

NEWS DE LAUNE



JAYNE WADSWORTH OUT IN FRONT

EVANS
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SEPTEMBER
2007



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DE LAUNE
CYCLING CLUB

2007

SPECIALIZED

PRESIDENTwww.delaunec.org**ROY SAVERY**

Fairwinds
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PRESIDENTS REPORT

The glorious month of August certainly provided us with enough rain to keep the dust down, and made it difficult for all of we “fair weather” riders to get out on our bikes.

SECRETARY & MEMBERSHIP**BRIAN SAXTON**

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Kent
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TREASURER**DON WHITE**

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The Max Dodds Memorial ride was held at Malcolm and Linda Adams’ house at Herne Bay on the 5th August. Those of us going on the bike ride gathered at 9.00am with the aim of being on our way by 9.30am. Not only our Club members but some of the “locals” also came out with us, so we numbered about 12 in all. Malcolm chose a good circuit, which took in the new closed racing circuit of Bettshanger, which on a windy day will be very, very challenging! Some of us had a go round the circuit, with a little sprint at the end. Its like being on the moon at the moment, because there are no trees yet, but hopefully will improved over the years. After a pleasant ride, we came back to a barbecue in the garden, which was very enjoyable. Good company, and good conversation.

CLUB NIGHT

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

On the 11th August, Alan, Malcolm and myself rode the VC Elan 10, down near Herne Bay. We had a good morning, with a slight breeze, and I managed to beat Allen by 2 secs – full results will be elsewhere. The day after, we had a club run at Wateringbury organised by our Chairman Kav. It was a terrific day and we all enjoyed ourselves, including Terri on her “sit up and beg” bike! We had lunch in

Marsden, and afterwards we all had a nice easy ride back to Wateringbury where our cars were. The following week we had the OMA 10, when Alan trounced me by 45 secs (results elsewhere), but on age-related handicap we tied with the same time.

On Saturday 25th August I thought that I would have some practice on the track in preparation for the Club Championships. Three other de Laune members came, and after the training session put on by VCL, and when virtually everyone else had gone, I had a clear track for practicing my starts for the pursuit next week. Brian Dacey held me up, and we did countdowns 5,4,3,2,1, and off I went – straight onto the grass. This was because I pushed down on the right pedal, and with my weak right shoulder my steering was off. Obviously, my steering mechanism needs an overhaul. My second start was virtually perfect, but subsequent attempts went downhill.

On the 26th August Gina and I went to our local Agricultural Show, which we have been going to for more years than we care to admit. It's a great day out, with lots of things to see, and even more things to buy. My strategy is to get Gina to watch as many of the horse events as possible, so that it limits the time she can spend shopping.

As you all know, the Track Championships are on Saturday, 1st September, and I look forward to seeing you all there.

Roy

Quote for the month:

“Failure should be our teacher, not our undertaker. Failure is delay, not defeat. It is a temporary detour, not a dead end. Failure is something we can avoid only by saying nothing, doing nothing, and being nothing.”

Dennis Waitley
Speaker and Author

CHAIRMAN'S REPORT



Our first “Park and Ride” club run. From the comments received from our members who attended it was a great success and when can we have another one?

If you remember, the idea was to avoid the ride through the suburbs of London and drive to an agreed spot with your bike in the car. This we did. We met in the car park at Watlingbury, Kent. We then had the club run through the Weald of Kent. Going through Yalding, Chainhurst, Marden, Claygate, and Golden Green. A total of about 35 miles at a steady club run pace. (Not the last two miles!) We stopped for lunch at the Unicorn Pub in Marden who made us very welcome.

Thanks guys for your support. Alan Rowe, Nigel Scales, Jon and Sara Archdeacon, Mike Peel, Terry Amato, Malcolm Adams and our President Roy. I am looking at the maps for the next one



Thanks guys for your support. Alan Rowe, Nigel Scales, Jon and Sara Archdeacon, Mike Peel, Terry Amato, Malcolm Adams and our President Roy. I am looking at the maps for the next one. (*I understand that most of these were from Help the Aged, ED*)

If you have a computer you probably look at the De Laune web site. On the site we have a notice board so that any member can put on a message be it selling an old pair of shorts or announcing a club run, which I did. This made me laugh. Jayne left a message saying that it was not worth getting the train to Wateringbury to do just 35 miles, which is fair enough. The next message was from Johnny Geoghegan, bless him, telling Jayne that in the old days, he would ride down to the coast with a mangle on his back. Have a shrimp sandwich and then ride a 25-mile time trial on the way back and be back home in time to listen to Dick Barton on the radio.

The next message was from Mike Peel who said, "Bet you're not out on Sunday"

The next message from John said 'I have got the in-laws visiting I cannot make it!!!! John you let your self in for that one.

My message re the club run turned into a discussion on scientific training. Thank you Nigel.

Talking about getting the miles in. I remember (here we go again) riding the National 25 at Lincoln with Roy Chittleborough and Alan Rowe. We decided after the event we would ride the 150 miles back to get the miles in. After about 50 miles we were knackered so we asked a lorry driver if he would give us a lift? He said yes so we got in the back of his lorry and fell asleep. Guess what? He took us back to Lincoln.

Last June I went to France for the day with the San Fairy Ann club. We rode about 50 miles on our bikes with a stop for lunch. It was a great day out. If any of you fancy a trip let me know and I will organize one. That reminds me, Dave King was talking about organizing a trip to Belgium for a 6-day track event. Must chase him up on that one!

Old members 10 was held on Saturday the 18th of August on the Ashford Road. This event always attracts a good field of riders from the club. (The result should be in this DLN.) Fastest of the day was Jon Archdeacon but the result is decided on a vet's age standard and do you know we could not split Roy Savery and Alan Rowe for first prize. We must get a watch with a second hand!

All the best **Kav**.

THANK YOU

It was so good to see so many Club friends join us at the Crematorium for "Ken's last Clubrun!" including one on his bike - Adam Glasser, then all over to our Church in Farnborough which was full to capacity! There was a reading first by our President Roy then a very moving, loving tribute to "My very special Dad" from Suzanne. It was so fortunate that she made her journey from Australia earlier than scheduled to be with Ken - on which was to be his last week with us (a great shock to us). She then stayed a further 2 weeks for the funeral and to help me. Mike also came over to be with us. Suzanne's tribute was followed by a song that described Ken - A CERTAIN SMILE - JOHNNY MATHIS. Then our Chairman "Kav" was next to pay tribute with very fond memories of his "buddy" and of course being "Kav" some laughs as well - about the fun they all had on Clubruns and Racing weekends away - the great friendships made over the 50 or 60 years of being a "cyclist". He finished off by looking upwards, raising an imaginary glass and saying "Cheers Buddy" Goodbye - what a tear-jerker for us all. Next a Poem read with great feeling by Carole Deeley - followed by Johnny Mathis singing "The 12th of Never" - we all stayed on after a Hymn and Prayers to listen to NAT KING COLE sing "Walking My Baby Back Home" this song we used to dance to at the Villa Marina in Isle of Man (1952!) VERY HAPPY MEMORIES.

After this moving Service - we went over to our local pub for refreshments and drinks, throughout the afternoon - always so much to chat about with our friends. We were lucky - the sun shone for Ken, so we were able to be out in the garden, as we all know - he loved being in the sunshine, be it at home in the garden and best of all on the beach opposite Suzanne and Mike's home in Oz.

So to all our good "old friends" who helped us through this day - thank you for being there for us and for Ken and your visits to the Hospital and at home on his last weekend, to show your affections for him and what a brilliant "Clubrun" he had on that day of 24th July.

Another Thank You is for the vast amount of loving cards we received - they are still standing on all surfaces around the lounge (well it saves dusting!). Also the generous Donations received for The British Heart Foundation and The Stroke Association - they cannot be acknowledged individually - so our thanks comes from Suzanne, Mike and Me!

See you soon - Belgium Night next!

Dot

We lost a dear friend on 6th August - Joy Sefton of the "34th Nomads" - many of us travelled to her funeral at Clumber Park on 17th August, another very sad day for us all - only 3 weeks apart, together on the bikes I'll bet!

Kenneth Frederick Fuller
September 1931 - July 2007
Past President of The De Laune Cycling Club.

Ken Fuller was born in September 1931 in South East London. He joined the De Laune Cycling Club in November 1947 after starting his working career as a carpenter in 1946. He was a very keen club member from his first days and introduced many ideas to the club from an early age. When he started racing he went into some massed start races as well as time trials, cyclo cross which he particularly excelled in with all the mud and muck that went with it. He was a first class hill climber and indeed the first rider to beat 2 minutes to win the Bec Hill Climb with a 1.59 MIN. Ken was an exceptional promoter and in 1964 he promoted the club open cyclo cross and in 1965 he promoted the National Schoolboys cyclo cross championships with great success.

The Silverdale Shield was twice won by Ken for outstanding services to the club, and in 1977 he was instrumental in forming the inter club series of races with local clubs. Ken held many offices in club from Committee member to time trial secretary and became Hon Secretary from 1977-1979. He was awarded the Gold Badge of Honour in 1971 and made a life member for his services in building the clubroom. The pinnacle of his club life was to be made club President during the centenary year -1989.

His skill as a carpenter/ builder came into force and in 1970 he formed a team of club members to build our clubroom in Choumert Road, Peckham. He was the foreman and took on all the headaches that went with this project. Finally in 1973 the clubroom was officially opened to the total satisfaction of Ken and all the club members. It was a very good venue for all members whatever their ages and in great demand for several years. Many social gatherings took place there from suppers to fancy dress parties etc. Unfortunately over the latter years it wasn't used as much and to Ken's dismay the clubroom was sold in 2000.

It was during a visit to Australia in 1998 to see his daughter that Ken suffered a severe stroke which he fought very hard to overcome during the three months he remained there. On his return to England he still liked to ride turbo bike to regain some fitness and enjoyment and until recently he still liked to attend social events.

We the members of the club have lost a very special person. He leaves his lovely Dot who is also a very positive member and O.M.A sec and a beautiful, Suzanne.

He will be greatly missed

Len's Farewell to Ken

I first met Ken Fuller in 1947, some 60 years has passed since then. So on Tuesday 24th July 2007 I made my pilgrimage south. It was my solemn duty to a wonderful friend and comrade (we served as National Servicemen together). We rode in the Isle-of-Wight 37 miles Massed Start on Easter 1951, and stayed the previous night at RAF Ventnor.

I arose quite early. I had many miles to cover. After my 8 items for breakfast (married to the charming ex Miss McKen). Elizabeth had pressed my trousers, brushed my jacket (suit 25% discount from John Lewis Partnership) and polished my 'Oxford' black shoes. My journey from Brampton, Cambridgeshire to Huntingdon was free with bus pass! At the railway station I asked the lady for a day return to Orpington, she part-time lady at the 'Market Inn', "Len, I will work out a cheaper ticket". I asked, "What does that sign mean?". "**One must show the ticket in the correct manner**". She said she did not know, but perhaps one must just show a ticket! My dear Lord I had to travel to Kent and could not understand the wording of notices. So to Kings Cross and underground to Charing Cross (I had met young Amy Thomas in my youth at that station, but could not recall the area). I went to 'Villiers Street to find a pub, but no. I asked some young man holding sign, "All is ended, give up", for a normal pub, he did not speak the local tongue. I visited the bar on the railway station, a pint £5, "Do you have a loo?", "No, across the road, cost £1". Unser Vater!

At Orpington I tried get enter the taxi, no front door for the passenger. In Cambridgeshire we enter and talk about local matters. "Please the Church and pub at Farnborough". "We have two pubs, one church!" I found the Church at 12:00 hours, two charming gentlemen within. I said to one, "I have a badge such as you have (Veterans)". "Where did you serve?". Everywhere. He thought I should have a bigger badge, I told him we were all equal. Well, not quite, only men served as National Service persons, in other countries females do their share, but equality in UK? So two hours early I ventured to the 'Change of Horses. There I found a gentleman of the De laune and his lady (he had been to Australia and had hair (dark), my beer, large and small red wine cost £9.99!!!!!!!!!!!!!! I went to the loo quickly, in Peterborough £2.50! Then to the church, I met Geoff Sinnet and lady, "I met you last at the Union Jack Club in 1989", says I. "I have never been there" say he. God I met the gentleman we spoke about gas fittings. Are you all old and forgettable in the DL? Geoff was 'late on parade'. We asked the verger if we could sit upstairs? He opened the door. So Mr and Mrs G, two De laune gentlemen and LRD sat in the 'Gods'. What a great view.

At the pub I thought how little we had all changed, Maureen Jackson was as good looking as always, she did not reprimand me as usual, must be getting mellow! The only chap I did not recognise was Ken Knapman, but he was his normal happy self. In my study I have a great picture showing Derek Morse, Alan Jackson, Ken Fuller

and Ken Knapman, I need say no more.

I met Les Pyne and told him a great service he had done one LRD in the late 40s, he told me that if I came to his shop he would show me some cycling shoes. I went, he gave me two pairs of cycling shoes, hand made, wonderful leather, for £1 a pair. **May our Lord repay him.** I think at that time as an apprentice I was received £2 a week. I was then due to go home, I discarded my Number one jacket and National man's Service Tie for crossing London to go home. Mark Ballamy (not guilty, Ed.) told me John Dods and Marian could take me home. They did, great. I have tried to thank them by e-mail and phone without luck, must be now working for MI 5 no replies!

"You are full of beer and old". No fool, like an old fool! I will return!!!!!!!!McArthur!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! I put Elizabeth on train at Peterborough 11.17, to Aberdeen, annual McKen Bar-b-Que. **He without sin,the first stone!!!!!!!!!!!!!!!!!!!!!!**

Len Danby



THE CLUBS FLORAL TRIBUTE

A CENTURY AWHEEL

Ken Fuller was the driving force behind the publication of the Club History – “A Century Awheel”.

Walter Niblett wrote in 1909 when he was the Club Secretary, and which is quoted on the last page of the Club History: “Well, my dear sir, I think I have told you all there is to tell, and if you are new to us I hope my poor efforts as an historian may be of interest to you, and if an old member I hope to have been able to stir up memories of those old times and last, but not least, that you may feel that your happiest days were realised and your best friends found when you became a member of the De Laune Cycling Club”.

Although this was written nearly 100 years ago, I feel that Ken would have agreed with every word of the last few lines of the above quote.

Brian Saxton

THEY ALSO SERVE. THAT ONLY STAND AND WAIT

I read the August 2007 DeLaune News with much interest, as usual. I enjoyed the article by John Darroch regarding the British Armed Forces Veterans Lapel Badge. If I remember correctly, when I served, it required circa 104 personnel to place one RAF aircraft in the air. They, of course, included airframe fitters, engine fitters also **and** medics, cooks, suppliers etc. As a young infantryman in the Far East, how many back-up people were required to place one Brian Saxton in the front line and able to carry out his duties? We were all needed, even if most of the time was spent 'bike riding' for a person's unit or station. Young Amy Thomas has a silver medal from her King for being a 'supplier' in Singapore in the late 40s. She did not fight, as far as I know! A very good friend of mine was stationed at RAF Gan in the Maldives, quite some way from the Colony of Singapore. He came across the many miles to play golf for his RAF Station. It was the time of the 'Confrontation'. He went back with a Silver Medal, all he saw was the golf course at RAF Changi and the night-life of Singapore. In 1982 persons on Ascension Island received the 'Falklands Medal' (without the Rosette), many miles from the fighting, I could go on! I say to John Darroch, you wear it, and with pride, you earned the Badge!.....**for the want of a nail**, the shoe was lost; for the want of a shoe the horse was lost; for the want of a horse the kingdom was lost..... Or words to that effect!

Yours respectfully

Leonard R Danby Private

late 2nd Company, 2nd West Kent Battallion, The Boys Brigade

CLUB CLOTHING

By popular request, we have received a further delivery of club sweaters and polo shirts, all organised by Mike Peel. You can see a sample of the polo shirt on the club website and those of you who have the Sky News TV channel may have seen our President Roy being interviewed recently at their studios in central London. Roy was wearing his club sweater when being interviewed, and what a fine figure of a man he looked! (He had been asked to give his comments on behalf of an amateur cycling club on the drugs scandal surrounding the 2007 Tour de France).

Returning to the question of club clothing, we have both garments in small, medium, large and extra large. Polo shirts are £5.00 and sweatshirts are £8.00. If it has crossed your mind that these items appear to be very reasonable and may therefore be of inferior quality, this is not the case. It was decided at a recent committee meeting that club clothing would be subsidised from club funds, thus these bargain prices.

Brian Saxton
Clothing Secretary

CHANGE of DATE

I had a call from Tony peachey who told me that the Sydenham wheelers I/C 10ml. date was going to change from 22nd. sept. to 8th. Sept. time and course will remain the same. this appantly is due to the fact that all riders must be off the Q10/19 course (*The Tonbridge Bypass*) by 08:30 on the original date but 8th. is ok!

Alan Row

CHARLOTTE CARTER-SMITH

This must be the youngest member ever
to ride in the clubs
O.M.A "10"



It may seem a little late but every time I sit down to write this I find myself either too tired or packing up yet again to spend a weekend in some of Britain's most spectacular and challenging countryside on my bike of course. So I have decided that the best way to do this is to write 1 piece which covers my entire season.

MY YEAR SO FAR

Date: May 4th – May 7th

JAYNE WADSWORTH

Winter training around the Lanes of Kent, Hills of Nice and coastal roads of Italy ended with a trip up to the Lakes over the Easter bank holiday billed as the "Alternative Fred Whitton", a weekend put together by friends Jo and friends at Tri-London who are unable to ride the Fred Whitton due to IronMan and Triathlon commitments. The weekend started well enough with a very early start (05:00) in order to avoid traffic, the weather looked promising and 9 of us were due to meet at Ambleside. After checking into our hostel Steven and I were on our bikes ready to head off at 10:00, Jo elected to stay behind and wait for the next car load due to arrive around 12:00. The roads were quiet and the weather exceptionally warm as we rode our first 100 miler going over Hawkshead Hill, twice, and Kirkstone pass, twice, stopping only to remove layers of clothing and to meet up with Jo's group. By the end of the day all 9 of us had managed to re-group at the best cake shop in the area Chester's to work out a schedule for the rest of the weekend.

Day 2 dawned with overcast skies and the party from Tri-London headed out to tackle the Fred Whitton route (this was of course the week before the official Sportive) Marie and I decided rather than scare ourselves ahead of the actual event we would do a shorter ride @ 80k heading over Wrynose so that Marie could have a look at what she would face the following weekend. Approaching Wrynose we were unsure if we should even attempt the pass as the clouds were very low obscuring the top of the mountain and we had ridden into a head wind for most of the day. Quite frankly I was ready to give it a miss but the most unforgiving thing about The Lakes is that there is no way out, once you are up by Wrynose and Hardknott you are committed to going over or re-tracing your steps the long way home. So up we went and it was fine really much gentler than I had remembered. Over the top, down the other side and on came the rain which had threatened all day fortunately we were only about 10 miles from the hostel. Shortly after we returned so did the other group having aborted the FW attempt due to appalling weather.

.Day 3 and the decision was made that the FW group would re-join the course where they had left off yesterday and I strangely agreed to go along, I just can't resist! It was a great day with only Hardknott defeating me on 2 hairpins so I left ready to return the following weekend for the FW.

A great weekend, well organised, with fantastic cycling with some of the best cakes I have ever eaten and 2 days at least of good weather, thanks to every-one at Tri-London.

Date: Sunday 13th may
Event: Fred Whitton
Distance: 103miles ish **Total Ascent:** Not sure
Time: 8:01:43 **Position:** 7th

Back up the M6 to tackle the Fred Whitton proper this time with Ross, Marie, Morag Rasa and James all representing De Laune CC and with the previous weekends riding fresh in my mind I was looking for a good time. We left just after 07:00 with Ross and James quickly riding on ahead, Marie being left behind somewhat as she had to return to the hostel to pick up her saddle bag which had been left behind in the morning rush (fortunately we pass the hostel en route!)

The going was tough and there seemed little chance of riding with a group as they were either slightly too quick for me or just a bit slow and quite frankly with so many hills they do tend to tear the groups apart any-way. I reached the first control point/check point to find Ross and James there and Rasa arrived shortly after so we all set off together riding together for about 2 minutes then as usual every-one found their own pace and we split. After Whinlatter I came across Ross surprisingly and enquired if he had had mechanical problems to which he gravely shook his head and said he was going to try and find a shortcut back to the start, he'd had enough. I handed over my map but told him that I didn't think there was an escape route our so he would probably have to complete the course. He had apparently blown up ascending Whinlatter but managed to get his second wind after about 60 miles, or was it when he realised there was no shortcut? I still didn't make it up Hardknott foiled again by the same 2 corners but Wrynose was a breeze. By this point there is only about 6 miles to go pretty much all down hill and my Mum & Dad were there to meet me on the finish line. I managed 8:01:45

which meant I missed Gold Standard by 1 min 45 sec's, no extra consideration offered to female riders!

James was first home and Ross arrived pretty quickly after me followed by Morag and then Marie. Rasa unfortunately had a nasty crash on the descent off Wrynose, I believe her brakes failed, and had to be air lifted out. Luckily there were no major injuries just big skin loss, cuts and bruises from which she is still recovering.

The Fed Whitton is billed as the hardest Sportive in the UK but as long as you can cope with the big passes it's well worth trying to get a place next year, you have to be very quick to get your entries in it is always massively over subscribed. Aside from the actual climbing and distance you also need some strong navigation skills as it is a very poorly signed route in places.

Date: Sunday 20th May
Event: Etape Du Dales
Distance: 175km **Total Ascent:** 3540m
Time: 7:56:39 **Position:** 3rd

So off with Ross again to tackle the Yorkshire Dales Sportive, on home ground and great hospitality from my Mum and Dad who provided Ross and I with Bed & Breakfast the night before and who were sure to turn up at the finish with sandwiches and chocolate! I was surprised when Ross told me that the ride was actually very similar to the FW as far as the stats were concerned the distance being just 2 miles shorter and the amount of climbing comparable, I don't remember that from last year! So off we went a 07:00 start and I immediately ran into problems with my cleats, Ross powered off with a small group including an Addiscombe rider but I managed to catch up and Ross fixed the shoe. Then we chased the group down working together but after re-grouping I found the pace a little fast and the guys rode away. Fortunately the community of Sportive riding didn't let me down and I soon picked up another group until the first feed station. The day was very windy and of course head on unfortunately the first half of the ride includes the 3 big climbs Fleet Moss, Buttertubs & Tan Hill. It was a frustrating ride I couldn't seem to sit with a group as they were either slightly too fast or too slow so

much of the time I had to ride solo which is not great over this distance, a couple of people recognised me from the FW which was nice.

At the last feed station my Mum & dad were there to offer support and encouragement so re-fuelled it was off again off up a short but very steep climb. So steep infact that the rider behind me fell off simply because they ran out of momentum, unfortunately for them in this situation you are on your own as getting off at this point means you have to push your bike to the top.

Wild and woolly was the way Ross described the landscape and in that wind I wouldn't disagree still by the end the wind had dropped and the sun was out and a quick massage at the end did wonders to make you forget the hardships of the ride.

Date: Saturday 26th May – Monday 28th May
Event: Tour of Wessex
Distance: 320 miles (over 3 days)
Time: **Position:** DNF

So that takes us up to may bank holiday and the coldest, wettest most miserable 3 day Tour Of Wessex. Now this was an event I really enjoyed last year but what a difference the weather makes!

Day 1 started well enough, a little chilly but dry and not too windy. It seemed a little over organised this year and did not have the same kind of community feel of last year with starting groups strictly organised, today it was very much turn up slot into the next group setting off and away you go. This then meant that riders of all abilities were lumped together affording very little opportunity for group riding. Cheddar Gorge was inspiring, last year although I rode down it I had no idea of my surroundings as due to driving rain you couldn't actually look up. I finished day 1 in a time of 6 hours for the first 100 – not bad.

Day 2 we woke up to heavy rain which persisted all day, sheltering in the registration tent prior to the start we should have read the signs. Throughout the day the temperature continued to fall and it was really all you could do to stay warm. I managed to get lost twice and riding on Roman roads there is

little chance to spot your mistake as signs are only posted at turnings, I will blame my poor navigation on low visibility, again looking up was a challenge in the rain, but I should've been concentrating harder. By the second missed turned I was just angry with myself but pride kept me going. Ross pulled up early in the day with knee problems and Marie called it a day just after the half way point due to the extreme cold. I battled on to the end passing many forlorn characters trying to fix punctures in the rain and a couple of ambulances picking up riders who had hit cattle grids too hard and simply flipped their bikes. The one highlight of the day, aside from crossing the finish line, was one of the motor bike stewards driving alongside me handing over his Mars Bar, I must have looked bad! Terrible time for Day 2 of around 8 hours I think and to top it all walking to the car I fell down a huge hole so I was up to the middle of my thigh in mud.

That night we sat and listened to the wind howling around our cottage but the people camping had it far worse. The morning showed no improvement in the condition and decided enough was enough it just wasn't fun any more so we drove to the start and handed in our transponders. At the start all of the tents had already been taken down and most people had abandoned so it was a sad wash out for the organisers.

Two weeks free now – time to catch up on the house work and get a compact chain set fitted ready for the Polka Dot

Date: Sunday 17th June
Event: Polka Dot Challenge
Distance: 100 miles **Total Ascent:** 7516 ft
Time: 6:23 **Position:** 2nd

This was a return to the first ever Sportive I rode, the first event which got my hooked on endurance riding. There's nothing scary in this ride, no unmanageable ascents or spine chilling descents. The weather was looking pretty good and it was nice to be starting again with 2 other De Laune girls, Morag and Marie and James came along as the ride is practically on his doorstep. This time James sacrificed his ride to be my DS and pretty much led me round except of course on the hills where I simply can't keep up, the roads seemed to be laden with aggressive car drivers who often drove past hurling abuse at us – not sure why? The ride takes in the Cat & Fiddle, Long Hill, Chinley

Head, Chunal Head, Snake Pass, Winnats Pass, Axe Edge & Gun Hill amongst other uncategorised climbs but the organisation is fantastic each climb is numbered, named and the distance is posted which certainly keeps you pushing to the top, as I said none compare with the Fred Whitton and the ride is not as relentlessly undulating as the Etape Du Dales but there are enough short sharp climbs to make sure you know you are riding a Sportive in the true sense.

The end of the route is flat and makes for a fast finish but I have never been involved in such a competitive rush for the finish line before it was just how I imagined a Road Race to be. The bunch had about 25 riders in it all of whom were jockeying for position from about 2 miles to go, the pace was up and down and if it hadn't been for James talking me through it I would've probably pulled back. Short sprints were going off the front and riders were often 4 deep across the road. With only 100 metres or so to go to the finish line I could hear the 2 guys behind me discussing their own attack, sadly they were not familiar with the Polka Dot and I think just as they were ready to go we turned left into the car park!

Date: **Wednesday 20th June**
Event: **Hillingdon Ladies Race**
Time: **Position: 12th (but I think this was optimistic)**

So just in case my legs weren't quite feeling the strain I was talked into heading down to Hillingdon to take part in the twice monthly ladies series what can I say, I was ill prepared and ill trained bit like a baptism of fire. Every-one had told me that these races start gently for a couple of laps before people start testing their speed against each other, not so. Again trouble with my cleat meant that right from the start I was off the pace and so time trialled it for the first 20 minutes, then managed to hook up with another 3 riders who had been dropped and together we managed to pull the main pack in. I have to say as we rounded a corner to see them just ahead I was surprised. So we caught them after about 40 minutes which left 5 minutes of the race + a further 5 laps. I stayed with the group but had no idea what you are supposed to do after that so rode rather politely towards the back marvelling at how verbally and physically aggressive these girls are, even seeing 1 girl actually push the rider beside here out of the way so that she could move up the group. That day the commissar had apparently forgotten his bell so no-one was quite

sure when the last lap was leading I believe to a very short and fast finish from the front whilst those of us behind didn't even know the final sprint was on! I was told afterwards that I should probably have ridden through the pack once we caught the group and used my strength to upset their rhythm rather than sitting in politely – ah well experience eh. I was given 12th but I rather think they missed out a few girls who were ahead of me altogether.

Date: Sunday 24th June
Event: Dragon Ride
Distance: 200 km **Total Ascent:** ?
Time: 7:24 **Position:** 4th

Wales this weekend then and what a weekend, whilst it seemed to be raining every where else in the country this part of the British isles was warm and sunny the only rain we saw all day was about ½ an hour before the start. As we arrived at the sports centre where the event begins it was an amazing sight with hundreds of bright lycra clad people all collected beneath a concrete structure chatting and sharing tips for the day ahead. I've not done this one before as it doesn't have the same challenge aspect as the rest of the series but this year with the lengthened route I decided it was time to give it the benefit of doubt. What a great ride it was too. The main climb of the day, Bwlch, is quite continental in style just a very long drag really and with the road cut in to the side of the hill you can just see riders stretching away into the distance. You know at this point you will have to climb this one again at the end of the ride so the best idea is to enjoy it and then quickly forget it. The feed stations were incredibly poorly positioned being too close to the start and finish and too close together but I think this is to accommodate the people on the shorter distance.

I was riding with a friend so we managed to share the workload, him up the hills and me on the flat but amazingly I did manage to pass him on 1 descent – unheard of Jayne descending without the full use of her brakes, I am getting better! Throughout we seemed to have a small group in tow who were unsurprisingly loath to take the front and after having ridden for miles with no-one coming up to help I was convinced that there were a couple of riders behind me, tired I signalled for some-one to come past so that I could take their wheel but no-one appeared I looked over my shoulder to find quite a large group behind who I am told were through and offing behind me? I am

told this has something to do with my sex but I would like to think that is untrue! By about 80 I was with a small friendly group, about 6 of us, so had an enjoyable, fast but sociable ride to the finish.

Great event and so close to the train station that I will be back next year when I am told the roads will be closed.

Date: Sunday 1st July
Event: Tour De France Sportive (British Etape)
Distance: 120 m **Total Ascent:** ?
Time: 6:20:14 **Position:** 1st

At last a Sportive on my doorstep it still means an ungodly early start but at least I can sleep in my own bed the night before. Registration was in Greenwich the day before where we all queued to sign on in the pouring rain praying that the weather would pick up for the next day. I've ridden the route before back in October/November with Marie and Sam so knew it was a fast course with very few hills but also how bad the traffic could potentially be getting out of London. Fortunately I have friends in high places and managed to wangle a start time with the VIP's at 06:00. It was a fast ride alright, too fast for me through traffic (must work on bike handling skills for next year) but once out of London everything seemed to settle down although very fast teams seemed to be coming past all of the time.

My Sportive partner from the Dragon ride caught up with me about an hour in so again we settled down to ride together which worked well until he ran out of steam at about 80 miles, unfortunately an accident on the main road had prevented the lorries carrying the food and sports drinks from getting to the feed stations in time for the front riders – in my experience you should never rely on feed stations but it is rather disappointing to find only water on offer. As we rode past the final feed station, I didn't stop, I did see a huge mound of cakes out of the corner of my eye and am told that this was organised by the local people who on hearing about the problem with the lorry rallied together and put on a huge spread!

The ride in to Canterbury was amazing a lane of the main road had been cordoned off for the riders to pass traffic free and policemen were stationed on all junctions waving you through red lights and ensuring that you had a

clear passage. I crossed the line to hear that I was the first lady to finish and was promptly interviewed by Cycling Weekly (I hope you all read it), Radio Kent and by the commentator in the finish area. This of course didn't guarantee that I would end up being the overall winner with everyone starting at different times. On reading the results posted the next day I was disappointed to find that I had been beaten by 6 minutes however last week a friend congratulated me on actually winning, on seeing I had been beaten he looked up the photographs of Miss Sandy Hill to find she was actually a man! Pleased as punch I was!

Date: **Wednesday 18th July**
Event: **Hillingdon**

Not much to say about this one except that this time I set off with the group and stayed with them until the Prime (?) lap where a white hanky was waved at the side of the course and off they went – how do they change pace so fast? Those who were dropped apparently dropped out altogether which again left me in a time trial position from which I didn't recover.

And finally.....

Date: **Saturday 28th July**
Event: **Dunwich Dynamo**
Distance: **120 m** **Total Ascent:**
Time: **@ 8 hours** **Position**

This is the most extreme ride I would say especially the way it turned out this year. As you can see from above I have spent a lot of time this year suffering our terrible summer and this ride was no exception added to which we were riding through the night.

We met James on London Bridge and headed over to London Fields to pick up Jo, Steven, Mark, Peter and Mel. By 8:45 it was starting to drizzle and not surprisingly with the weather forecast there were not too many people there so we picked up our route guides and headed east. 8.5 hours of rain what can I say, keeping warm was the hardest thing trying to keep up a good pace in order to simply stabilise your body temperature, at times it was hard to steer as I was shivering so much. Fortunately James and I had

great MTB lights, thanks Ross, which at least meant we could see where we were going. The obligatory pasta stop was welcome relief from the rain at least and having arrived in good time meant we didn't have to queue outside in the rain. After donning all of the clothes I had brought with me, short sleeved cycling jersey, and long sleeved winter top, arm warmers, leg warmers and rain jacket we headed off again. Then the worry started to set in that we were making too good time which would mean arriving before the café even opened in Dunwich so we slowed up slightly, dawn arrived and with it the rain stopped at last. You would've thought we were on the home straight then but Stevens pedal fell off and I suffered the first of my 3 punctures. After some quick repairs, thanks Mark, we finished shortly before 5 I think and the Café was open and serving full English breakfasts.

We had planned to ride back but due to the weather no-one could face it so we opted for the 35 mile journey to Ipswich this was the only time we got from a sense of humour by-pass, sorry James. On the up side as there were so few riders the first, fast train was empty and the guards van empty so it was an easy journey back to Liverpool Street and bed, only a very very dirty bike to clean. Apparently so few riders completed the course, either pulling off the course to catch a last train back to London or simply booking in to pub accommodation and travel Lodges both coaches laid on to take people back to London departed empty.

So that's it so far I'm off to France in a couple of weeks to take part in the Lauren Jalabert Sportive, the sun has to be shining, and then it's the Spud Riley on August Bank holiday. It's been good so far and I'm pleased with my performance and have seen quite an improvement on last years times. It all takes an awful lot of organising and a huge commitment both in time and money for transport, entry fees and accommodation but I have had good fun and often now have fellow sportive riders chatting to me along the route as we all seem to bump into each other throughout the year, being a girl in De Laune kit helps. I am even now interviewed by the guys from Cycle Film on most rides as they see me so often and fantastically and am at the top of the Cycle Film Girls Trophy as soon as they post my points from the Etape Du Dales I hope to have that one in the bag. Next year I intend to spread my wings further and take part in Sportives in France, Italy and Spain so any assistance from the Club would be greatly appreciated!

So that's it so far I'm off to France in a couple of weeks to take part in the Lauren Jalabert Sportive, the sun has to be shining, and then it's the Spud Riley on August Bank holiday. It's been good so far and I'm pleased with my performance and have seen quite an improvement on last years times. It all takes an awful lot of organising and a huge commitment both in time and money for transport, entry fees and accommodation but I have had good fun and often now have fellow sportive riders chatting to me along the route as we all seem to bump into each other throughout the year, being a girl in De Laune kit helps. I am even now interviewed by the guys from Cycle Film on most rides as they see me so often and fantastically I am at the top of the Cycle Film Girls Trophy as soon as they post my points from the Etape Du Dales I hope to have that one in the bag. Next year I intend to spread my wings further and take part in Sportives in France, Italy and Spain so any assistance from the Club would be greatly appreciated! (*committee please note Ed.*)



KCA "12"

| | | | | |
|---|--------------------|--------------------|----------------|---------------|
| 1 | Gary Chalkley | Kent Cycles | 250.081 | 33.391 |
| 2 | Nick Marsh | VC Deal | 242.601 | 27.541 |
| 3 | Shay Giles | VC Deal | 240.884 | 50.234 |
| 8 | Alan Priddy | De Laune CC | 227.705 | 41.315 |



Alan Priddy (they called him the BananaMan!) at Ashford during the Kent 12 hours.

Photo by Kav.

OMA "10".

The OMA Ten was run Saturday 18th. August. The morning was reasonable considering the type of weather we have had this year, but there was a threat of rain, We had 14 riders on the start sheet 12 of which were De Laune riders which was very commendable even though it took some members that haven't raced for a good number of years, thank you, that in itself was pleasing to see, I hope that this is the style of things to come. The first rider was away at 07:30 after there was a rush to find a new start point and to arrange the finish accordingly as there was a large lorry parked just where the start point was. So everyone got away including the Sydenham Wheelers pair of Mark Newton and Ed Reiu. Once into the ride you found that there was a bit of a crosswind on your right shoulder going out, I myself seemed to be going fairly well considering the wind, but was caught by the flying pope, fast improving John Archdeacon who caught me just before the turn at Charing Rbt. I knew that I had to hurt myself and try very hard as El. Presidenti would be doing the same as a bit of friendly rivalry has been growing since I started in July, and on the vets standard I had to beat him by 46 secs. On actual time to win overall (this is because of age difference!!) The rain managed to keep off save for a few spots, at the finish there was some very good times, fastest of the morning was Mark Newton of Sydenham Wheelers 2nd. Place went to the Pope with an excellent ride of 23:00 mins. & 3rd place overall was Ed Rieu. The battle royal of the morning between the old men Roy Savery & myself Roy did 26:31. And I did 25:46 which when the these times are taken away from the vets standard the plusses were exactly ¾ min. difference meant we had tied at +5:59 mins. Each, which was a fair way for it all to turn out rather than one lose it by a couple of seconds.

There were good rides from others like Peter Jenn who hasn't been well and probably hasn't done any training and from Steve Carter Smith who also I doubt has done much, then there were good rides from members like Bill Wright our club stalwart who with his workload for the club and all the other things he is involved with can't train that much & Terry Deeley who was probably calling on yesteryear to drive himself round, & then there was Simon Lowe who I think was his first time trial, another first time trial was Lady Pope Sarah Archdeacon, but I have to say the ride of the morning was yet another first time trial Steves daughter Charlotte Carter Smith riding a mountain bike with trainers an no toe clips or straps!!!! A truly wonderful ride get her kitted out Steve and maybe we have a star of the future.

Now the Ten is over lets have another good turn out for the Autum 25 on 16th. September at Broadbridge Heath where we have covered changing rooms, come on lets keep it going!!

Last but certainly not least a big thank you to all the helpers Brian Saxton, John Kavanagh, at the Charing Roundabout turn, and to Mike Peel the start timekeeper, and to Duncan Leith 34th. Nomads for the finish timekeeper, THANK YOU ALL.

Alan Rowe Time Trial Manager

O.M.A "10"

Herewith the results - some good rides - well done, especially to the two ladies in their First - 10 mile time trial!

| Pos | Name | Club | Age | Std | Time | +/- | Age pos |
|-----|-------------------------------|--------------------|--------------|-----|--------------|--------------|-----------|
| 1 | Mark Newton | Sydenham Wh | - | | 22:40 | | |
| 2 | John Archdeacon | De Laune CC | - | | 23:00 | | |
| 3 | Ed Rieu | Sydenham Wh | - | | 24:50 | | |
| 4 | Peter Jenn | De Laune CC | 30:30 | | 25:18 | 5:12 | 3 |
| 5 | Steve Carter-Smith | De Laune CC | 27:46 | | 25:27 | 2:19 | 5 |
| 6 | Dave Haggart | De Laune CC | 26:42 | | 25:30 | 1:12 | 6 |
| 7 | Alan Rowe | De Laune CC | 31:45 | | 25:46 | 5:59 | =1 |
| 8 | Roy Savery | De Laune CC | 32:30 | | 26:31 | 5:59 | =1 |
| 9 | Malc Adams | De Laune CC | 31:45 | | 28:10 | 3:35 | 4 |
| 10 | Bill Wright | De Laune CC | 26:18 | | 28:52 | -2:34 | 8 |
| 11 | Simon Lowe | De Laune CC | - | | 29:03 | | |
| 12 | Sarah Archdeacon | De Laune CC | - | | 29:04 | | |
| 13 | Terry Deeley | De Laune CC | 30:45 | | 29:44 | 1:01 | 7 |
| 14 | Charlotte Carter-Smith | De Laune CC | - | | 42:52 | | |



JOHN ARCHDEACON



SARAH ARCHDEACON



STEVE CARTER-SMITH



MALCOLM ADAMS



ALAN ROWE

Paul de Vivie

The col de la République rises for 10km outside St-Étienne in eastern France. At the top, between two rubbish bins, is a memorial to a goggle-eyed man with a big moustache. He is Frenchman, Paul de Vivie, inventor of derailleur gears, coiner of the word ‘cyclotouriste’ – and a member of CTC.

De Vivie, born on 29th April, 1853, was a prosperous young silk merchant – until the day he bought a bike. A friend bet him he couldn’t ride it 100km in six hours. De Vivie said he could and set out to the mountain resort of Chaise-Dieu and into a world of peace, adventure, and beautiful countryside. It changed his life – and persuaded him he needed a better bike.

He went to Coventry, where the best bikes were made, and there he fell in love with British cycle-touring and joined CTC. In 1887, he sold his business, opened a shop in St-Étienne to import bikes from Coventry, and began a magazine, *Le Cycliste*. A dynamic guy, then, de Vivie – or Vélocio, as he used to sign his articles.

In 1889 (the year, of course, in which the De Laune was formed) he was toiling up the République on a 50-inch gear when one of his readers came bouncing by smoking a pipe. It caused great offence. If de Vivie lowered his gear, he wouldn’t keep up on the flat. But on a 50-inch, he’d never catch up either. So he made himself a double chainset. And since what could be done at the front could also be done at the back, in 1906 he invented the derailleur. Sadly, he forgot to take out a patent and it brought him barely a *sou*.

Did cyclists love him? They didn’t. The derailleur was fit only for invalids and women. De Vivie was once more offended. As Vélocio he campaigned for his invention and as de Vivie he rode every morning up the République for the joy of passing riders without gears.

In 1902, Touring Club de France – which became more interested in cars than bikes – sought an end to the row. Over 150 miles with 4,000m climbing, it pitched Edouard Fischer on a single-speed Tour de France bike against the less-fancied Marthe Hesse on de Vivie’s three-speed.

Fischer was trounced. Hesse ‘never set foot to the ground’, said one newspaper. But Henri Desgrange, organiser of the Tour, was unimpressed: ‘Variable gears are only for people over 45. Isn’t it better to triumph by the strength of your muscles than by the artifice of a derailleur? We are getting soft. Let’s say that the test was a fine demonstration – for our grandparents!’

Vélocio wrote of tours in magical places. A shaft of sunlight on the mountainside would spur him to poetic metaphor, in which ‘showers of sparks bounced from the pinnacle and tumbled down the mountain in a heavenly cataract. The king of the universe, the magnificent dispenser of light and warmth and life, gave notice of his imminent arrival.’

He also devised the rules we now take for granted:

1. Keep your stops short and few.
2. Eat before you’re hungry, drink before you’re thirsty.
3. Never get too tired to eat or sleep.
4. Add a layer before you’re cold, take one off before you’re hot.
5. Lay off wine, meat and tobacco on tour.
6. Ride within yourself, especially in the first hour.
7. Never show off.

Strictness of life came to dominate him. Mornings began with a reading of ancient Greek. That was how it was on the 27th February, 1930. Then he collected his bike and began pushing it across the road. He stepped back to avoid a car and was hit by a tram instead. (No 8 should have been: ‘Always look behind you!’.)

The text he’d been reading was from Seneca to Lucius: ‘Death follows me and life escapes me. When I go to sleep, I think that I may never awake. When I wake up, I think that I may never get to sleep. When I go out, I think that I may never come back.’

Brian Saxton

The above has been plagiarized from CTC magazine but I did make a one percent contribution!



Dear Roy,

I am writing from the charity Walk the Walk. Every year we organise The Playtex MoonWalk, where 15,000 women and men walking a full or half marathon through the streets of London, in decorated bras, raising money for breast cancer causes.

To support our walkers we need at least 2,000 volunteers, some of whom we like to be cyclists. Cyclists are vital to the event, acting as front and back markers on the routes, monitoring sections of the route and as a means of patrolling the main site in Hyde Park. We are looking for potential advertising space and I was wondering if you produce a newsletter where you feel this would be a suitable opportunity?

I look forward to hearing from you

With good wishes and good health

Fiona Pattison

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Woking
GU21 5BJ
Tel: 01483 741362
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www.walkthewalk.org

We have had an amazing response to this year's events and we have raised an **AMAZING £5.1million** for the year so far! With sponsorship money still flooding in, we are on course for our best year **EVER!!!**

If you are looking for your next challenge or are new to walking then why not join in with the fantastic camaraderie of the team at the **Great Scottish Run in Glasgow?** Or if you are looking for something further south then let your hair down and have fun at the **Hydro Active Challenge - London, Liverpool or Birmingham!** Remember - we always walk and of course we always wear our decorated bras!

You can also register your interest in our events for **2008**. From the **Inca Trail in Peru** to the **Lake Myvatn Marathon in Iceland**, there are events all over the world challenge everyone!

Raise money Raise awareness Get fit and Have the best fun Walking the Walk!

This e-mail is confidential and may be privileged. It may be read, copied and used only by the addressee. If you have received it in error, please contact Walk the Walk immediately on 01483 741430. The views of the e-mail are the views of the individual and may not necessarily reflect the views of Walk the Walk. This e-mail is not a purchase order and does not form part of a valid contract.

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DATES TO REMEMBER

Diary Social/Club for 2007

| | | | | |
|--------|--------|----------|---------------------|---------------------|
| Friday | | 2 - Nov | Belgium Night | Blackheath Harriers |
| Sunday | 10. 30 | 18 - Nov | Remembrance Service | Newnham |
| Sunday | 09.00 | 16 - Dec | Social Club Run | Richmond Park |

Club & Inter-Club Events for 2007

| | | | | |
|----------|-------|----------|---------------|------------|
| Saturday | | 1 - Sep | Track Meeting | Herne Hill |
| Sunday | 07.45 | 16 - Sep | Autumn 25 | G25/53 |

NOTE CHANGE OF DATE

| | | | | |
|-----------------|--------------|----------------|---------------------|-------------------|
| Saturday | 07.15 | 8 - Sep | Interclub 10 | Q10/19 |
| Sunday | 11.00 | 7 - Oct | Down Hill | Tilburstow Hill |
| Sunday | 11.00 | 14 - Oct | Hill Climb | Titsey Hill GH/31 |
| Saturday | | 1 - Dec | Cyclo Cross | Herne Hill |

SEE MESSAGE BOARD to keep UP TO DATE

<http://mikepeel.proboards67.com>

CLOSING DATE FOR THE NEXT ISSUE 29th AUGUST

Anything for inclusion please send to:

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