week and that they had been fine and thus he expected them to be ok for our race... FAIL.

At our bike checks we always had a selection of tools and spare parts, such as toe straps, handle bar end plugs and tape. The screwdriver was the most useful tool, followed by the 5mm and 6mm hex wrench.

### The Check

So what would the typical UK bike check consist of? It is a methodical test of the components from the front of the bike to the rear.

### Front End

I would first take the bicycle and place the front wheel between my knees, looking towards the saddle.

Without undue or unnecessary force, the handlebars are checked for tightness in the handlebar stem both horizontally and vertically. The brake lever hoods are then held and tightness against sideways movement is checked. I would then look within the brake hood by applying the brakes and check to see that the cables are not frayed within the brake hood. With Campy Ergo and Shimano STS mechanisms this no longer that easy, but the check is still worthwhile.

While applying the brakes a check is made to ensure that the brake pads are fully engaged on the rims without the brake levers touching the handlebars. You would be surprised how many bikes failed this part of the test. I would then check the brake shoes visually to make sure that they were installed properly, both in direction and for direct application onto the rim, avoiding contact with the tire sidewalls. Check that there are handlebar plugs in each end and that the handlebar tape is secure. This would conclude the front-end check.

### Saddle

The next part would be to hold the bike by the saddle and again, without unnecessary force check that the saddle and seat post will not move. Check that any pack under the saddle is securely fastened. It is amazing how many seat posts actually will rotate without slipping!

### Wheels

Following the saddle check is the wheels. Ask the rider whether he is riding clinchers or sew-ups. If sew-ups a check MUST be made to ensure that the tire is securely glued to the rim. If the tires are under-inflated, send the bike away to have them put under the correct pressure before this portion of the examination is made. This is because soft tires will roll off a rim more easily than hard tires, depending upon which type of rim cement is used. Continental, Vittoria, shellac and Clement cements set up hard and work with best when the tire is inflated to race pressure. Dunlop on the other hand can stay sticky to touch for months, even years. I once saw a friend of mine take 30 minutes to remove a well glued on sew-up that was attached with Dunlop rim cement. A well-attached tire should stay on the rim even in the vent of a complete loss of air.

The check is made by attempting to push the tire off the rim with the thumbs. Start to one side of the valve, hold the wheel with both hands and apply force to the tire sidewall with both thumbs, about 1-2 inches apart. Repeat the test at about 5-6 locations around the wheel. If the tire lifts, FAIL the wheel, not the bike. Give the rider a chance to replace the failed wheel with a spare if he has one, or to even go and reattach the tire and then retest. On some wheels, the tires have been glued on for such a long time that the glue between the base tape and the tire carcass fails and the tire will roll off. This is especially prevalent on track wheels, which rarely flat and receive little wear.

After checking the tires for correct attachment to the rim, do a visual inspection of the tread and sidewalls, looking for cuts, exposure of the tire carcass and broken threads on the sidewalls. Many bicycle tires will be perfectly fine with a few strands of the sidewall carcass fraying. The rule of thumb I use is when there are a number of broken strands in a clump, look very carefully for sidewall bulge. A pass or fail is still subjective though.

### Transmission

The testing of the transmission is next. The assistance of the owner is required to make this portion of the test easier to do. In the good ol' days of down tube shifters one person could do this, but handlebar shifting as made it a little more difficult. The purpose of this portion of the test is to make sure that the chain runs smoothly over all cogs and chainrings and STAYS engaged on the same.

The bike checker lifts the rear wheel off the ground by holding the saddle. The owner rotates the chainring AT RACE CADENCE and the bike checker operates the gears. (This is because the owners may well be aware of the fact that the gears need adjusting and just have not got around to fixing it).

The full range of motion of the rear derailleur is checked first, with the chain going from the smallest to largest cogs and then back again. If the chain is on the small chainring and the chain will not engage the smallest cog, THIS IS NOT A FAIL. Many bicycles have this problem. The checker then operates the front derailleur and puts the chain onto the other chainring and then operates the rear derailleur again, checking for an accurate range of motion. Again, if the chain will not engage the largest cog while on the largest chainring, THIS IS NOT A FAIL.

The checker should make sure that the pulley wheel cage on the rear derailleur does not hit the spokes. (Seen it happen at a bike check-the bikes owner got really pissed. But he had not adjusted the gears, so when the CHECKER operated the gear lever, the cage moved to it's farthest extent and WHAMMO. Gear changing when the heat is on can sometimes be done without the finesse of a gear change on training ride.)

#### Other bits

The last part of the ordinary road bike test is to make sure that all the attachments are secure, especially the bottle cages. Most bikes presented at the bike test would already have the full bottles on board, so just give the whole bottle cage and bottle ensemble a wiggle to make sure that alls well. Check that the pump is tight and that the computer, (and wheel magnet) if any, is secured.

#### Gear development

In the UK, juniors (ages 16-18) and youths (ages 8-15) race on a restricted maximum gear, measured as a roll out distance. The distances are, for juniors, 7.93 metres, which is commonly a 52x14. For youths, the distance changes depending upon their age.

The roll out is measured by placing the bicycle on a path of known length (7.93m) with the cranks vertical above the start line. The bicycle is then pushed backwards, in a straight line, forcing the cranks to revolve. The cranks must do one complete revolution before or at the finish line. If the cranks have not completed the revolution, the bike has failed the gear size test. The rider as a few options to rectify this problem, the easiest being to screw the gear mechanism cage travel screw so that the chain will not engage the cog on which it was originally rolled. This however can present the rider with a significant under gearing compromise. A change of chainring by one tooth down or more commonly the change of tire to a lower profile (not under inflated) is the most efficient problem solver.

#### Track bikes

Track bicycles can also be checked. Follow some of the same procedures above regarding handlebars, saddle and tires. The major difference is obviously in the transmission. Track bicycles have a single speed fixed gear transmission. The only real problem that can be encountered is how the chain runs over the chainring and cog. If the chain is too tight, it can lead to a chain failure when under full power. If the chain is too slack it will derail off the chainring.

Check chain tension by holding the rear wheel up and spinning the rear wheel slowly. Check that there is no more than 1/2 inch allowable vertical travel along the long length of chain. If the chain is tight, re-adjust the rear wheel to provide more slack.

When you have the optimum chain tension you can achieve, spin the rear wheel fast, pick the bike up such that it is parallel to the ground and the chainset is pointing down and shake the bike backwards and forwards. If the chain is too slack it will fall off the chain ring. Readjust to achieve a tighter chain.

The use of a lock ring that tightens against the cog and prevents it unwinding under reverse pressure is advisable but not required under NCNCA rules. The cog will be secure enough if properly tightened with a chain whip tool.

I had the following letter re: David Millar published in this week's "Cycling". (To avoid any suggestion that De Laune has a "soft on drugs" view, I didn't mention the club's name when I sent in the email.) (6th April)

"I was as disappointed as everyone else to discover that David Millar had used EPO, but he confessed and a pretty tough punishment was applied. Rightfully, the suspension has been re-set to start from the point he ceased being able to race so that he isn't unfairly penalised by the delay caused by the official disciplinary process. A two-year suspension should be just that, not two and a half. So now let's give the guy a break and encourage him to come back after his suspension and show us what he's undoubtedly capable of without resorting to banned substances.

It's been questioned how he might manage to come back - whether a Pro-Tour team would take a chance on him or whether he would have to show what he's capable of in a Continental team first. One other route to generate interest for 2007 might be to ride the 2006 Worlds Time Trial. While training to come back to the top in road racing having missed two years would be tough, the TT might prove more practical. Even without a team solo training, plus motor-pacing to work on speed, would be possible and post-suspension he could even ride British TTs head-to-head with the home specialists to stake his claim for selection."

Nigel Scales



Dear Mark, Herewith a photo of Roy Savery (see above) breaking his own Club 10 record for a 68 year old at Bentley Hants on Easter Saturday. It was not the easiest of days with a tough headwind on the return journey which is longer than the outward. There is a lot more to come I feel sure.

Would you also please publish the enclosed photo taken in Melbourne in January this year? I was staying with Stuart



Campbell known to his friends as Scamp who Brian Dacey stayed with when riding the World Masters championships a couple of years ago. Scamp used to live about 1/2 mile from me in Godalming before he retired to Oz, his wife Jenny was born and bred in Melbourne. Scamp is well known for his commissaire duties in various road races in the Surrey area and I am sure that many of our current racers will know him. It is myself on the left next to Alan Radford of the Bec. He is an old mate of mine who emigrated to Oz in 1966 with the guy next

to him, Mick Ward of the Clarendon and finally Scamp who is ex Redmon and Charlottesville and currently VC Meudon. I understand that Mick Ayliffe of the Clarendon was going out to stay with Mick Ward and his wife Jan shortly after we left. I know that a lot of other club cyclists look at our excellent website including another old mate of mine Norman Hill ex Kentish Wheelers and an ex pro who I visited a few years ago in Vancouver whose wife Harma wrote to the DeLaune news recently.



I am also enclosing a photo of Suzanne and Mike Ridding at a barbie in their garden in Adelaide where we drove to from Melbourne to visit them and also Dot and Ken. The last photo is at Suzanne's barbie with my wife Eileen on the left, myself, Suzanne, Dot and Ken. We had some lovely days on the beach with Dot and Ken and were very sad to leave especially as Ken and Dot still had another 4 weeks or so left.

Incidentally whilst in Melbourne we went to watch the Australian Madison championships at the Vodaphone arena and whilst in Brisbane we watched a criterium on the coast won by Bradley McGee with Robbie McKeown second. In Melbourne on a Saturday and Sunday there are around 1000 cyclist riding the coast road round the Mornington Peninsular area which is where Scamp lives, in the town of Mornington itself.



Kind Regards,

John Geoghegan.

## MEMBERSHIP

We welcome new members, James King, who lives in Putney, London SW15 and who was proposed by Geoff Heaton and seconded by Harry Corbett. We assume, therefore, that James is a triathlete. Also Helen Morrissey from Chelmsford, Essex; Helen, too, is also interested in triathlons as well as duathlons. Finally, John Starsmeare, who lives in Bromley, Kent and is rejoining us after a few years' break. John is, of course, a member of the Clan Starsmeare. In the late 1980s there were nine members of the Starsmeare family in the club; Uncle Eddie is still a member, together with his daughter Yvonne Gregory (nee Starsmeare).

I know President Kav has written to these three members concerning the delay in their election which was due to a number of problems, not least of which was the closure of Herne Hill Stadium, thus cutting off our venue for committee meetings. This resulted in our first meeting this year being held on the 7th April at the British Legion Club in Peckham, on which occasion the above members were elected. For information, the manager of the British Legion Club is our own Dave King and it is thanks to him that the meeting went ahead at the this venue.

Unfortunately, we have to say goodbye to Stephen Brierley who is moving to live in Tokyo. Stephen says in his letter of resignation that although living in Essex has prevented him from participating in club events, he suspects that living in Japan will make it even less likely; however, he assures us that he will follow the fortunes of the club on the internet site. Apparently it had been his intention to have a go at a TT with Harry Corbett this year but this will have to be put on hold while he trains in Japan and he hopes to give Harry a shock on his return!

A bit nearer to home, you will, of course, know that Mike Peel completed yet another London Marathon! Also, Mark Wadley, who recently joined the club, completed the course in 3h 33m 55s; I feel sure there is lots more in the tank as, although Mark is an athlete, he had done very little training prior to the race.

Lastly, to add to the names of members making donations towards club funds, we must add Brian Dacey.

Brian Saxton  
Membership Secretary

### RON BECKETT OF THE BEC CC

Although Ron was never a member of the De Laune, I feel that we should acknowledge his death on Good Friday, on March 25th. Anyone who has been in the cycling world in the London area will have known of Ron, even if they had not actually met him. He had been at the Good Friday Track Meeting and was his usual jovial self; however on his return home that evening he apparently died whilst sitting relaxing in his chair. He was 75 years of age.

Ron was cremated on Friday, 8th April at Croydon Crematorium. The chapel was packed with his family and many friends from the cycling world. His son Garry gave a humorous tribute to his father which helped to lighten what was, of course, a very sad occasion. According to Garry, there were "Ron's Rules" and other people's rules. The first of "Ron's Rules" was that you always adhered to time and Garry gave an example of when he was a youngster he often looked out of his bedroom window to see a group of cyclists wandering around. This was because Ron, who was to transport them to an event, had told them to meet outside his home at 09.00; they were there at three minutes past nine and Ron had gone! They quickly understood that when Ron said 09.00 he meant 09.00! Another of his rules was that you never "packed" in an event. If Ron had transported you to that event and you had "packed", then you made your own way home! Garry had first-hand experience when riding in a "100" he decided to quit and seeing his father in a lay-by on the other side of the road, thought his father would give him a lift to the finish. Not so, Ron just drove off!

Ron will be sorely missed, not only by his large family, but also by all those who either participated in or were spectators at Herne Hill meetings. He will also be missed at the annual Bec Hill Climb, the 50th anniversary of which takes place this year where it is hoped there will be a field of 100 riders. The other two branches of the sport he loved were, of course, roller racing and cycle polo.

Kav arranged for a wreath to be sent on behalf of the club and he, Brian Dacey, Michael Moore, John O'Brien, Mike Peel, Mike Rice, Brian Saxton and Bill Wright represented the club at the service. After the service, everyone was invited back to Henry's Table Function Room in Wallington, Surrey for refreshments.

Brian Saxton



### THE NATIONAL CYCLE EXHIBITION

The article in last month's DLN, April No 873, reminded me that back in 1998 I had a phone call from Peter Gunnell, who had recently visited the exhibition and was very impressed, so much so that he sent me the accompanying photograph of himself astride a ? (I understand Mark Ballamy will give a bottle of wine to the first person who can identify the contraption!). Peter asked me to send a couple of copies of the Club History to the curator, David Higman, which I did. I also followed this up by sending at various times a collection of racing programmes (not De Laune promotions, I may add) and several small batches of books that I found hidden away in the cupboards down in the old clubroom at Choumert Road.

Brian

### CYCLING PARTICIPANTS

British Cycling has 16,000 members. The Cyclists' Touring Club (CTC) has 55,000 members (including associate members) and Sustrans has 38,000 'supporters'.

Cycling is the second most popular sport for 6-16 year olds, beating football and just pipped by swimming. 51 percent

are swimmers. 49 percent are cyclists. 37 percent are footballers. However, 18 percent participate in no sport whatsoever, up from 15 percent in 1994. (Source: Sport England survey of 3000 children, 2003)

#### Cycle sport participation

Road racing: 2101 events with 126,060 participants

Time trials: 1932 events with 85,000 participants

MTB: 138 events with 20,700 participants

Cycle speedway: 373 events with 6500 participants

Track: 383 events with 10,250 participants

BMX: 79 events with 8000 participants

Cyclo cross: 210 events with 11 000 participants

(Source: British Cycling, 2002)

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### **A BIGGER AND BETTER TOUR OF BRITAIN**

After the successful resurrection of the Tour of Britain last year, the Union Cycliste Internationale has decided to extend the length of the event from five to six days, starting on August 30. In addition, the tour will be supported by a series of promotional events and races at each stage. Each stage finish will host British Cycling Go-Ride events, and the final day in London will see a mixed-ability race, a women's grand prix and a repeat of the London Grand Prix, for the Bob Chicken trophy, before the Tour of Britain peloton speeds around Westminster. The six-day tour will start in Glasgow before making its way down to the finish in London. SweetSpot, the official organisers have not, however, released the full details of each stage route - watch this space!

#### TOUR OF BRITAIN 2005

Tuesday Aug 30 - Stage 1 - Glasgow to Castle Douglas

Wednesday Aug 31 - Stage 2 - Carlisle to Blackpool

Thursday Sept 1 - Stage 3 - Leeds to Sheffield

Friday Sept 2 - Stage 4 - Buxton to Nottingham

Saturday Sept 3 - Stage 5 - Birmingham

Sunday Sept 4 - Stage 6 - Westminster, London

Tour of Britain 2005: [www.tourofbritain.co.uk](http://www.tourofbritain.co.uk)

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**Crystal Palace circuit races start on 26 April - our event is on the 14 June**

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## NOTICE BOARD

### **A NOTE FOR YOUR DIARY**

**THE NEXT OMA LUNCH WILL BE ON**

**SUNDAY 22 MAY 2005.**

**VENUE: BRIGHTON & HOVE GOLF CLUB**

**TIME: 1.15 for 1.45**

**ALL ARE WELCOME AT MY PLACE FOR**

**MORNING COFFEE FROM 11.00 ONWARDS.**



**KINDLY CONTACT EITHER MYSELF PAT ON 01273.546226**

**OR DOT (AFTER MARCH 31st) ON 01689.851241.**

<b>Diary Social/Club for 2005</b>	
Sun 22nd May	OMA Lunch
Mon 20th June	AGM
Sun 24th July	Max Dods Memorial & BBQ
Fri 4th November	Belgium Night/OMA

<b>Diary of Club &amp; Inter-Club Events for 2005</b>					
Sun	12th June	Club - Mid-summer	25m	<a href="#">G25/53</a>	?
Tue	14th June	Crystal Palace Circuit race			18:00
Wed	29th June	Beastway MTB			18:00
Sat	9th July	Open Track Meeting Herne Hill			14:00
Sun	31st July	Open - Fred Peachey Includes Club 25 Championships & Novices	25m	Q25/8	?
Sat	10th September	OMA	10m	Q10/22	7:00
Sun	11th September	Club Track Meeting Herne Hill			14:00
Sun	18th September	Club - Autumn	25m	<a href="#">G25/53</a>	?
Sun	2nd October ?	Downhill		Tillburstow Hill, Godstone	11:00
Sun	9th October	Hill Climb		GH31 Titsey	11.00

THE LAST DAY FOR COPY TO BE  
INCLUDED IN THE NEXT ISSUE IS  
WEDNESDAY 25 May 2005

THIS SHOULD BE SENT TO:  
MARK BALLAMY  
41 MAYES CLOSE  
WARLINGHAM  
SURREY CR6 9LB

Phone & Fax 01883 627809 . e-mail  
[mark.ballamy@virgin.net](mailto:mark.ballamy@virgin.net)

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\*\*\*end\*\*\*

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# De Laune Cycling Club



Questions, comments, suggestions?... then please Email the [Webmaster](#). Site designed and maintained by [robin-web.co.uk](#)

