

# NEWS DE LAUNE



**GIRO 2006 - GREGORY RAST IN FULL FLIGHT**  
Photo by Nigel Scales

**EVANS**  
CYCLES.COM

**FEBRUARY 2007**

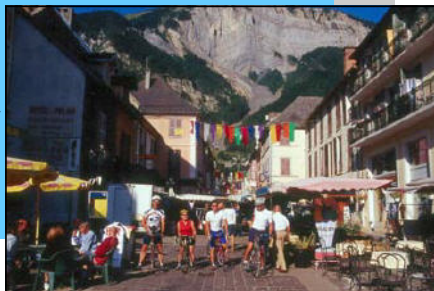
# Be part of the living legend. Cycling holidays in the famous Oisans region



'The Granary House' is a beautifully renovated period town house in the centre of Bourg d'Oisans. For cyclists, walkers and summer sun lovers Bourg d'Oisans is the ideal base from which to explore the stunning scenery of the Oisans region and enjoy the famous Tour de France, La Marmotte and Megavalanche. The '30 Cyclo Tourisme' guide lists 30 routes all starting from Bourg d'Oisans, including the infamous 21 hairpin bends to Alpe d'Huez, as well as some

*Available throughout the year*

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## La montée de l'Alpe-d'Huez

21 hairpin bends  
13.8km, 7.9% incline  
Not even Lance Armstrong's impressive

Call Liz or Steve  
on

cannonjones@btinternet.  
com





1889

**DE LAUNE**  
CYCLING CLUB

**2007**

**SPECIALIZED**

**PRESIDENT**

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

**PRESIDENTS REPORT**

**ROY SAVERY**

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Hi Everybody. Hope you all had a good January.

**SECRETARY & MEMBERSHIP**

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Only a short article this time. As you are aware, the De Laune old boys, Kav, Stack and Titch have gone skiing. I didn't join them this year, because Gina said that if I wanted to spend vast amounts of money on new bikes, then I had to economise in other areas, and since I always do what my wife tells me (Gina says she hasn't noticed), I didn't go skiing.

**TREASURER**

**DON WHITE**

12 Willowbank Gardens  
Tadworth  
Surrey  
KT20 5DS  
01737 217565

Some of you will know that Gina and I are now Grandparents. Alexander James was born on the 29<sup>th</sup> December, six weeks early, and is thriving, although his parents are suffering from lack of sleep.

**CLUB NIGHT**

**FIRST THURSDAY  
OF EACH MONTH  
British Legion,  
97 Barry Road,  
SE22**

On the 11<sup>th</sup> January we had a Committee Meeting. The main item of discussion was the closure of Eastway and the new circuit at Bettshanger.

On the 14<sup>th</sup> January Brian Dacey and myself rode the West Kent Road Club Reliability Trial, which was 85km (53.25 miles), and with all the stopping and looking at the map we did it in 3 hours 17 minutes. Brian was really going well, and I was hanging on, and getting roared off on the hills!

I have also been out training with the VCL on Sundays, and I went well last week. Having to keep up with the youngsters is certainly helping me.

Gina and I helped out with a traffic survey for our local Parish Council, and we were amazed at how much traffic was coming into our little village, and the speed at which they were going. The sheer volume of traffic on the roads these days makes it increasingly dangerous for cyclists, and it can only get worse.

That's all for now.

Quote for the month:

“life is like riding a bike. It is impossible to maintain your balance while standing still.”

Linda Brakeall

Roy

*I am told this is an old photo of Malcolm Adams passing around the fags in the bunch, Ed.*



## The Chairman's Report



Not a lot to report this month. I would think that the boys and girls are getting in the miles for the new racing season. From what I read on our web notice board people are getting together to ride what we used to call 'reliability trials' I see that Jane has a few rides abroad she would like to do. The one at Easter in France looks tempting even for me (low mileage).

Mike Peel has put a list of Club events on the notice board for you to ride but most important, the amount of marshals required. So beware I know where you all live! By the way Mike was 65 last month. He does not look 65 but he must have done at some time. Terry gave him a nice birthday party at her new flat. Not to upset her neighbours she wanted to have a nice quiet occasion but someone turned up with a set of bagpipes. Terry, you should know better.

It was nice to read Johnny Geoghegan's article from Oz. It is OK for some! John was one of our top riders in the old days. He was also a good runner with many a win under his belt. John is a bit of a sun-worshiper so Australia is the place for him. John always looks brown and fit. Did you see the photo of John in last months DLN in his green PMU vest? But who was the old boy standing next to him?

Look out for the article in next months DLN re the De Laune ski team - if they get back that is. I will finish with one of our Presidents short sermons:-

'We all come from dust; we all go back to dust. Down comes the rain, what are we? - muck!'

Kav.

## 2007 Mountain Bike Dates

### **24hr Races: -**

The world's most popular (yes, really!) 24hr race, the **Saab-Salomen Mountain Mayhem** returns for its 10<sup>th</sup> anniversary year, it's at **Eastnor Castle** on the weekend of **22<sup>nd</sup>-24<sup>th</sup> June** (including a Dirt Demo Day on Friday 22<sup>nd</sup>). Always hugely popular and De Laune has an excellent track record in this event. Teams of 5 (mixed), 4 or solo.

The slightly less competitive **Sleepless In The Saddle (SITS)** returns to **Catton Park** on **11<sup>th</sup>-12<sup>th</sup> August**. Teams of 4, 2 or solo.

There will be a 3<sup>rd</sup> 24hr race on the calendar called the **TwentyFour12**, to be held at an as yet un-named venue in **Shropshire** on the weekend of **14<sup>th</sup>-15<sup>th</sup> July**.

### **12hr Races: -**

**Dusk til Dawn** is at its usual venue of **Theftord Forest** again. No details yet as to dates though. Teams of 4, 2 or solo.

### **10hr Races: -**

The last two years have seen increasing popularity in an event called "10 Under The Ben" which as the name suggest is a 10hr race around a course at Fort William (under Ben Nevis). This year, there is a series of three events as follows: -

10 Under The Ben	Leanachan Forest	<b>9<sup>th</sup> June</b>
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10 Around Kirroughtree	Galloway Forest	<b>14<sup>th</sup> July</b>
------------------------	-----------------	-----------------------------

10 More in Moray	Fochabers	<b>11<sup>th</sup> August</b>
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If anyone is planning a summer holiday in Scotland, it could be worth thinking about one of these events.

### **6hr Races: -**

The ever-popular Karrimor/Specialized -sponsored **EnduroPlus** is back at **Catton Park** on **28<sup>th</sup>-29<sup>th</sup> April**. The usual format of XC racing on the Saturday, a night Time-Trial (1-lap) on the Saturday night and the main 6hr endurance race on the Sunday. Teams of 2 or solo.

## **Merida 100 Endurance events: -**

The **Merida 100** series returns for 2007 with the same great venues and a couple of new ones. Roughly a 100km (62 mile) course, entrance fee includes camping and pasta party.

- Builth Wells (Wales) - Spring Marathon / Exposure Lights Big Night Out (Night Marathon): **14 - 15th April 2007**
- Penrith (Cumbria - Cumbria Bike Fest): **12 - 13th May 2007**
- Aviemore (Scotland - The Outsider): **22 - 24th June 2007**
- Builth Wells (Wales): **7 - 8th July 2007**
- Bad Goisern (Austria) - Merida Bikes MTB Marathon Series 'on holiday': **14th July 2007**
- Selkirk (Scotland): **4 - 5th August 2007**
- Ruthin (Wales): **15 - 16th September 2007**

Also run by the same people are the TransWales and TransScotland enduro races, week-long events comprising timed race stages and 'linking' stages between the race venues.

Full details at <http://www.mtb-marathon.co.uk>

## **National Points Series: -**

Following on from last years successful overhaul of the race format, 2006 sees a continuation of this theme, with the XC racing on Saturday and a choice of 2hr, 4hr or 6hr enduro races on the Sunday. A 25km loop to be ridden once, twice or 4 times. Some venues have yet to be finalised, more details supplied as and when I get them.

April 7 <sup>th</sup>	Thetford Forest
May 12 <sup>th</sup>	Sherwood Pines
June 2 <sup>nd</sup>	Margam Park
July 21 <sup>st</sup>	TBC
Sept 22 <sup>nd</sup>	TBC

More details about race dates and venues can be found at:

[www.singletrackworld.com](http://www.singletrackworld.com)

[www.bikemagic.com](http://www.bikemagic.com)

[www.gorrick.com](http://www.gorrick.com) (for the South-based Gorrick series)

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

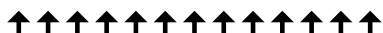


For Sportive riders.. keep an eye on the BC site...

Breaking News: British Cycling confirms major Cyclosporitive ride for 2007

British Cycling, (Everyday Cycling's 'mothership') has confirmed that it will offer cyclists a unique opportunity to ride the same route used by Stage 1 of the 2007 Tour de France across East London and Kent. The event will include entertainments and activities matching its status and profile. In essence the event will mirror the high standards and pedigree of the major continental Cyclosporitives such as the famous L'Étape du Tour.

The event will take place exactly one week before the Tour de France Grand Départ on Sunday, July 1 and will accommodate 5,000 riders from across the UK and Western Europe. Full details of the route and its partners will be announced on Thursday, February 15.



**Interested in going to Le Tour in July?**

Check out [Matt Goodes offer](#) (PDF) on the club web site



## Imperial Winter Series (Hillingdon)

### Race 5 - December 26th

**Daniel Rudd** lead the main group to the line 11 seconds down, with James Butterworth a further 25 seconds down after his great effort.

#### E123 Cat

1st	Bryan Taylor	VC Londres	E
2nd	Alex Paton	VC Deal	1J
3rd	<b>Daniel Rudd</b>	Citihub	2

### Race 6 - December 30th

The weather was so bad on Saturday December 30 the race was reduced to 40 minutes plus 5 laps, with James Jackson of PCA Ciclos Uno providing a brilliant finish to relegate fast finishers **Daniel Rudd** and Jason Streather into 2rd and 3rd places, with James Butterworth just losing touch in the run in.

1st	James Jackson	PCA CiclosUno	1J
2nd	<b>Daniel Rudd</b>	Citihub	2

### Race 7 -December 31st

The main group was dominated by Jason Streather and Daniel Rudd watching each other like hawks and finally it was **Daniel Rudd** who got the better of Jason Streather. **Daniel Rudd has now increased his overall lead in the Imperial Winter Series by 70 points.**

1st	James Jackson	PCA CiclosUno	1J
2nd	Henry Furniss	Bike & Run london	E
8th	<b>Daniel Rudd</b>	Citihub	2

### Race 8 - January 6th

Finally with 5 km to go **Daniel Rudd** and Lewis Atkins emerged at the front. It was a brilliant effort by Lewis Atkins and a welcome return to his old form and in the run in **Daniel Rudd** gave best to him with Jason Streather leading the remainder in to 3rd place keeping the overall points tight between them.

1st	Lewis Atkins	Pacific RT	2
2nd	<b>Daniel Rudd</b>	Citihub	2
3rd	Jason Streater	VC St Raphael	E



## CLUB EVENTS FOR 2007

For marshalling duties please notify Alan Rowe one week before the date of the event on 01474-704901

There will be a charge of 50p per ride for levy in all but the club Championships

Also I will endeavour to put the course details on the Web.

Interclub events include the following: -

De Laune - 34th Nomads - Catford - Sydenham

### NO. MARSHALLS REGD.

May 16	2
June 10	15
July 29	7
Aug 18	5
Sept 16	15
Sept 22	2
Oct 14	2

**Alan Row**

# **The Beginner's Guide to Cycle-Racing by Nigel Scales**

The different varieties of cycle-racing often confuse the uninitiated. This handy guide is intended to help the beginner to understand the different types of racing and their demands on participants, to help them make informed choices on which types of races might suit them. It may also help more experienced riders, reminding some why they ride certain races and not others, and may encourage others to move up the evolutionary chain.

## **Track Racing**

This is the simplest form of racing. The bikes have only one, fixed, gear and no brakes. It is not intellectually challenging because complications like real corners, climbs, descents, changing gear and braking are eliminated. All “trackies” need to do is to ride forward and turn left 4 times a lap. The more advanced participants change their gear ratios for different types of event and for different track conditions but fear not, if this is too much for you, you can have someone else calculate the required chainring and cog, and even fit them for you, between races. Because you ride round in circles, and the races are short, you don't have to eat or drink during the races and can't get lost, making it even simpler. Types of track race include:

**Sprint** – The first rider over the line at the end of the race wins. This may be on a “best of three” basis” but don't worry – the officials do all the counting. Usually 2 or 3 riders in a race and there may be heats. Confusingly for the crowd, sometimes the riders don't sprint but slow down and even stop, balancing on their bikes until one gives in and moves off. This is often explained as subtle tactics but is really due to one of two causes (1) the riders are a little tired from excessive warming up on the rollers, (probably doing “no-hands” wheelies in the process) and want to rest or (2) the rider in front has got lost and wants the other(s) to show him the way – if they're not sure wither, the “track-stand” may last some time...

**Scratch race** - The first rider over the line at the end of the race wins. Riders are given a head start depending on how much slower they are calculated to be than the fastest riders in the race “scratch-men” (though, confusingly, they may be women). Again, the officials take care of all the numbers stuff and scratching isn't compulsory.

**Points race** – riders start in a bunch and get points for crossing the line in the first few places on designated laps. More points are awarded the higher up you finish, extra points for lapping the field and on the last lap. Don't worry if this sounds confusing, no-one ever knows the position except the officials and therefore people only win these races by luck.

**Madisons** – Like a relay race. Teams of 2 riders take it in turns to race, swapping over every few laps with a hand-shake, change timing being dependent on how much effort

they've used while trying to lap the other riders. Originated in Madison Square Gardens New York, a hotbed of track cycling in the early 20<sup>th</sup> century.

**Pursuit** – For riders who can't cope with the complexities of races involving other riders in close proximity and trying to count laps. Riders start on opposite sides of the track and try to catch each other or, if not, to cross the line at the end of the last lap before the other rider does. Riders just have to ride fast for 2000, 3000 or 4000 metres and not “blow up” – see also “Time-Trials”. On bigger tracks, more riders may be added, spaced equal distances apart – **multi-station pursuit**.

**Team Pursuit** – The same as a pursuit but with 3 other riders to help take turns on the front and to remember the route. This can be very entertaining if the mechanics don't fit exactly the same gear to all bikes in a team, due to the need for precision and perfectly synchronised teamwork...

**Kilo** – Nothing to do with weight, although successful kilo riders tend to have a fair bit of it. In the kilo, riders ride around the track, memorise the route and then, having got up to speed, ride as fast as possible around the track to cover 1 kilometre. Can also be a shorter distance. Suits riders who can't handle the crowds in a pursuit.

### **Grass Track Racing**

Track racing on grass. Occasionally the track is on a slight slope, making gear choice even more important. If you fall off, the landing is a bit softer than a normal track. Allegedly. At least there are no splinters, though the grass stains on your knees may take a little explaining to your partner. On the other hand, it has also been described as “like stock-car racing, with blood”...

### **Time-Trials**

The next step up the evolutionary ladder - time-triallists (“testers”) have to cope with open roads, real corners and braking. The more gifted graduate from single fixed-gears to multi-gear bikes. Climbs are generally avoided but descents might feature on a course as long as they don't have to be climbed on the way back. Testers have to concentrate hard to maximise the slipstream effect from passing articulated lorries while not going into the back of them or failing to notice a turn point (usually marked with people in lycra and/or more mature people in casual dress – in either case they wear fluorescent waistcoats labelled “Race Marshal” to make life less stressful for testers). The intellectual effort required is limited to finding the start (a partner or friend may help with this), getting there at the right time to start (Pedro Delgado once famously got this wrong at the Tour de France...), changing gear occasionally, braking and cornering at the turns and riding at a sustainable pace to avoid “blowing up”. Distances range from 10 miles to 100 miles, 12-hours and 24-hours (although there is now only one such event for the certifiably insane each season these days). Shortest elapsed time wins. The ability to eat and drink while riding may be needed for longer distance events. This can be practiced on a turbo-trainer. Apparently testers no longer wear black alpaca all-in-one romper suits, but still identify the courses by secretive code numbers like Q25/3 (actually this

one no longer exists thanks to Bluewater) as they did in the days when races were started at the crack of dawn to avoid the unwelcome attentions of the constabulary, who disliked the concept of racing on the public highway.

Variation: team time-trials (“TTTs”) – time trial equivalent of the team pursuit. Usually 2,3, or 4 riders. Brakes, gears, corners AND other riders, even if they are all co-operating in a disciplined and co-ordinated way – you can see that this is a step up, but TTTs are relatively rare.

### **Cyclo-Cross**

Winter fun. Ride a road style bike, with knobbly tyres, on grass and mud, stopping occasionally to pick it up to carry it over a ditch, up a hill etc. If you fall off it’s a soft-ish landing (unless brambles are involved). The course is off-road so there are no cars to worry about (unless, as I witnessed once, the St’ Johns Ambulance unit drove on to attend a casualty at the bottom of a steep descent, invisible until you’d hurtled over the top and were committed to the descent – spectacular and, amazingly, no-one hit the ambulance!). You can avoid getting lost by following the others. You may get muddy and if you don’t like cleaning your bike, this is not for you. Handy tip: put the top tube of your frame on your right shoulder, loop the right arm back over the top and grasp the left hand drop section of your ‘bars. This is a useful method of carrying the bike up steep slopes, lets you easily control the front wheel and, according to CSC’s Fabian “Mr. Sporting” Cancellara in “Procycling” lets you whack anyone overtaking you on the hill with the back wheel. Only kidding Fab (he’s a big boy..), I know it was just your Swiss humour coming through. (Still, it could work...)

### **Mountain-Bike Races**

Like Cyclo-Cross but on bikes with fat tyres and straight handlebars. The demon alcohol seems to be a feature among spectators at the 24-hour events. Rumour has it some riders also re-hydrate and top up their carbohydrate levels with the odd can of beer. Like Cyclo-Cross, you may get muddy and if you don’t like cleaning your bike, this is not for you. There are different types of events, including “Downhill”. This, unsurprisingly, involves riding downhill, so probably quite hard to get lost and with limited need to change gear it should be suitable for the more advanced “trackies”. On the other hand, I understand the riders feel the need to wear full-face helmets and body-armour so you might reasonably categorise Downhill as a “nasty, rough game” best watched, not tried at home!

### **criteriums**

These are like track races on roads. The course is cordoned off, or may be a dedicated circuit, so you can’t get lost. (Hint: At the interim Docklands circuit, if you’re in a very big, deep, puddle perform the life-belt inflation drill you will have been shown at the sign-on – you’ve probably missed a turn and gone into the dock.) “Crits” don’t have long climbs, though they may include short power climbs, so they are often won by the kind of riders who are successful in track races - as long as they can handle the complexity of brakes, gears, corners etc. Like track races, the officials count the laps for you, and “Crits” are usually short enough that eating and drinking during the race are

unnecessary. If you get left behind just wait until the bunch comes round next lap and follow them.

### **Road Races**

For the intellectual elite of cycling who can handle gears, brakes, other riders, traffic, climbs, descents and can remember longer routes. Need I say more?

### **Sportives/Gran Fondos**

Strictly speaking these are, allegedly, not races, more like club-runs, but I don't remember too many club-runs with thousands of riders, that involve multiple mountain climbs and where the peloton can include sundry Pro-Tour riders or ex-pros. Anyway, they're related to Road Races, so they must be OK.

### **Triathlons**

Not strictly speaking cycling races, but they do contain one as part of the format and we have triathlon members, so I'm duty bound to abuse them too. Easy enough, although they generally present an affable and sane exterior, the madness is clearly lurking not far beneath the surface. No sane person would inflict the variety of suffering involved on themselves – Heinz 57 varieties of pain and discomfort: the near-drowning experience if you get cramp, load-bearing exercise during the run – which comes after you have done the swim and bike sections. No sane bkie would deliberately get wet in the first place... OK, Lance Armstrong was a triathlete once, but he saw the light.. the one on the sign that said “your best at the bike section and you'll make more money that way, plus you won't have to get wet and fight off sharks during races (unless you specialise as a road-sprinter). And he heeded the advice, even to the extent of focussing on the Tour de France and keeping away from the early-season Northern Classics and the rain that inevitably accompanies them (have you ever seen the crop-spraying planes the organisers hire to seed the clouds to ensure rain for the TV and the umbrella/anorak salesmen..?? – what, me, make it up..??).

A conversation with Kav at the most recent committee meeting reminded me that I hadn't completed the amazing true story of a visit to a Grand Tour earlier this year.. (well OK, maybe not amazing, but definitely worth the effort!) So, as an antidote to some of the more energetic articles that have been making me feel guilty all summer:-

**[SEE NEXT PAGE](#)**

## [Giro d'Italia 2006 Prologue visit](#)

The decision of the organisers to hold the first four days of the Giro d'Italia just across the Channel in Belgium, starting over a weekend, was very tempting. The Giro had been on the list of races I want to visit for a long time so the chance of doing it without too much in the way of travel arrangements was too good to pass up. As it turned out, after the Operacion Puerta scandal, it was a last chance to see some of the pre-Tour favourites in action for a while...

The final decision on whether to go or not was taken quite late so I travelled alone in the end but I started the initial planning some time before – I'll include the highlights in case they help anyone thinking of a race visit that hasn't tried it before. (Also, Kav, among others has a lot of experience in this area so would probably be a good person to talk to.)

The trip started at 7am on Friday morning before going to work, with a quick check that my travel kit was ready to go, to save time that evening – the schedule had some slack built-in but that depended on getting away from work promptly (didn't happen), no delays on the way home (didn't happen) and no unusual traffic delays on the South Circular or A20 (guess what...).

Anyway, I still got to the Ferry terminal in time and checked in for my 2am sailing. This had the dual advantage of being the right time to put me in Liege at the special Park n'Ride I'd chosen nice and early and being only £15 single fare – thanks Norfolk Lines! I'd consulted the Liege local council site and a regional tourism site to get the info on the Park n'Ride - and what I thought was it's location. I was also reassured by the mention of coloured markers on motorway exits to lead drivers there. [www.mappy.com](http://www.mappy.com) was useful for helping work out that my original planned route in would pass along the planned prologue route – clearly not going to work... As well as using Mappy for the route and journey timing, I also used it to print local area street maps. When I arrived in Liege, these proved to be very useful in working out that the Park n'Ride was actually nowhere near the street with the same name....

I consulted a bus-driver who was parked up on his break and he kindly offered to show me the way, even stopping his bus at one point and running back to point out the turn I had to take. (They DO take their love of cycling seriously in Belgium!) I was one of the first to arrive (around 8.30am) and, due I think to the GB plates, attracted a fair degree of interest from the Police gathered there to keep the motorists in order. As I'd just realised the stick-on headlamp beam deflectors had disappeared, this was a little worrying, but no problem resulted (photocopy masking tape helps prevent this, and is easy to remove, but I left it behind!).

The Park n'Ride buses duly arrived around 9am and dropped us in town, near the start. There was a café with tables full of journalists/telegjournalists etc on the corner, so I decided it was time for breakfast. As you undoubtedly know, Belgium is famous for chocolate and chips (not together) and I decided to ask if I could try the latter delicacy. The chef said he'd cook some but what did I want with them – I didn't have the bottle to suggest more chips, or a baguette 'n butter so, at 9.30am, to the great amusement of the Italian journos on the next table, I tucked into a breakfast of steak-frites. (Some method in my madness, I thought I likely wouldn't eat more than snacks until around 6pm and digestive timings and availability of toilets were all factored in...) The journos asked if I'd remembered to order pasta for the second course so I guess I made their morning. Mad and English – perfect! – fortunately the lens cover stayed on their videocamera..

The route opened up for riders to warm up between 10.30-12.00. I'd decided to watch at the small climb so had a few kilometres to walk to get there. (Lightweight Nike Airwear walking boots – perfect for that urban day on your feet...) enlivened by the riders warming up on the route. So there was a constant stream of riders whizzing by in both directions setting up the atmosphere nicely.

I selected a nice spot half-way up the hill where I thought the riders would be going slow enough for my digital camera to focus (we all make mistakes – remember these are Pro-Tour riders in a prologue TT...), dug my folding stool out of the backpack (remember the travel kit?) and relaxed in the sun, as advertised on the BBC Internet Weather site, snapping away.

From 12.00-13.15 there was the final for the Giro for young European cyclists – not sure when the heats were held. What was quite amusing was that some of the pros decided to do their warm-up then, instead of during the advertised slot only, so you had the spectacle of some young rider struggling up the climb only to have a Pro cruise up at two or three times the speed while clearly not trying too hard and either shout encouragement as they roared past, or in some instances, change down, match the pace and try to encourage the poor youngster to the top. Not sure it had the desired effect but it showed the Pros were basically nice guys – just bikies really...

As well as checking the BBC Internet Weather site, I'd also checked the late forecast on BBC TV. Interestingly, while the Internet site predicted a hot, sunny, day, the TV forecast the night before showed horrific projections of storms moving into the UK after traversing Northern Europe. It looked particularly nasty over Liege... (So, same source, different info...) This confirmed my decision to put some waterproofs into the travel pack. They were looking a bit superfluous by 13.20 as the Publicity Caravan rolled through, when a few random rain-drops made their presence felt – looking skywards, my Brit heritage gave me a head-start in the Goretex Grand-Prix – I know a nasty looking storm-cloud when I see one. A couple



of Belgian lads in shorts and T-shirts found it hilarious to watch me speed-dressing in my Goretex jacket and trousers and shared a witty comment with me in Flemish, which I sadly didn't understand. However they stopped laughing about 30 seconds later as the heavens opened and drenched them instantly! (Actually, they did grin and nod to me rather sheepishly which was more than I'd have managed under the circumstances.) The crowd around me disappeared, trying to get some shelter from trees overhanging the pavement from a park or garden above. I decided it wasn't worth the hassle so I decided to have some fun standing in the rain and showing what quality British rain-gear was capable of (counting on the rain easing before the Goretex saturated). This little plan misfired a bit when damp feelings at ankle level alerted me to the fact that I was still standing in the gutter – now a minor river, as was the travel pack which had formed a rather effective dam... I quickly stepped up to the pavement and rescued the travel pack – luckily everything inside was fine because it was wrapped in a heavy-duty bin-liner .

The gloom was such that the digital camera took too long to focus what would have been a good shot – two of the Euskaltel boys (still illicitly warming up) decided to get out of the rain the fast way by U-turning and blasting down the hill on their (highly manoeuvreable??) TT bikes , arriving near the left-hander at the bottom as the Publicity Caravan drove round it coming the other way! No casualties.

The first rider started at 14.35 and a slight planning gap made itself known. The riders are hard to identify these days in their aero helmets, glasses etc. The name boards on the following cars seem to be smaller these days, so are harder to read at a distance even if not blocked by the rider's body. Trying to work out if it was a rider I wanted to photograph and setting up the shot was a bit of a nightmare. On many occasions even after the rider went past I still didn't know who it was! Obviously a start list (from local paper) would have helped but I didn't think of it, so was reduced to squinting into the camera viewfinder and hoping for the best. This is how I missed some of the top boys... including one who came past while I was trying to change the camera battery (at least I'd put a spare, and a spare CF card in the famous travel pack thanks to previous disasters). A friendly Belgian guy next to me eventually shared his list, but it focussed a lot on the top boys and Belgians so the Brits and Aussies weren't there. The last rider was off at 18.00, so I passed a pleasant few hours being demoralised by seeing the Pros roaring up the hill faster than I could manage on the flat and wondering why the Police were so paranoid about people crossing the road when there was no racing going on but were OK with some nutter driving through the crowd on the pavement on a quad bike (not a wide pavement and a few of us had to jump out of the way...) – I was sort of hoping he would resist what I thought was the inevitable arrest...

As I strolled back to the start point, the crowd had to make way for the occasional team car with a rider in it, being transported back to the team buses. I heard some noise from the crowd behind me and, turning, found Gilberto Simoni rolling past at a slow pace, acknowledging the crowd, about a foot to my right. A few minutes later it was repeated and there was Ivan Basso looking pretty relaxed but keeping an eye on me and some others who decided to take photos – he obviously didn't want a Guerini/Alpe d'Huez moment...

On the drive home, one downer was that the only thing that I fancied on the menu for dinner was – steak-frites. Not so good this time. I decided to get my head down in the restaurant car park but only managed an hour before being woken up by a passing Police patrol. I took their advice that since the restaurant was now closed and mine was the only car in the car-park, it probably wasn't the safest choice of venue for a sleep. I managed another hour and a half in Dunkerque while queuing for the ferry but two and a half hours sleep out of fifty hours isn't really a good idea from a driving safety perspective – don't try this at home. I'll look at this aspect more carefully next time for sure. And I'll put a sleeping bag/blanket in the boot too – it can get a bit nippy in the evening when you take a nap, even in Spring - one reason I didn't sleep well in the queue for the ferry (headlights of arriving cars being another).

For anyone who hasn't taken a trip to a big continental event I'd heartily recommend it – the atmosphere's great. Just take time on your research and think about the contents of your travel pack!



## **GIRO 2006**

**Paolo Bettini warming up  
on the hill with  
Giovanni Lobardi.**

*Photo by  
NIGEL SCALES*

## MEMBERSHIP

We welcome Sarah Archdeacon, Jon's other half, who has recently joined us. You may remember that Jon and Sarah were on their bikes down in Wareham, Dorset, when they met up with Bert Wason, who was also on his bike. They had a chat and Bert explained that he had previously been a member of the De Laune and recommended that they follow up their initial enquiries about joining the club which, of course, they have now done. Bert has now followed his own advice and rejoined himself! Welcome back Bert.

Mike Peel and I are both members of Blackheath Harriers and recently attended the funeral of Sydney Wooderson, their most famous son, in Wareham. Whilst at the funeral we met up with Bert and his wife. Bert was there as Sydney had been one of his childhood heroes and he also knows his son-in-law, who runs a picture framing shop in Wareham which Bert uses quite frequently as he is a keen photographer.

We congratulate Monty Watkins, our longest serving member, who joined the club on the 28<sup>th</sup> January 1937. Monty was proposed by his late brother Trevor (Mick) and seconded by Ken Hill. He was at that time living over the fire station at Commercial Road, London E1 (it's still operational, Monty!). Of course, Monty has lived in Australia for many years.

Bringing us up to date with possibly newer and younger members, our President Roy became a grandfather for the first time on the 30<sup>th</sup> December 2006, when Alexander James Savery arrived - a potential new member? Maybe an athlete, or even a skier, or, who knows, perhaps all three like his grandfather; however, Grandma Gina feels he will definitely follow in her footsteps and become an equestrian. We must also congratulate James and Anoushka Lett on the arrival of Frederick Alexander Lett on New Year's Day, a brother to Olivia. Frederick's parents have not yet decided what his sporting future will be as they report he is not looking like a powerhouse just yet!

Finally, apologies to Peter Harris as those with keen eyesight will have noticed that he was not included on the membership list in last month's DLN. His name was unfortunately lost in computer translation!

Brian Saxton

## A DE LAUNE ABROAD

Wishing everyone a Happy New Year from Peter Jenn (weighing in at 15 st 5lb) after New Year in Belgium. Is there a way back? (to racing fitness) if there is I hope I find it!. After New Year I drive to North Wales to visit my father - Frank Jenn (age 96) he can be found in the Halfway House Inn, Carmel. Frank is a great story teller, in the 30's he was the Captain of the Enterprise CC, They use to meet in the Enterprise Pub in Coldharbour Lane (about 30 members). He took the job seriously and published a runs list -typical example:- March 1935 1st Sunday Rats Castle, 2nd Egypt (nr, Burnham Beeches), 3rd Worlds End, 4th Donkey Town etc.

I order another round and asked if he could tell me more, he said he used to print details of the route I.e. "Down Jail Lane, careful sharp right into Berry Green Lane past Berry Green Farm, through the dip up to the T junction, turn right and take the delightful lane on the left. Well this isn't a delightful lane at all, but one of the roughest tracks he could find! When they finally came out the other end (Bombers Lane) several had fallen and one had broken his frame! Anyway they all eventually reached their destination - The Blacksmith Arms, Cudham the broken frame in splints". After a few sips of his pint he continued "we were not there long when two smart cars drew up and several young men walked in, one said - Landlord ( who sported a black beard) said "are you sure you can take it and served up his strongest drink. Well not to be out done we joined in and latter on challenged them to a game of darts, well at the end of a riotous evening they could not drive home and we could not ride home! "Those were the days I miss em"

Knowing my father rode a BUCKLEY and remembering some articles in the De Laune News recently if he remembered Buckley Cycles. " Remember Buckley Cycles of course I do, I remember as if it were yesterday (71 years) there were two brothers one slightly cross eyed. Under the railway arches, I paid £9:9s (guineas) for my black Buckley double fixed 52 & 69inch, March handlebars Acetylene lamp, cantilever brakes Brooks B17 narrow saddle Brampton chain set, do you think I'm senile or something, of course I remember!

One more for the road and then we walked home up the hill. I am writing

This in the Orangerie Hotel - Brugge for I am back across the channel I was on my way to Antilbes when I got a call from Alan Brunson (60's cyclo cross man) he said the Worlds are on this weekend in Belgium at Hooglede - Crits nr Rosselare see you there Bye! So I changed direction off the A6 and onto the E40 and here I am. If you are ever in Brugge call in to the Orangerie for afternoon tea in front of the the blazing log fire, you will be so comfortable you wont wont to leave.

**Pete,**

*Peter I think you are getting BUCKLEY mixed up with BARNARD however there was a BUCKLEY BIKE and the only referance I can find is that a BUCKLEY was on display at the following event.*

**WELCOME to the 2006 Veteran Cycle Day at Amberley Museum! This is an annual event, and this year we have an outstanding display, thanks to the many enthusiasts who have supported us by bringing along their superb machines. We are very grateful to them all.**

**1946 BUCKLEY ladies lightweight cycle, model unknown.**

*Also there is a BUCKLEY - SAXON CYCLED in Essex I do not know if this had any connection, as there was also SAXTON cycles at one time, perhaps one of our members may recall these names.*

**Ed.**

***Some of our younger members may like to know about the  
Acetylene Lamp***

This lamp consists of a water reservoir above, from which water drips onto carbide in the base. The reaction between the water and the carbide produces acetylene gas, which is lit by the flint and striker in the reflector. Since it burns with an open flame. Acetylene lamps were introduced in 1905, and this example dates from the early twentieth century, but lamps like this were used until after the Second World War.



**This one is the type used by Miners**





# ***DATES TO REMEMBER***

## **Diary Social/Club for 2007**

Thursday	20.00	1-Mar	Annual General Meeting	Clubroom
Sunday	12.45	?-Jun	OMA Lunch	Brighton
Friday		?-Nov	Belgium Night	Blackheath Harriers
Sunday	10.30	18-Nov	Remembrance Service	Newnham

## **Club & Inter-Club Events for 2007**

Sunday	09.30	1-Apr	SERRL Road Race	Sevenoaks Weald
Wednes	19.00	16-May	Interclub 9.5mls	OS/30
Sunday	07.15	10-Jun	Mid-Summer 25	G25/53
Tuesday	18.00	?-Jun	Circuit Race	Cyrstal Palace
Sunday	07.00	29-Jul	Fred Peachey 25	Chilham
Saturday	07.30	18-Aug	OMA 10	Q10/20
Sunday	07.45	16-Sep	Autumn 25	G25/53
Saturday	07.15	22-Sep	Interclub 10	Q10/19
Sunday	11.00	?- Sep	Down Hill	Tilburstow Hill
Sunday	11.00	14-Oct	Hill Climb	Titsey Hill Gh/31

**SEE MESSAGE BOARD to keep UP TO DATE**

**<http://mikepeel.proboards67.com>**

**CLOSING DATE FOR THE NEXT ISSUE 26th JANUARY**

Anything for inclusion please send to:

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