



Founded 1889

DE LAUNE CYCLING CLUB

FOUNDED 1889

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Winners - Sam Fensterheim won the Junior award again and Sean Yates the Open event in this years Fred Peachey MEMORIAL 25 mile TT

DE LAUNE NEWS

September 2005

No. 879 -76th Year

www.delaunec.org

OFFICIALS			
PRESIDENT ROY SAVERY Fairwinds Goatsfield Road Tatsfield TN16 2BU 01959 577745	SECRETARY PETE HARRIS 91 Ashbourne Road Ealing London W5 3DH 020 8997 7852	TREASURER DON WHITE 12 Willowbank Gardens Tadworth Surrey KT20 5DS 01737 217565	CLUB NIGHT First Thursday of each month British Legion 97 Barry Road East Dulwich SE22

THE PRESIDENTS REPORTS

In the past month we had our own Club 25, run very efficiently by Val and Tony Peachey. The event was won by Sean Yates in a time of 53.14. I rode this event, and improved from 1.8.05 to 1.6.25. After the event, we all went to Sainsburys for breakfast, and had a great laugh.

On Friday 5th August, a very good friend and neighbour came with me to Olympia, where we joined my son, James, and a group of his friends, to sample the offerings at the Annual Beer Festival. There were about 400 different beers to try – needless to say, we didn't sample them all, but we made a good attempt! The next day I rode the Old Portlians 10, feeling a little worse for wear, and did 24.58. Sean Yates rode it in 19.48.

On the 21st, Brian Dacey and I rode the LVRC National Road Race, near Beauworth in Hampshire. Brian was second, and I was 9th in our group. It was the best I have felt since starting my come-back this year – just wait until I'm 70!

Last weekend I improved my 25 time to 1.3.58. Hutchinson won it in 48.35. Ah well, perhaps I will start to worry him next year.

Next month I'm looking forward to the Nomads 10 on the 3rd, and then our OMA 10 on the 10th, the Club Track Championships at Herne Hill on the 11th, and the Club 25 on the 18th. At the moment I intend to have my last race of the season on the 17th at the Andover Wheelers 10.

As part of my training, I began a 7-minute-a-day "Miracle Body Sculpting" programme (well, it needs to perform miracles, doesn't it). Seriously, I am finding it amazing. It works on all the major muscle groups. If you're interested, contact me and I will give you the details.

Looking forward to seeing you at the remainder of the Club events. Make it a great month.

I leave you with a quote from Margaret Thatcher:-

"I do not know anybody who has got to the top without hard work. That's the recipe. It will not always get you to the top, but it will get you pretty near".

CHAIRMAN'S REPORT



be Cliff Steel)

Who is this guy in the picture? Let me tell you all about him. On Sunday the 31st July I was going out in the car to do the turn for the open 25 at Canterbury. I passed him pushing a bike with what I call only call a tent on his back. It was huge.

I did not stop as I thought he was not in our race. About one hour later this same person turns up at the roundabout (still pushing his bike) on his way to the Canterbury railway station.

He said, with a smile, 'Hello, I am in your club!' I thought 'I have never seen him before'. He told me his story. Apparently, he found our club on the web and thought he would join us – like one does. He said he has ridden around Richmond Park with a nice guy in a De Laune vest with an Irish accent. (That can only



be Cliff Steel) He had entered the open 25, so he got the train to Canterbury and slept in his tent the night before. On his way to the start, he was pushing a 110-inch fixed gear with 14 spoke wheels and it collapsed on him.

I explained to him he would not have got up Molash hill to the start with that gear anyway! He still had this big smile on his face. To cut a long story short, we bundled him and his bike and tent in the back of my car and took him back to the headquarters for dear Peter Jenn to take him home in the back of his van.

He told me he rode as a junior and did a 58. He then packed in racing to do pot holing. Now, 20 years later, he has decided to race again. He said, "I only did a 58 to start with but did a 55 a few weeks ago"

His name is Jim Evans. Welcome to our club Jim. It is characters like you we need in the club, and we have got few! I noticed that Stax sold him a De Laune vest on the spot.

This year we included in our open, the 25-mile club championship. Congratulations to Nick Butler our new 25-mile champion who now wins the De Laune Challenge Bowl, the oldest cup in the club. This was presented to the club by the late A Faunce De Laune in 1904 so please don't lose it.

Well done Val and Tony for organising another excellent Fred Peachey 25. In what other event do you get when the organiser coming round to the marshals with drinks and eats? I know that Val will be giving you a full results and report in this issue. Thanks again.

As you probably read in last months DLN that the Belgium night has been brought forward one week to the Friday 28th October, this event is a sell out so please book early through Dot Fuller or myself. It is the same format as last year, first come first served - one member plus one guest.

September will be a busy month for us. I know that on Sunday the 4th September, Cliff Steel will be taking the club run around Richmond Park. Fitness not required as you can drop out on one lap and join them on another! Contact Cliff 0208

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Saturday the 10th September is the Old Members 10 on the A20 Harrietsham course. This is also an inter-club event. The course, on a good day, can be fast.

Most importantly, this is a good social event. All down to the pub at Leeds castle after the event (that is if you can get in). Get all the details from Alan Rowe our Time Trial Manager 0147 4704901.

On Sunday 11th, the day after this event, we have our Track championships at Herne Hill. We will need a bit of help with this one so please contact Jeremy (I have not shaved today) White our Track Manager on 020 7845 9601.

The Sunday the 18th September (will it ever end I ask?) we have the club Autumn 25 on the very fast Horsham course. Again we will need a lot of help with this one. If you have ridden this course you will know about the amount of roundabouts you go through. Take a compass, map, or GPS to get you around! Contact Alan again for details. After the event we go for the best breakfast in the south of England at Tesco's.

That should keep you going for a month. Keep the ball rolling.

Kav.

De Laune Cycling Club				
Founded 1889				
(Sponsored by F.W. Evans (UK) and Specialized Cycles)				
Fred Peachey Memorial Open 25 Mile Time Trial				
held on Sunday 31st July, 2005				
Promoted for and on behalf of Cycling Time Trials under their Rules & Regulations				
Result				
Scratch				
1 st Fastest	Sean Yates	In Gear Quickvit RT	53.14	£30
	and recipient of the Fred Peachey Memorial Trophy for 1 year			
2 nd Fastest	Paul Burrows	Thanet RC	55.41	£25
3 rd Fastest	Simon Smythe	PCA Cyclos Uno	56.55	£20
4 th Fastest	David Bradnam	Team TJ Cycles	57.45	£15
5 th Fastest	Gary Chalkley	Kent Cycles RC	58.02	£12
6 th Fastest	Chris Bax	VC Deal	58.35	£10
7 th Fastest	Michael Thorogood	Sydenham Whs	59	£8
8 th Fastest	Ian Silvester	San Fairy Ann CC	59.06	£5
Fastest team of 3	VC Deal		34.11	£5 ea
	Chris Bax, Jeremy Saynor, James Bax			
Veterans on Age Standard				
1 st	Bob Stapley	Epsom CC	17.37	£30
2 nd	Malcolm Evans	Wigmore CC	16.53	£25
3 rd	Roy Savery	De Laune CC	15.28	£20
4 th	Sean Yates	In Gear Quickvit RT	15.17	£15
5 th	John Booty	Wigmore CC	15.03	£12
6 th	Jim Davey	London Fire Brigade CC	14.54	£10
7 th	Chris Bax	VC Deal	14.08	£8
8 th	Alan Priddy	De Laune CC	13.53	£5
Fastest team of 3 on Age Standard	De Laune CC		41.31	£5 ea
	Roy Savery, Alan Priddy, Peter Jenn			
Juniors				
1 st fastest	Sam Fensterheim	De Laune CC	13.02	£10
	Recipient of the Johnson Trophy for 1 year			
Ladies				
1 st Fastest	Julia Freeman	Easterley RC	10.15	£10
2 nd Fastest	Bobbie Fairhall	Thanet RC	18.37	£5
Congratulations to all prize winners especially to Sean Yates in setting a new course record. My special				

thanks to members of the De Laune CC for their assistance in the promotion of the event, and of course to Kath & Paul Mepham of the VC Elan (Harry Perry) for timekeeping.

Val Peachey, 63 Beverley Road, Maidstone, Kent. ME16 9DU. 01622 727649

Well what a successful day it turned out to be for the Club, Nick Butler winning the Club Championship, Sam Fensterheim winning the Johnson Trophy for a second year in succession as the fastest junior with a sparkling ride of 1.3.2 (a 9min 26s improvement on last year's ride) - well done Sam. Roy Savery took the prize of third veteran on standard and led the veterans team on standard times ably assisted by Alan Priddy and Peter Jenn. In fact, 2005 saw one of the highest number of entries from the Club for some considerable time, a total of 13! Just two were non starters and one non finisher but the other 10 finishers recorded times of

Nick Butler 1.0.44
 Sam Fensterheim 1.3.02
 James Lett 1.3.07
 Dave Haggart 1.4.18
 Alan Priddy 1.4.27
 James King 1.4.31
 Peter Jenn 1.5.01
 Roy Savery 1.6.25
 Malc Adams 1.11.12
 Harry Corbett 1.26.33

The one non finisher was Sam Baxendale who unfortunately punctured and two non starters - Geoff Heaton and Jim Evans.

The whole event had a considerably higher entry overall - 88 to be precise - certainly more than it had been experiencing in the last few years. The start card was set for a potentially exciting competition however on the day Sean Yates - produced an excellent ride of 53.14 to take the Fred Peachey Trophy. A truly magnificent ride, 2½ minutes clear of his nearest rival, and a new course record for the Q/25.8. Sean has won the trophy before when he was still a professional rider with the Motorola team back in 1996 when he then recorded an even faster ride of 48.48 but not on a Kent course !!

Having had almost a week of rain we prepared ourselves for the worst. In fact when we checked the course over on the Saturday afternoon the rain came down so hard the windscreen wipers could hardly cope and we could barely see the road in front of us. But in true 'Peachey' style, the day of the event was dry, warm and almost sunny.

Apart from the all important riders I was blessed with a stalwart bunch of helpers. The first whom to arrive at the hall was Brian Saxton in his little white van filled to the gunnels with event signs, numbers, an easel for the result board etc etc. Brian works so hard for the club we would be truly lost without him.

It was really good to see John Starsmeare, together with his wife Jan, back into the fold John is now a vet and is threatening to make a comeback in 2006, he doesn't appear to have put any weight on so he shouldn't take too long to get fighting fit.

The tea ladies in the guise of Pat Kavanagh and Jean Rowe soon got to work chopping up cakes, boiling water and making all the preparations for the expected onslaught of riders, while Geoff Sinnett took on the role of signing on steward, a new job for him, but he settled in so well he could well be gainfully employed in that role again next year. The scene was now set for the event to get underway, Kath and Paul Mepham our resident timekeepers from the VC Elan got the watches running and Mick Peel pushed Tony off as the first rider on the road. The first marshals to see the riders were Kav, John and Jan Starsmeare and Roy Chittleborough. Safely through this roundabout riders returned to Chilham to be greeted by the two Alan's - Constable and Rowe who pointed riders towards Ashford and the crazy gang at Ashford of Brian's Saxton and Waller, John Geoghegan and Lenny Brown.

At this point I had an interesting conversation with Lenny. I always ensure my marshals are well catered for by supplying a soft drink and chocolate bar which I 'deliver' on the day, just prior to the first riders arriving at their point. Len related the saga of last year, when I gave him his goodies he placed them by a road sign to be consumed later. However a few minutes later a lady with two dogs came along and Len entered into conversation with said lady, but to Len's dismay, when the lady left, so had his goodies, which had been 'stolen' by the two dogs. He was sure he would not fall into the same trap this year.

Once the riders had finished Brian Shambrook and Tony kept the result board up to date, thus keeping the momentum and interest going.

Before the gathered throng left Kav introduced Claire, as grand daughter of Fred, in order that she could eloquently present the two major trophies to Sam Fensterheim and Sean Yates. This brought the day nicely to a close so that everyone could return home.

My last thanks must go of course to Tony - He ended up with more than he bargained for. I had booked a week's walking holiday with Claire but hadn't realised that I would be away when the event entries closed. I think his training went by the board somewhat, as he was left to sort out the entries, complete the envelopes for start and result sheets, set the field and write up an excellent result board in readiness for my return. To cap it all his problems didn't end when I returned as I had an accident whilst away and I came back like a patchwork quilt, covered in bumps and bruises and with a damaged finger and arm which is due for physiotherapy as I type this report. To put it mildly, he has found that he copes very well in a crisis !!

As in the past years, I have received numerous compliments from the riders on the number of marshals and the general friendly atmosphere in the hall after the event which I have gracefully accepted, but of course these should be directed to your goodselves.

See you all next year ????? Val the Peach

Congratulations to all prize winners especially to Sean Yates in setting a new course record.

Pos	Name	Club	Time	+/-
1	Sean Yates	In Gear Quickvit RT	53.14	15.17
2	Paul Burrows	Thanet RC	55.41	
3	Simon Smythe	PCA Ciclos Uno	56.55	
4	David Bradnam	Team JD Cycles	57.45	
5	Gary Chalkley	Kent Cycles RC	58.02	9.28
6	Chris Bax	VC Deal	58.35	14.08
7	Michael Thorogood	Sydenham Wheelers	59.00	9.00
8	Ian Silvester	San Fairy Ann CC	59.06	7.54
9	Lee Turner	Sigma Sport	59.44	
10	Shaun Byrne	Kent Cycles RC	59.59	
11	Peter Elms	Gemini BC	10.14	
12	Mrs. Julia Freeman	Easterley RC	10.15	10.20
13	Mark Wright	West Kent RC	10.16	
14	Malcolm Evans	Wigmore CC	10.18	16.53
15	Stephen Clarke	GS Invicta	10.22	
16	Paul Buttery	Medway Velo Club	10.27	
17	Nick Butler	De Laune CC	10.44	
18	James Davey	London Fire Brigade CC	11.43	14.54
19	Andrew Beswetherick	Catford CC	12.00	9.07
20	Graham Hurrell	Basildon CC	12.24	6.38
21	Jeremy Saynor	VC Deal	12.25	3.35
22	Carl Chapman	GS Invicta	12.26	
23	Pete Hyland	Team Larkfield Cycles	12.29	9.10
24	Bob Stapley	Epsom CC	12.33	17.37
25	Peter Thomas	West Kent RC	12.47	5.13
26	Sam Fensterheim	De Laune CC	13.02	Junior
27	Mark Fryza	Southboro & Dist Wheelers	13.05	3.55
28	Martin Brown	7Oaks Tri	13.06	4.54
29	James Lett	De Laune CC	13.07	
30	James Bax	VC Deal	13.11	
31	Tim Morton	Sydenham Wheelers	13.58	9.18
32	Clive Nye	San Fairy Ann CC	14.03	6.01
33	Gary Holmes	Deal Tri	14.04	5.29
34	John Duckworth	VC Deal	14.10	13.01
35	David Haggart	De Laune CC	14.18	3.42
36	Kevin Gleadow	Medway Velo Club	14.26	6.09
37	Alan Priddy	De Laune CC	14.27	13.53
38	Mick Walker	Woolwich CC	14.30	12.41
39	James King	De Laune CC	14.31	
40	Peter Jenn	De Laune CC	15.01	12.10
41	John Booty	Wigmore CC	15.38	15.03
42	Neil McInerney	7Oaks Tri	15.57	

43 Roy Savery	De Laune CC	1.6.25	15.28
44 Andrew McCall	Thanet RC	1.6.47	4.52
45 Martin Tallontire	Thanet RC	1.7.15	
46 David Ayers	Deal Tri	1.7.29	1.02
47 Andy Burrows	Thanet RC	1.7.30	10.15
48 Stephen Stagg	Deal Tri	1.7.37	-0.37
49 Mark Williams	Team Larkfield Cycles	1.8.18	
50 Tony Peachey	San Fairy Ann CC	1.8.19	12.58
51 Miss Roberta Fairhall	Thanet RC	1.8.37	9.08
52 Colin Inett	Thanet RC	1.8.51	10.04
53 Mick Hawkins	Larkfield AC	1.9.12	1.55
54 Kirk Dugard	Deal Tri	1.9.14	2.25
55 Stanley Franklin	Medway Velo Club	1.9.47	6.50
56 Martyn Peal	San Fairy Ann CC	1.10.06	
57 Ernest Mackey	Medway Velo Club	1.10.33	8.57
58 Malc Adams	De Laune CC	1.11.12	8.53
59 Mrs. Alison Stagg	VC Deal	1.11.52	-0.13
60 Dave Mulford	Sydenham Wheelers	1.11.54	-5.24
61 Peter Haswell	Thanet RC	1.12.24	9.29
62 Dick Bradley	San Fairy Ann CC	1.14.26	6.51
63 Terry Fearn	Thanet RC	1.18.02	-3.07
64 Malcolm Strickland	CC Bexley	1.18.41	-7.34
65 Bernard Austin	San Fairy Ann CC	1.18.58	4.46
66 Jonathon Corbett	De Laune CC	1.26.33	-17.00

L'ETAPE DU TOUR 2005
Mourenx to Pau, 177km, with three main climbs, including Col d'Aubisque
at 1709 metres. Stage 16 of the Tour.

Having searched through vast amounts of information relating to training for this event, including detailed guides on Heart Rate Zones, adaption, overcompensation, volume intensity and all the jargon that relates to structured training, it became all too easy to ditch the science and just train. I just trained a little harder than for my normal triathlon routine, dropping the amount of time running and increasing bike times, distance and hill work. In hindsight it is important to have a routine that suits you and that the training is specific to your event.

Arriving at the Eddy Merckx Velodrome in Mourenx, on Sunday 10th July, to pick up my race number and timing chip I was hit by the enormity of the event. The "host village" with all its trade stands and the masses of people just wandering about checking out all things bike. In the distance was the backdrop of the Pyrenees and it was at this stage that I reflected on a couple of instructions in the information pack--"any competitor overtaken by the End of Race vehicle will be eliminated"-----"must board one of the sweep up coaches". The adrenaline was now kicking in.

I arrived on the outskirts of Mourenx at about 6.15a.m., dropped off by my enthusiastic wife and children, and then cycled the few kilometres to the start, joined by an ever increasing band of fellow cyclists. Competitors were lined up three streets according to their individual bib numbers, numbers 0-4,000, 4,000-6,000 and the rest down another street leading onto a roundabout and the start. With bib number 8,201 I soon realised there would be a few people ahead of me! I watched the official start at 7.00a.m. and then waited for a further 30mins before moving slowly in the crowd across the line.

The first 45kms was just a surge of cycling mass, with groups and individuals settling in to different agendas. I tried to do what somebody had advised me-"find a large Dane that is setting a decent pace and settling in behind him". So at that point I bid farewell to a couple mates and settled into a nice rhythm maintaining 40-45kph. What struck me was the large number of early punctures and people with gear failure. I had put new tyres on Schwalbe 23's slightly wider than my normal 20's and I had backed down my tyre pressure from 150psi to 110psi, this would hopefully give better comfort and reliability. The scenery was picturesque and the roadside support and encouragement fantastic through the villages of Cardesse and Oloron. Coming into a narrow bridge I was soon aware of the vast numbers of people ahead of me, we had to get off and walk because of the bottleneck!

The road followed the river and then soon began the first climb. Col d'Isere--4.5kms--283m climb--6.2% gradient. Easy enough and very similar to the normal Downs rides I had been doing, the problem towards the summit was again the sheer volume of people and again having to get off and walk the last 500m due to the sea of bikes and people! The descent was tricky with poor road quality and the volume of fellow, marginally in control riders. By now the day was warming up and the approach to Marie-Blanque had arrived. 9.3kms--705m climb--7.7% gradient (max 15.4%). The climb begins easy enough at 4.5% and you think "no worries" but then after 4kms the road becomes steeper and then the final kilometre is 11-15%. At this stage I wonder about my gear selection. The majority around seem to have gone for a triple chain-set, I had stayed with a double changing my original 52/39 to a 50/34. Soon after the Col was the first feeding and watering station. With the temperature around 30C I tried to take on plenty of water, initially grabbing some sweet foul tasting "sports drink", but then able to find plain water, and a couple of bananas. The descent was initially flat again relatively poor road surface, but this eventually gave way to the Heidi country of the "Biele Valley" and a good wide road running along the river towards Laruns. Now for the long climb! Col d'Aubisque--16.5 kms--1538m climb --4% gradient (max. 10%). At Eaux-Bonnes the road is steep through the town and the temperature is now 35C. It is at this stage I realise that just turning over with my double; I pass hundreds of riders with their triple chains sets. The climb is relentless with sweat clouding my glasses, but it is O.K. because everybody else appears to be struggling too! The road passes through the ski village of Gourette and it is soon apparent there is a lone building about a kilometre up ahead and I know I can make the summit from here. As I approach I soon see that the road wind cruelly and climbs a further 2kms, now I want that triple and my

quadriceps start to get weird cramps, first one leg then the other. The summit crowd urge everyone on and I know this is it, up ahead there will be another feeding station and I can regain some energy. The scenery is stunning and you feel you have arrived in a special place; there are still snow drifts in the higher valleys. The descent is initially very dangerous and riders hurtle around me and again I am aware of the poor road quality. There are a couple of unlit tunnels, in the second a motor bike hurtles past me siren blaring and a Doctor as pillion, nearly running me into the wall. There is further 2km climb to Col du Soulor, average gradient 5.5%, max. 10%. This hurts; it is an easy enough climb apart from already telling my body at the summit of Col d'Aubisque that there was now more.

The quads complain again as I push to the top. Now straight ahead is to Spain, turn left onto the D-126 and it is back to Pau! 120km done and 60 km to go. Grazing around the summit are a large number of heavy horses, for eating perhaps? The descent from Col du Soulor to Ferrieres is 900m over 12km, it is rapid and dangerous and it is here that I see a number of accidents, people going straight into walls off hairpins! From Ferrieres, the road is perfect for speed, 50km to go. The road follows the River Ouzon with occasional rises through villages and here I link with a group of about 30 riders and we easily average 50kph. I begin to relax and enjoy the thrill of being in a peleton, it all seems easy from here. Cruelly at the 160km mark, a category 4 climb arrives. I don't remember reading about this anywhere, and it is now very hot and I wish for that triple chain set. I overhear a couple of British lads reassuring each other that it is only up to the next corner, you can see the road going over the hill! Wrong! At the corner we turn off, going further up the hill and it is at this stage I wonder what I am doing here. This is the worst point of the race - I am struggling...The summit comes and goes and all I can think about is the end, the road into Pau, the end at "Place de Verdun". Just to add insult the Rue Maria final one kilometre up the wide street has a slight incline and the legs have had enough, left into Rue Bayard, right into Maquis de Bearn and it is all over! My family waiting for me cheering and my 9 year old wants to look after my bike but it is 15 minutes before I can put words together! Fantastic.

Total time 7 hours 40 minutes - Speed 23.3 kph - Place 3385 out of 7247 (silver medal)

July 20th Oscar Pereiro For Phonak wins this stage in 4hrs 38mins 40secs

Will Matthews

THE BUSHEY PARK MEET

You may remember the "fascinating!" tale I told in the March 2005 edition of the DLN, under the heading "Bits and Pieces", of how I broke into the glass show cabinet at the old clubroom in Choumert Road with my electric drill and was able to retrieve the photograph which appears in the centre pages of the Club History. On the reverse of the photograph was De Laune CC Bushey Park Meet 1916; since then I have come across an article in a copy of Cycling dated 13th July 1949 a two-page spread of the club's Jubilee in which that same photograph appears, this time dated 1914. My guess is that 1914 is the correct date as I would have thought that once the war had started the members available to attend such meetings would have decreased considerably.

John Watts of the SCCU was preparing an article on the Bushey Park Meet and asked me, as Club Archivist, if we had any other photographs of meetings at Bushey Park. other than the one shown in the Club History. After looking through the club's photograph archives, I came up with three which I thought might fit the bill. On the reverse of one of these photographs is written in ink "Meeting of the De Laune Cycling Club in Bushey Park (Richmond) on the occasion of the Rawson Shield, which we won for 9 years consecutively. For largest muster of cyclists". There was no date on this photograph.

The reference to winning the Rawson Shield is incorrect; it must have been the Largest Muster Prize the club won on these nine occasions, as we only appear to have won the Shield on one occasion in 1919. John, at present, does not have a record of the winners of the Muster Prize.

You will find with your copy of this month's DLN a four-page write-up by John Watts on the Bushey Park Meet. Incidentally, John did not use any of the three photographs I provided in his article.

Brian Saxton

SOUTHERN COUNTIES CYCLING UNION

The Bushey Park Meet & the Rawson Trophy

Cyclists' Meets were held in various parts of the country in the latter part of the 19th Century to publicise the new sport and pastime of cycling. One such Meet took place annually in Bushey Park, Hampton Court, between 1878 and the early 1890's.

This Meet was revived again in 1899 by the Southern Counties Cycling Union, a year after the formation of the Union. This was not so much for publicity but as a venue for the opening run of the season for members of clubs affiliated to the Union. With the exception of the period of World War I, the Meets were held each year on a Saturday afternoon in May up until 1930.

In the early 1900's clubs met in the Park at the Diana Statue and then, headed by the President, rode in procession to the Railway Hotel at Kingston where tea was taken followed by a 'Smoking Concert'. By about 1910 numbers attending the Meet had risen to around 800 and activities were confined to the park. The procession, headed by the President, cycled through the park to the Kiosk where tea was served at 5 p.m. by 'Mr F. Johnson, the well known caterer of Hampton Court, to the strains of the Thornton Brothers Banjo Quartette'. Afterwards a Tug-of-War competition between clubs took place and the evening concluded with a concert in the Kiosk. A feature of all these Meets was the taking of a group photograph.



The Southern Counties' Bushey Park Meet in 1905

(Note: With very rare exceptions in the period covered Bushey was spelt with an 'e')

To stimulate interest and participation in the Bushey Park Meets a trophy was put up in 1906 for the club with the highest percentage of its members attending. It was stipulated that to be eligible for the award clubs had to have a minimum membership of 25. The trophy presented by C. Cooper Rawson, organiser of the first Southern Counties' Meet in 1899, was made of a specially treated copper with silver inlay mounted on a wooden stand, the whole standing 30 inches high. Competition for the trophy was keen with 96% to 100% being scored by the various winning clubs.



The Rawson Shield

MAY 16TH

()

BUSHEY PARK

RAWSON SHIELD

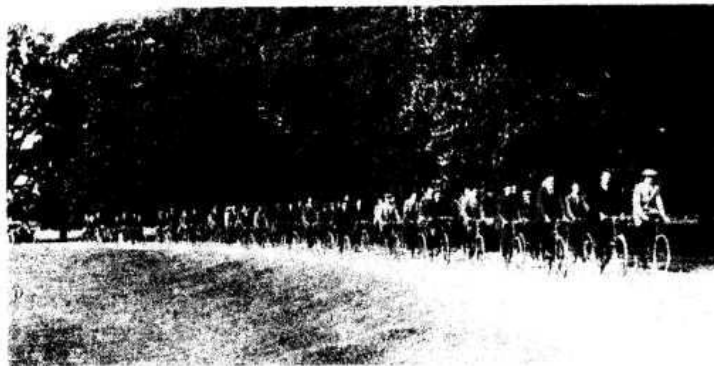
LARGEST MUSTER PRIZE

1914

The De Laune Cycling Club

Manufactured by J. Rawson

Advertisement for the 1914 Meet



The De Laune Cycling Club in procession at the 1914 Meet

<p>THE ANNUAL</p> <h2 style="text-align: center;">BUSHEY PARK MEET</h2> <p style="text-align: center;">will be held on</p> <h3 style="text-align: center;">Saturday, May 12th</h3> <p style="text-align: center;">Presentation of Prizes by JAMES BLAIR, Esq.</p> <p style="text-align: center;"><i>A full Afternoon & Evening's Enjoyment at small cost.</i></p> <p style="text-align: center;">ALL CYCLISTS ARE HEARTILY WELCOME.</p> <p style="text-align: center;">Hon. Secy: FELIX L. LANGTON, 24, The Pavement, Clapham Com.</p>	<p>PROGRAMME</p> <table border="0"> <tr> <td>Clubs Meet in Park</td> <td style="text-align: right;">4.30 p.m.</td> </tr> <tr> <td>Tea served in the Kiosk at 1/3</td> <td style="text-align: right;">5 "</td> </tr> <tr> <td>Ladies' Slow Race</td> <td style="text-align: right;">6 "</td> </tr> <tr> <td>Gent's Slow Race</td> <td style="text-align: right;">6.15 "</td> </tr> <tr> <td colspan="2"><small>First Prize presented by Messrs. Denton & Denton.</small></td> </tr> <tr> <td>Egg and Spoon (Ladies)</td> <td style="text-align: right;">6.30 "</td> </tr> <tr> <td>Egg and Spoon (Gent's)</td> <td style="text-align: right;">6.45 "</td> </tr> <tr> <td>Obstacle (Ladies)</td> <td style="text-align: right;">7 "</td> </tr> <tr> <td colspan="2"><small>First Prize presented by James Blair, Esq.</small></td> </tr> <tr> <td>Obstacle (Gent's)</td> <td style="text-align: right;">7.50 "</td> </tr> <tr> <td>Tug of War Final</td> <td style="text-align: right;">8 "</td> </tr> <tr> <td colspan="2"><small>For SCCU Silver Medal for Winning Team.</small></td> </tr> </table> <p style="text-align: center;">ONE GUINEA WILL BE AWARDED TO THE CLUB WITH THE LARGEST MUSTER.</p> <p style="text-align: center;">RAWSON SHIELD & £1 - 1 - 0</p> <p style="text-align: center;"><small>For largest percentage of actual membership. Shield to be won 3 times, not necessarily in succession, to become the property of winning Club.</small></p>	Clubs Meet in Park	4.30 p.m.	Tea served in the Kiosk at 1/3	5 "	Ladies' Slow Race	6 "	Gent's Slow Race	6.15 "	<small>First Prize presented by Messrs. Denton & Denton.</small>		Egg and Spoon (Ladies)	6.30 "	Egg and Spoon (Gent's)	6.45 "	Obstacle (Ladies)	7 "	<small>First Prize presented by James Blair, Esq.</small>		Obstacle (Gent's)	7.50 "	Tug of War Final	8 "	<small>For SCCU Silver Medal for Winning Team.</small>	
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In the 1920's the formal procession round the park was abandoned in favour of novelty sports followed by dancing in the evening but by the end of the decade interest in the Meet itself had begun to wane with attendance falling. The rather formal atmosphere was becoming out of touch with current cycling club members who were now more interested in cycling as a sporting activity. Road time trials had been growing in popularity during the decade and by 1930 was arguably the most important activity in a club's programme. Certainly in that year only some 150 people attended the Bushey Park Meet and the 'Counties decided to discontinue to event.

A Summer Rally had been organised with some success in 1927 at a venue at Horley, Surrey. Three more of these rallies were held in the 1930's at which the Rawson Shield was awarded to the club with the best attendance.

The years immediately after the 1939-45 war were the Southern Counties' strongest period but although some 150 clubs were affiliated there was no interest or enthusiasm for organised rallies. Two attempts were made by the executive committee to revive the Rawson Shield and award it in the spirit intended by the donor. In 1953 it went to the club with the best attendance at the 'Counties Good Friday track meeting held that year in Portsmouth and in 1955 the trophy was awarded for the best attendance at the 'Counties Annual Prize Presentation.

It was nearly 45 years on in 1999 when the history and winners of all the Southern Counties' trophies was being researched that it was noted that several trophies for discontinued events, the Rawson Shield included, could no longer be accounted for and were presumed lost.

Coincidentally in the same year the Rawson Shield was found during the house clearance of a former SCCU official and was passed on to a collector of memorabilia. The executive committee are pleased to record that the Rawson Shield was returned, neatly repaired, to the Southern Counties Cycling Union.

To retain the original purpose of encouraging participation in an SCCU event within the present day situation, it was decided from the year 2000 that the trophy should be awarded to the club with the highest total number of members entering SCCU road events each year.

J F Watts
May 2005

RAWSON SHIELD (largest club attendance)

1906	Spencer CC
1907	Imperial CC
1908	Imperial Wheelers
1909	Oval CC
1910	Southern Lady-Back Tandem CC
1911	Southern Lady-Back Tandem CC
1912	Imperial Wheelers
1913	Imperial Wheelers
1914	Ensign CC
1915-18	not awarded
1919	De Laune CC
1920	Waverley C & AC
1921	Nightingale CC
1922	Imperial Wheelers
1923	Imperial Wheelers
1924	Waverley C & AC
1925	Imperial Wheelers
1926	Imperial Wheelers
1927	Waverley C & AC
1928	Waverley C & AC
1929	Waverley C & AC
1930	Waverley C & AC
1931	Velma CC
1932	Camberwell Wheelers
1933	- not awarded
1934	- not awarded
1935	Camberwell Wheelers
1936-52	- not awarded
1953	Portsmouth Wheelers
1954-99	- not awarded
2000	Epsom CC
2001	Epsom CC
2002	Addiscombe CC
2003	Addiscombe CC
2004	Addiscombe CC

ALL THE RACING RESULTS & NEWS**The Merida 100 MTB Marathon, Selkirk, Scotland, 31st July 2005**

The Merida 100 series originated in Wales but is now expanding, with more rounds than ever this year (including a night time enduro, see report in April DLN) and one round in Selkirk, just south of Edinburgh in the Southern Uplands.

James Peckham had entered this event as well but a chest infection sadly prevented him doing it. I got up to Selkirk on Saturday



afternoon, looking nervously at the grey clouds that surrounded the area. It was non-too warm either but Sunday dawned bright and sunny and the temperatures picked up into that magical area of just-right-for-cycling-but-not-too-hot. I'd heard reports from last year's event about how good the course was although it was listed as being 85km rather than 100km.

At 9.30am riders began lining up outside the event campground, by the time the ride started at 10am, there were 1064 riders gathered, some doing the shorter course options of 50km and 70km. I knew a lot of the riders there and as the ride started out on roads hooked up into little groups of pacing riders. I got into a group of 2 riders in the distinctive blue and white of the RAF CC and another guy who was a friend of a friend and we had a good rhythm going along the first 3 miles of undulating road. I'd guessed from previous experience that there would be bottlenecks as the course got into the singletrack sections so we were really motoring initially. There was a sharp left-hander and the road became track and started climbing. The field rapidly began thinning out and by the time we reached the narrower steeper section of track onto the moor above Selkirk, we were up in the top 40 or so and moving well with fewer riders around to slow us down.

The descent off the moor was tight narrow singletrack through the heather, it got a lot steeper and rootier towards the bottom but being in the front few dozen meant that it was still easy going. The course was amazingly dry too, it was a true all weather track and the sun was drying out any remaining damp sections fast. Having never ridden this course before, I didn't know what to expect and I came a cropper on one of the early narrow downhill sections through the woods, right in front of a waiting photographer who captured my fall from grace as the bike slid around on the damp grass. Some of the sections of singletrack were seriously technical and steep; in fact there was a bit of the course that actually used sections of a new National standard Downhill race track with big drops, jumps and bermed corners. By this time, I'd eased off the gas a bit and settled down into a steady pace, the field had thinned out and I was almost on my own. One of the drops was a big rolling 40ft chute, you just rolled into it, let the brakes off and the bike slammed into the berm at the bottom, the G-forces whipping you round the corner, compressing the suspension hard and spitting you out the other side. It was like riding a track bike fast into the bends at Manchester or Calshot, feeling the G-forces hit you and glue the bike to the track. There was only one way to go from the bottom of the DH track – up. The next 6 miles were almost constantly up, some on fireroad, most on switch-backed singletrack through the trees and foxgloves. The vegetation became sparser and eventually it was just scrubby heather as the ride headed towards the summit of Minch Moor. 6 miles, 1 hour and 1200ft of climbing in one solid lump later, I was at the summit with a few other riders. The view was stunning but we didn't really have time for such luxuries. I stopped for a quick energy gel and a spray of mozzie repellent in a vain attempt to get rid of the persistent midges then hit the track back down. What followed was 6 of the best downhill miles in the UK, combining a bit of everything – singletrack through the heather, rocky tracks, big slabs of rock to jump, rooty peaty corners and a stream crossing at the bottom. I'd done 36 miles and my arms were aching from the constant pummelling on the last descent. I refuelled at the feed station then started the next bit of track which could really only go in one direction after a 6-mile descent – back up. I lost count of the number of false summits on this, it was a just a long and very gradual climb, fully exposed to the sun and with no wind to offer a respite from the heat or the ever-present flies. I made it to the next feed station and stopped briefly; the marshal there said it was only 12km (8 miles) back to the finish. I'd been expecting more as my cycle computer was reading just under 40 miles so far so I treated his estimate of distance with caution. The track from here on was quite grassy with constant big undulations although some of the downhill sections were unbelievably fast – I hit 36mph on one section, the bike careering over loose rocks and sliding through the grassy corners, I could feel the suspension being worked to the limit. A couple of mud splashes appeared, a photographer conveniently placed by the deepest one to catch the inevitable tumbles but I made it through unscathed and joined the next bit of track, some downhill fireroad which spat me out at the bottom onto a road a mere 300m from the campsite and finish line. A quick sprint with a fellow competitor (which I won!) and we were across the line. I was given a spot prize of a pair of cycling socks for my sprinting efforts at the end!

One of the best enduro courses I've ever ridden, very tough but a true mountain bikers paradise. I came across the line 124th overall and 39th in the 'Open' Category so it was a great result. 47 miles (76km), 4.55 riding time, 5.19 actual time. Max speed 35.8mph, average 9.5mph, 7000ft of climbing.

EASTWAY SUPPORTER LEAGUE

'Round 14 – Result of the "B" race

Pos	Name / Club	
1 -	Vince DAVISON	Victoria CC/Ciclos Uno 1:12:31
2 -	Colin CLEMINSON	Glendene CC
17 -	James KING	De Laune CC
21 -	Sam FENSTERHEIM	De Laune CC

Harry Must "10" – 28 th July			
1	Kevin Knox	Dulwich Paragon	24:13
3	Sam Fensterheim	De Laune	24:28
8	James King	De Laune	26:59
9	Christian Rudolf	De Laune	27:06
VTTA Kent Group C'ship "10"			
1	P Bull	Gemini BC	20:38
34	A Priddy	De Laune CC	23:57
52	M Adams	De Laune CC	25:50

Epsom "10" – 20 th August			
1	Keith Reed	Epsom CC	20:27
20	David Haggart	De Laune CC	24:01
Anerley BC – "50" – 21 st August			
1	Michael Coyle	VC Etoile	01:51:00
	David Haggart	De Laune CC	02:10:19
North Hampshire Road Club "25" (H25/8) - 27 August.			
1	Michael Hutchinson	API-Metrow-Heritage	00:48:37
19	Nick Butler	De Laune CC	00:57:15
	Roy Savery	De Laune CC	01:03:58

VETS BAR 2005

As the season is drawing to a close would all club vets (must be over 40, for the information of those who have recently joined us) who have ridden 2 '10's and 2 '25's in either open or club events please let me have your fastest times.

I know there is the OMA '10' and autumn '25' still to come, but I would like to start compiling results.

You can either contact me by e mail jazzymalc@aol.com or by telephone on 01227 373045

Malcolm Adams

MEMBERSHIP

We haven't heard anything from Jeremy Briggs lately but understand that earlier this year, whilst driving his police car – he now serves with Norfolk Constabulary after having left the Met – he was sideswiped by an oil/petrol tanker with the result that he sustained injuries to his arm, which has put him off of both work and the bike.

Katie Chown has now moved to Northampton, thus the membership becomes even more dispersed. Also we understand that Will Matthews has been "racing" in France. How about you guys putting a finger on the send button with an article on your latest exploits to the DLN editor? (*Will got his report in before this report, see page 11- Ed.*)

We welcome Alan Priddy back to the club. Alan was a member in the 1960s and has rejoined us from the Hastings & St Leonard's CC, which incidentally is an older club than ourselves, having been formed in 1876

Alan stopped racing in 1970, due mainly to business and family commitments, and recommenced riding a bike in February of this year when he weighed 17 stones, although he is a six-footer. He is now down to 12 stone 10 lbs and is certainly beginning to turn in some very good times for a 63-year old vet. This loss of weight and fitness has been achieved as a result of an average 220 miles per week training which, as he lives in Battle, Sussex, must be a pleasant incentive to putting in the miles.

We say farewell to George Laguillo, who in actual fact resigned last year. George lives in East London and was finding the journey to the south side of the Thames a bit wearing. Also to Garry Birch, VP, who has been living in the USA for several years now; Stephen Brierley, who, as already reported in May's DLN, is off to Japan; Bob Garwood, who is involved in other activities (!); Robert Gibson, who has joined London Dynamos; Kiz Mackisack, and Debbie Valentine.

Also, 16 other members, who apparently, rather like Bob Garwood, have other interests, were struck off the membership at the Committee meeting held on the 4th August for non-payment of their 2005 subscription after having had several reminders. The rules are quite clear, as shown on the club website, which I know all these members, bar one, have access to, ie: "All subscriptions shall become due on 1st January. Where subscriptions have not been paid by the last day of February, the membership shall be deemed to have lapsed, etc"

Finally, we must acknowledge a generous donation to club funds from Edward Bond's father.

Brian Saxton Membership Secretary

O.M.A. E-MAILS & NEWS

"THE BARNARD STORY."

MAY I REGISTER MORE THAN A PASSING INTEREST. IT WAS ABOUT THE WINTER OF 1946 WHEN I PURCHASED MY LAST HAND MADE "BARNARD" FROM PERCY UNDER NEATH THE ARCHES. I AM PLEASED TO SAY I STILL HAVE THIS CYCLE COMPLETE WITH WHEELS. IT ALSO HAS THE NTC BRASS BADGE UNDER THE SEAT PILLAR, I THINK I JOINED THE NTC WITHIN MONTHS OF ENROLLING WITH THE DE LAUNE CC IN 1937 WHEN I HAD A RUSS CYCLE, RON HOARE AND KEN HILL SOON CONVERTED ME. I REMEMBER WE ALWAYS SEEMED TO CALL ON PERCY ON A SATURDAY EVENING FOR SOME THING THEN STOOD THERE CHATTING WITH PERCY AND HIS FATHER AT THEIR MOST BUSIEST TIME OF THE DAY WHEN WHAT SEEMED LIKE HUNDREDS OF STALL HOLDERS WERE CALLING FOR THE LAMPS TO LIGHT UP THE STALLS, THEY DID A ROARING TRADE WITH THE LAMPS. TO GET BACK TO MY BARNARD YES THE ENANALLING AND CHROME IS STILL IN GOOD CONDITION AND CARRYING ME ON MANY SATURDAY AND SUNDAY CLUB RUNS, NEWNHAM IN NOVEMBER ALL WEATHER INCLUDING FIREWORKS LET OFF BY CHIPS BROTHER, CHARLIE CARLTON AND MATE

HIGGY AND OTHERS WHILE WE WERE TRYING TO MAKE IT UP HOLLINGBOURNE HILL, I DONT THINK THE VILLAGERS WERE TOO PLEASED FRIGHENING THEIR ANIMALS.THEN YOUTH HOSTELS THRO THE WINTER AND TIME TRIALS THRO THE SUMMER, SO THE OLD BARNARD ALMOST 60 YEARS OLD HAS COVERED A FEW MILES. ONCE A BARNARDER ALWAYS A BARNARD. I THINK THE COST OF THE FRAME WAS ABOUT £18.00, PERCY ALWAYS GAVE THE CLUB BOYS A GOOD DEAL WHEN BUYING THE HPs, SADDLE, HANDLE BARS AND GEARS etc.

PS I WHOLLY AGREE TO ARTHUR HOWE' S SUGGESTION TO BRING THE CLUB ADDRESS AND TELEPHONE NUMBERS UP DATED, WE STILL HAVE THE HARDBACK COVER.

George Wood

The following I e-mailed to Alan Barnard. Ed.

I have also had a phone call from my old tandem partner Charlie Carlton who tells me that he visited the shop on most Saturday morning - just for a cup of tea. He remembers seeing you when you were very small, remembers your Mum and visiting your home, from his description of it location he could not remember the name of the road (old Age) I think it must have been Leigham Vale or Valley Road.

Mark

Thank you very much for your e-mail with the letter from George Wood. I will pass the information on to my mother.

You are not far out with the position of our house. It was in Stockfield Road which is the first turning off Leigham Vale at the Valley Road end.

I noticed that George Wood mentions the shop as being underneath the arches. A similar remark was made in DLN May 2002 (where all this started); I presumed that this was a mistake until George Wood mentioned it again - did Percy actually work under one of the railway arches that run all along one side of Station Road, Brixton? If so, when?

We have now located a 1921 frame, a 1927 tandem, and a 1946 single. It seems as if my grandfather built things to last.

regards

Alan

It has now been twice mentioned that Barnards Cycles was in the railway arches, I and Alan Barnard believe this to be incorrect, unless any of you past or present owners can confirm other wise – 65 Station Road was on the left hand side coming from the Brixton Road end. If you came to it from Coldharbour Lane you had to pass under the railway bridges, Ed.

BELGIUM NIGHT

28th OCTOBER 2005.

"GOOD FOOD, GOOD WINE AND GOOD COMPANY"

FIRST COME FIRST SERVED.

ONE MEMBER, ONE GUEST BASIS.

7.30 FOR 8 PM AT THE BLACKHEATH HARRIERS
CLUB ROOM, 56 BOURNE WAY, HAYES, BROMLEY,
KENT, BR2 7EY

CONTACT DOT FULLER FOR YOUR RESEVATION
01689 851241

Triathlon News

HAMPTON COURT to HOVE BIKE RIDE Sunday 17th July

Sam Baxandale, Geoll Heaton and myself (H.C) decided to have a day out and ride this charity ride. Things did not start well as Sam phoned me on Saturday at 4pm to say his prized Bianchi had been stolen and therefore would not be riding the next day. We offered Sam the use of a bike but quite understandably he was not in the mood.

So Geoff and I started off form Wimbledon on a beautiful morning at 6am, for the point at Hampton. I recon that about 2000 people were out for the day on this ride and for the training run it wound it's way through Epsom, round the bottom of Box Hill, Horsham over the Devils Dyke to Hove.

There were three or four places where tea and refreshments were provided and a very good bagle bar at the finish. Geoff and myself both want to do this next year as it was a nice occasion to put in a few miles.

Harry Corbett I trust that you both rode back again. Ed.

THE CLUBS TRIATHLON CHAMPIONSHIP 23rd October

When I was triathlon secretary I came up with the idea of having a duathlon (run – bike – run) for two reasons, firstly I felt

more members might take part if it was just the two disciplines. Secondly if I could find an event that was more bike than running that would also help draw in you hard core cyclist. So here it is the "Thuxton Mass Attack Duathlon" (5k-run, 30k-bike, 5k-run). The more the merrier! H.C. See entry form on page 26



London Triathlon Sunday 7th Olympic Distance 1500m swim 40k bike 10run (Male Olympic Group 2) I had decide to the London triathlon back in November 04 it seem like a good idea at the time I not done any swimming since I left school and that was just for a wash on Friday but I would have 10 months to get in shape for it cannot be that hard well my first swim was interesting (no it was not for a wash on Friday) I didn't know you had to breath out under water first lesson learnt but lucky for me I had 9 months to sort it out my wife Carol booked me lessons at the local pool after she watch me do a few lengths she said I would need them. 8 months to go plenty of time I was doing a little running it was going along nicely I was doing the beastway MTB race series during the summer so that would take care of the bike section getting my speed up. This swimming was proving a little hard still I had 7 months to go the 6 months 5 months 4 months 3 months I was starting to s**t myself. The swimming business was not getting any easier, 1500 metres in open water I couldn't do 50metres in local pool never mind open water I prayed for a miracle and my prayers were answered in the shape of an ORCA SWIM SUIT I had to hire for the swim. Their is a God hallua hallua, It covers your body like second skin from neck down to your ankles I looked like crash test dummy I tried it out at the local pool got a few strange looks but it was going to save the day.

The big day had arrived up at 4am nice big breakfast hope I can still get into my swim suit packed up the car and off we went. I had my support team with me in Carol my wife 10-month baby Cassea and a friend of the family John. My race start was at 7:10am I had arrived 6am so I plenty of time to panic their would be about 300 in my group their was about 8 thousand competitors in all a lot of very nervous looking people. I was one of them and just to make it more tense their was delay on our start time of 20 minutes we all were in a bunch ready to go down to water side a lot of crash dummies. It was about 50metre swim to the start once I was in the water I felt a lot more relaxed and the horn went and we were off I got into my stride very easy. I new I was not going to get a fast time on the swim just go steady and get round my direction was not the greatest at one stage I was starting to swim across I was thinking I was passing other swimmers but I was just swimming across them. I finally made the turn and I was on the way back now it felt good still going steady I wanted to get on my bike I get a few places back finally made it back to the dock. I had a little fight with my swim suit getting it off great to hear my support team call out my name bless them, anyway; it was onto the bike I was feeling good and started to push. I just seem to pass everybody a few riders did try to stay with me but as soon as the passed me I pushed harder and dropped them. I felt great nobody was passing me and I just got stronger the 40k bike ride ended to soon for me I could have done another 40k. Time to rack the bike and onto the run I had bought my runners at the tri show in a moment of weakness the seem to look good at the time very bright green I felt like Kermit the frog I hoped I didn't run like him. It was 2 laps around the docks about 12 people passed me on the run which was a little disappointing I did mangle to pass around 25 I was very steady it was good to see another DE LAUNE tri -athlete I was on the look out for one I don't know who seen who first I was going one way and Rupert was going the other way great to see a familiar face. Anyway it was onto the finish I was pacing myself just behind a couple of runners I knew were the finish was. Its funny what goes trough your mind the organisers had put up posters on pillars with jokes on them what do call a pig who does kung fu a pork chop what's a tree favourite drink root beer very funny at the time I said I got to remember them jokes now I'm trying to forget them lucky for me the runners were a lap behind and at last I made it over the line with the DJ playing Macho macho man I want to be a macho man could not think of more funnier to finish with I was hopeful of doing it under the 2.5 hr mark and to my surprise I just made it with about 40 seconds to spare not bad for my first triathlon it was very well organised and lots of support all along the course big thanks has to go to my personnel support team Carol, baby Cassea and John thanks guys its great to hear your name being called out bless them I will be doing it next year with the aim of knocking 8mins of my time bring it on.

Cliff Steele

SWIM – 33.46 BIKE – 01:07:48 RUN – 41:59 Total – 02:29:09 (the total time includes times taken in transmission) Photo by Action Photos U.K.

(Male Sprint Group 1)

So at last the day had arrived, Saturday August 6th, my first London Triathlon, albeit at the sprint distance, but still daunting enough. At least my start time was at a more reasonable hour than my previous triathlons, midday, although as the saying goes "only mad dogs and Englishmen go out in the midday sun" I was hoping for some cooler weather than we had been getting.

My training had gone as well as could be expected, and apart from a few nerves in anticipation of my first open water swim, I felt pretty confident.

The swim took place in the Victoria Dock, the water was cold and dark, but not as bad as I has imagined, the worst part was the trading water for 5 mins as we waited to start. Once the swim got underway it was apparent that most people cannot swim straight, and rely on the bottom of pools to guide them, however despite a few near misses I completed the swim in my expected time of 19 mins. Next came almost the hardest part of the day, getting the wet suit off, but once managed it was a gentle jog up and down some stairs and into the main transition area for the bike ride. The bike ride and run went pretty smoothly and with a time of 1 hr 37 mins I was all in all pretty happy. I would say doing the London triathlon was like doing the London marathon; glad I did it, and would recommend everyone to give it a go

Scott.Welcome

Swim 19.02 – Bike 45.45 – Run 26.25 – Total 1:37:31 (the total time includes times taken in transmission)

NOTICE BOARD

NEW ADDRESSES

d.h.white@ntlworld.com

nick.butler@cwt-uk.com

PAST MEMBER

We have moved! Our new address is:

169A Esplanade, Brighton, South Australia 5048 - Phone number: ++ 8 8377 2050

sridding@homestart.com.au

My apologies for this being a group email and for those of you who we have not been in touch with for a while – drop us a line and we look forward to being in touch with you soon.

Suzanne & Mike Ridding

Don't forget to be there this is a great event

"OMA 10"

ON SAT THE 10th OF SEPTEMBER

07.00 START

Q10/22Course details

Start at Dickley Comer, Harrietsham at 8th kerb joint east of Marley entrance nearest to A20 (TQ 886528). Join A20 and proceed eastwards to turn at Charing RAB. Retrace A20 to finish opposite eastern edge of Harrietsham Caravan Sales after Harrietsham railway bridge at lamp post KAMfe 27 (TQ 870526).

Thrupton 'MASS ATTACK' Duathlon

5k Run/30k Bike/5k Run

Sunday 23rd October 2004

11am Start

Thrupton Race Circuit, Andover (closed circuit)

Organiser by Concept Sport under BTA rules

Entry Fees - BTA £12.95 Day Licence/Non-Member £16.95

Relay Teams - BTA £17.95 Day Licence/Non-Member £21.95

Office use only

Surname	[Grid]															Office use only
Forenames	[Grid]										BTA No	[Grid]				
Sex (M/F)	<input type="checkbox"/>	Age on 31.12.04	[Grid]		D of B	[Grid]										
Full Postal Address	[Grid]															
	[Grid]												Postcode	[Grid]		
Tel No	[Grid]															
Club	[Grid]															
E-mail Address	[Grid]															
T-shirts £8.50	(please tick size)	Med	<input type="checkbox"/>	Large	<input type="checkbox"/>	X Large	<input type="checkbox"/>									
Est. Times (mins)	5k run	<input type="checkbox"/>	30k bike	<input type="checkbox"/>	5k run	<input type="checkbox"/>										

I declare that:

1. I abide by the regulations governing the Thrupton Duathlon.
 2. I will be 15 years of age or older on the day.
 3. I enter and intend to run entirely at my own risk, and will not participate unless I am fit to compete.
- Furthermore, I agree that the organisers will in no way be held responsible for any injury, loss or illness incurred to my person or property during or as a result of this event.

I enclose a cheque/Postal Order for £ _____ made payable to CONCEPT SPORT.

Signature _____ Date _____

Closing date is 15th Oct 05. Please send an **STAMPED ADDRESSED ENVELOPE** with entries to -

Thrupton Duathlon, Concept Sport, PO Box 16, Romsey, Hampshire, SO51 9ZU.

Rules, course details and numbers will be sent out 5/7 days. Commemorative award to all finishers

Diary Social/Club for 2005

Fri 28th October Belgium Night/OMA

Diary of Club & Inter-Club Events for 2005

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	G25/53	7:25
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 28 August 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

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De Laune Cycling Club



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