

NEWS DE LAUNE

AT THE CLUB HILL CLIMB

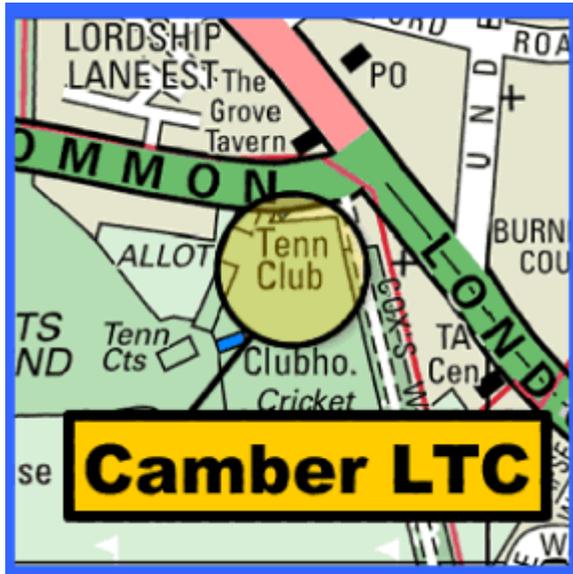


DE LAUNE O.A.P'S & SARAH ON A DAY OUT



EVANS
CYCLES.COM

NOVEMBER



We are situated opposite The Grove Tavern (Harvester restaurant) public house 50 metres from the traffic lights at the junction of Lordship Lane and Dulwich Common (South Circular).
Buses P4, P13, 185, 176, 312.

Camber LTC
Dulwich Common, London SE21
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1889



2007



PRESIDENT

www.delaunecc.org

PRESIDENTS REPORT

ROY SAVERY

Fairwinds
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Hi Everyone,

Welcome to the lovely month of November. The clocks have just gone back, so we have dark evenings to look forward to. Have to get our training in early each day.

SECRETARY & MEMBERSHIP

BRIAN SAXTON

26 Serviden Drive
Bromley
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BR1 2UB
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The date and venue for our Committee Meetings was changed, and we now meet on a Monday at the Camber Tennis Club on the South Circular Road. The first meeting at the new venue was on Monday 8th October, and our first impressions were ok, the only drawback being that it was a little noisy. It would be better if we had the room to ourselves, but we are looking forward to our second visit. I would like to thank the British Legion in Barry Road for putting up with us for so long!

TREASURER

DON WHITE

12 Willowbank Gardens
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The 12th October saw the first day of the Cycle Show, which I attended. I met many old friends, and I thought the whole show was extremely good. The best stand in my opinion was Condor Cycle's stand, where they were celebrating 60 years of being in business. As I am also a bit long in the tooth, I can very well remember the early days of Condor Cycles, when it was run by Monty Young and Wally Conway. Sadly, as the business started to grow, Wally died, leaving Monty to develop it. The business is now run by Monty's son, Grant, who I had a long chat with, and who is full of great ideas for the

CLUB NIGHT

SECOND MONDAY OF EACH MONTH

CAMBER TENNIS CLUB

DULWICH COMMON SE21 7EX

further success of the business. I don't know how many of you went, as I didn't bump into any of you, but I had a very good day there, and I hope you did too.

We had a Club run and the Downhill on Sunday, 7th October. We had a good time, finishing up with lunch at a pub in Godstone, where Gina, James and Alex, our grandson, joined us.

I was invited by the President of the Fellowship of East London Cyclists to be their Guest Speaker at their lunch in the Village Hall, North Weald, Essex. The President, Laurie Eason, is a very dear friend of mine, who I have known since the late 50's (as I said before, I'm getting on a bit!) Many of the older riders were at the lunch, including Eric Beacham, Joe O'Herlihy, George Shakespear, and many others. Sadly, I did not have enough time to speak to all the old friends there, but I did have a chat with Allan Bates and his wife, who used to own Bates Cycles in East London, where Ken Craven used to buy all his gear. Unfortunately, the lunch was on the 14th October, the day of our Hill Climb, so I missed this, but I understand it was a very successful event.

The 21st saw a great day of Hill Climb competition. The Catford at 11.0am at Yorks Hill, Ide Hill, followed by the Bec at White Lane, Tatsfield. It was just like old times – plenty of people, lots of noise, and an exciting atmosphere, particularly the cheering as each rider neared the summit. Its great to see riders all the time, rather than just flashing past you once. The prize was over £2,000 for the winner for less than 3 minutes effort, but boy did he earn it!

Look forward to seeing many of you at the Belgian Night on the 2nd November, and at Newnham on the 18th – don't forget to ring Dot to book your coffee and lunch at Newnham

Roy

CYCLEFILM TROPHY 2007

TOP 10 FEMALE

1.	Jayne Wadsworth	288.0 (4 Events)	DE LAUNE CC
2	. Victoria Watt	212.0 (3 Events)	
3	. G. Wainwright	163.5 (2 Events)	
4	. Marianne Britten	154.9 (2 Events)	
5	. Kirsty Thys	146.1 (2 Events)	
6.	Anita Luxton	144.2 (2 Events)	
7	. Jo Perriam	131.6 (2 Events)	
8	. Melissa Brand	130.6 (2 Events)	
9	. Verity Currie	126.7 (2 Events)	
10	. Katie Crowe	126.7 (2 Events)	

CONGRATULATIONS

The second year of the Cyclefilm Trophy ends with impressive performances. Over 31 riders completed 4 or more events and we tracked over 6500 riders across all 10 events. It shows that the Cyclosprtive is as popular as never before.

We hope that our unique Performace Tracker provided you with motivation and inspiration to get out and ride, and we are looking forward to catching you on the road again in 2008.

WHAT IS THE CYCLEFILM TROPHY?

A unique points system for motivational purposes.

Tracks and compares your performance across Top UK Cyclosportives (check Calendar)

To qualify for prizes this year, you need to take part and finish at least 4 events. But no worries, if you ride less than 4 events, you will still be listed in the overall tracker and be able to admire your achievements. If you ride more than 4 events, the points of your best 4 results will be added together for the overall score.

The Top 3 places (male & female) will again receive select Cyclefilm merchandise at the end of the season.

There will also be a special prize for the person participating in the most events and several discretionary prizes for special achievements.

www.cyclefilm.com/trophy07.html

CATFORD HILL CLIMB

I was very interested to see the item on the Catford CC Hill Climb, in the October issue of the DLN, as being the oldest cycle race in the world and that the first winner was S.F.Edge of the Anerley BC.

After I was demobbed from the Royal Engineers in 1948 and until the mid-sixties I worked for the famous engine manufacturer D.Napier & Son Limited of Acton, and Francis Selwyn Edge was a very close associate of the company at the beginning of the last century. Like so many prominent racing cyclists at the time Edge was drawn to the early motor cars and became a pioneer in the field of competing in this form of transport. He set up a company based in New Burlington Street, Mayfair and initially sold French cars but was so impressed with quality of those produced by Napier that he entered into an agreement to market them which, at that time, were being manufactured at the company's premises in Vine Street, Lambeth. S.F.Edge was very successful in driving and racing Napier cars and in 1900 he entered one in the Thousand

Mile Trial organized by the Automobile Club. He was placed first in its class and second in the overall trial. Then in 1907 at the newly constructed Brooklands race track at Weybridge he set up a 24 hour world record covering 1581 miles whilst remaining at the wheel for the whole time. To further prove the reliability of Napier cars he drove one from London to Edinburgh in top gear all the way. It is interesting to note that in the first decade of the last century almost all of London's taxi-cabs were Napiers. The name of the company became very well known between the two world wars for powering cars, boats and aircraft in successful world record attempts by Sir Malcolm Campbell, Sir Henry Segrave, John Cobb and in the Schneider Cup air races.

To conclude it may be of interest to note that at the beginning of the 1990s the Napier Power Heritage Trust was formed to promote, educate and preserve for the future all things relating to Napier. Incidentally according to NPHT records S.F. Edge was a member of the Bath Road Club. Next year is a landmark in Napier history as it is the bi-centenary of the company's foundation.

With best wishes,

Arthur.

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Chat online anytime at AMSCHAT - www.amschat.com

CHAIRMAN'S REPORT



October on its way out and what a busy month for the club, a new clubroom to try out, Brian Saxton our club secretary, and other things, found a nice tennis club in Dulwich who would let us have the use of the clubroom once a month. This would be the **second Monday** of the each month.

It has a place to put your bikes. It has showers and most important it has a bar. We are going to give it a try. I would like to thank Dave King for the use of his club, the British Legion, for the last two years. Unfortunately being a workingmen's club is was not suitable for juniors or our ladies. Again Dave, thank you it got us out of a hole when the clubroom at Herne Hill was unavailable.

I am still persevering with my park and ride club runs. Due to the falling leaves reliability run on the 7th October I lost a few riders but we had 5 bods turn up at Godstone. The idea was to ride for say two hours finishing at the top of Tilburstow Hill. We would then free wheel down to compete in the free wheel competition.

Everything was going well until we lost our lady rider, Terry who you could hear in the distance shouting do not wait for me I know my way, she who must be obeyed. It was then a line up to the finish and I thought it was a club run.

The Downhill was won by Terry Deeley with Mike Peel second, Roy Savery third, me fourth and Terry fifth. After the down hill it was in to the pub for lunch. Good to see Don and Beryl out, Stax, and Gina Savery with her son James, and grandson. Dose it makes you feel old Gina?

Sunday the 14th of October. The club hill climb. We had 10 riders including a few private rides from the Dulwich Paragon. The result was:-

- | | | | |
|---------------------|------------|--------------------|------------|
| 1. Matt Goodes | 2. 06. 48. | 4. James King | 2. 45. 58. |
| 2. Jon Archdeacon | 2. 24. 54. | 5. Cliff Steel | 2. 57. 89. |
| 3. Christian Rudolf | 2. 34. 70 | 6. Jayne Wadsworth | 3. 22. 83 |

If Mark has put the group photo in this DLN you will see we had about 30 riders and supporters out. Not bad and guess what, Ken Knapman was out but he was too late to ride. By 50 years.

My next park and ride will be combined with the Kent CA 100 km reliability trial on Sunday the 4th of Nov. starting from Claygate in Kent. Guess what? We have got 16 riders from the club. We would have had 17 but Malcolm decided to ride for some other club!!! I must have a word with him about that.

The organizer of the event, Peter Mephram said how did the De Laune get 16 riders out? I said we had a few new bods and the rest I dug up!

By the time you read this article Stax, Titch, Mike and I we will have been over to France to sample a few glasses of wine for the Belgium night. Someone has to do it. (*See next page Ed*). If you remember last year we had a cheeky little red made especially for us. We saw it made the old fashion way. The grapes were trod my three Frenchmen with bare feet. Unfortunately it had a little tang to it as one of the Frenchmen had athlete's foot!

Did you see the menu that Cliff has put forward for us? (see the bulletin board) It makes your mouth water. Remember the Belgium night is 7.30 for 8.0 pm on Friday night the 2nd Nov. All places have been taken.

Another good turn out from the club to support our riders Matt, Jon, James and Jane in the Catford and Bec hill climbs, see results.

After our Belgium night do not forget our park and ride Christmas club run around Richmond Park on the 16th December. 9 am start. I will be organizing the mulled wine, mince pies and sausage rolls as last year. Remember it is three laps, 21 miles approx at club run pace!!! Well the first two laps!

Kav.



***WARNING - WARNING - WARNING - ED.
JUST TO REMIND YOU OF THE HIGHWAY CODE***

95

Alcohol and drugs

Do not drink and drive as it will seriously affect your judgement and abilities. You **MUST NOT** drive with a breath alcohol level higher than 35 microgrammes/100 millilitres of breath or a blood alcohol level of more than 80 milligrammes/100 millilitres of blood. Alcohol will

- give a false sense of confidence
- reduce co-ordination and slow down reactions
- affect judgement of speed, distance and risk
- reduce your driving ability, even if you're below the legal limit
- take time to leave your body; you may be unfit to drive in the evening after drinking at lunchtime, or in the morning after drinking the previous evening.

The best solution is not to drink at all when planning to drive because any amount of alcohol affects your ability to drive safely. If you are going to drink, arrange another means of transport.

Law RTA 1988 sects 4, 5 & 11(2)

BEC HILL CLIMB

By Garry Beckett

Dan does the double!! Not many riders throughout the History of the 52 years of the Bec C C Hill Climb event get to wear the mantle of 'Doing the Double' by winning both the Catford CC Hill & the Bec C C Hill Climbs .

Dan Fleeman, Blue Sky Cycles, who until today was a 'Hill Climb Virgin'!! In his first attempt at this discipline, not only won both events, but also broke the 12 year old Bec C C Hill Record of 1.44.4 set in 1995 by Gary Dodd, Kingston Phoenix RC with an incredible 1.43.02.

Not only that, but Dan and his clubmates also took the team award, which allowed them to collectively walk away from the Bec event with a cool £2,000.00 between them!

A tremendous achievement, I think all will agree. 2nd Place Bill Bell, Gemini BC, after dead heating last year with Gary Dodd in 1.49.1 managed to improve to a 1.48.61 another incredible ride, and Robert Gough, Johns Bikes RT, who last year placed 5th in the bec event, came in 3rd with the only other sub 1.50 ride of the day, and recorded a 1.49.92.

All fantastic achievements, as are the times of each & every comptitor who takes part. I and my Bec C C Clubmates, would like to thank all riders, spectators, the commentator, the timekeepers, mums, dads, and everyone who helps run & support this event. A very big thank you especially to Trish Bloxham at Tandridge council, who once again granted the event the privilege of an Official Closed Road.

Without you all, this event could not take place. We hope you will come back and join us next year,

1	Daniel Fleeman	Blue Sky Cycles	1.43.02
2	Bill Bell	Gemini BC	1.48.61
3	Robert Gough	Johns Bikes RT	1.49.92
23	Matt Goodes	Delaune CC	2.05.19
38	James King	In Gear Development Squad	2.14.41
50	Jon Archdeacon	Delaune CC	2.21.47
81	Jayne Wadsworth	Delaune CC	3.07.13

De Laune were 11th in the team event.

Jon took a special prize of £50.00 for finishing in 50th place.

The Three Counties Challenge Sportive

Ride report by James Lyon

I'd entered the Three Peaks Cyclo-Cross race again this year but with three weeks to go, the race was cancelled amid fears from the local farmers about Foot & Mouth disease. This left me with a lot of training done and nothing to do, however a quick rummage through a few event calendars found an alternative: the inaugural Three Counties Challenge Sportive.

There were two courses on offer a 'short' course of 100km and the main event, a 200km monster with nearly 12000ft of climbing. The route map showed the start in Crooklands, a small village just south of Kendal with the route meandering through the beautiful lanes of Arnside and Silverdale in North Lancashire then crossing the M6 and heading into Yorkshire before re-crossing the M6 at Penrith and into Cumbria for the final leg back to Crooklands. I debated whether to use the normal road bike or refit slick tyres to the cross bike and use that with its lower gearing. In the end, after much poring over the route map and the climb profiles I used the road bike with it's normal 'race' gearing of 39/53 with a 12-23 cassette.

Having lived in Lancaster for 5 years I knew most of the roads round Arnside and Silverdale very well anyway and the Lakes were familiar territory; it was only the Yorkshire part of the route that was new to me.

I got to the start at about 7.30am on Sunday. By the time I'd put on knee warmers and a Buff to guard against the chill morning air and fuffed around getting everything ready it was about 8.15 so I wandered over to the start gate and bumped into a couple of people I'd met the previous day in a local bike shop. We set off together heading south and following the coast of the northern reaches of Morecambe Bay.

RIDING ALONGSIDE MORECAMBE BAY



It wasn't long before I left them behind and continued mostly on my own out across the familiar roads of Lancashire, across the M6 and then starting the climb out of Kirkby Lonsdale across the beautiful Barbondale. This narrow road climbs gradually alongside a bubbling stream as the terrain becomes more typically Yorkshire with its drystone walls, limestone outcrops and rounded hills. There was a rapid drop into the lovely village of Dent with the welcome sight of a feed station at the 30-mile mark.



***ME ON THE STEEP CLIMB
OUT OF DENT***

Suitably refuelled, I headed out of Dent and quickly hooked up with two other riders who were also supposed to have been riding the Three Peaks CX. We settled into a good pace as we rode east down Dendale and then started the brutal climb out of Cowgill over to Garsdale Head.

This passes Dent Station (which is a good 5 miles from Dent village and also 600ft higher!) and continues climbing for another 600ft to the summit at 1800ft. The view into the next valley opened up in front of me as I changed up through the gears and settled into the drops for the plummet back down to the main road. The speedo was hovering round the 40mph mark and by the time the final 1 in 4 downhill corner loomed, I could smell the brakes. Once in Garsdale Head, Kirkby Stephen is only 5 miles away via the main road but we took the scenic route heading east then turning onto the back roads to take in the infamous Buttertubs Pass. This beautiful road is truly remote but at 1 in 6, the gradient was harsh enough to focus attention more on turning the pedals than the stunning scenery unfolding around us. At the 1750ft summit, the road literally

***"LEAVING THE FEED STATION AT SOULBY"
(YOU CAN JUST MAKE ME OUT IN THE CENTRE)***



disappears, dropping away so sharply that at first it's difficult to make out where it's gone. The road is fairly straight and quite open with excellent visibility to the valley floor so it's easy to take at full blast and the speed readout on my GPS rapidly headed north of 40mph. The three of us regrouped in the village of Thwaite and I used the opportunity to ditch the knee warmers as the weather was now stunning and it had warmed up considerably from 3°C that morning to a much nicer 16°C. We climbed out of Thwaite on the undulating B road through Kirkby Stephen and on to the next feed station at Soulby.

"THE SHORE OF ULLSWATER"

After this, the route undulated for a while on little back roads as it headed gradually towards the M6 crossing just south of Penrith. The roar of traffic was quickly left behind as we rode into the beautiful Lowther Deer Park, which dates back to the time of the Norman Conquest. Out of Lowther, into the Lake District National Park and I was onto familiar roads again as we rode southwest down the side of Ullswater.



southwest down the side of Ullswater. This road

"THE CLIMB OF KIRKSTONE PASS BECOMES FULLY VISIBLE"



is used on the Fred Whitton Challenge except going the other way; northeast rather than southwest. The final feed station was half way down the shore of Ullswater, I stopped just long enough to get a coffee and a banana then rode on towards the sting in the tail of Kirkstone Pass with my two ride companions. The road climbs subtly, very gradually leaving the lake shore and rising slowly through the village and out onto the final few bends, always at about 2-3% gradient. Round a corner and Kirkstone becomes visible, a ribbon of tarmac stretching away between the

giant shoulders of Caudale Moor and Middle Dodd. There's no rhythm to the climb at all, it alternates between stretches of 8-10% and shorter rises of up to 18% with the last section touching 20%. Fortunately I knew the climb having ridden it on several occasions and paced myself well up it, overhauling one of the guys who'd set off far too fast. We'd already dropped the third guy in our group. I was beginning to wish for a lower gear than the 39-23 I was churning round but that wasn't an option and there was no way I was going to suffer the humiliation of walking!



"YES, IT'S STEEP!"

Over the top, legs burning, and it was back into the big ring as we shot past a slow-moving car and hurtled through the bends dropping down towards Ambleside, then turning off onto the undulating back roads to Staveley. I know these roads very well and we didn't need the ride signposts as I picked up the pace a bit, the two of us doing turns on the front. A final few kinks and twists in the route, taking us down some very narrow, and often quite steep lanes and then we were back at the Crooklands Showground and riding under the Finish banner. It was 4.50pm, I'd been out for nearly 9 hrs! There were still people coming in at gone 8pm having been out for over 12hrs and riding the last few miles with lights.

This was the best Sportive I've done all year, a true classic. The organisation and route were excellent, helped immensely by the good weather and the friendly atmosphere. The barbeque at the end was a welcome sight too!

126 miles, riding time 7.47, actual time 8.50 (all those feed station stops!) Max speed 52.3mph (I knew that was a steep descent!), average 16.2mph 11913ft climbing.

Photo 2 by Peter Boardman"

**Photos 1, 3, 4, 5 and 6 by kind permission of TerryBell
www.cyclosport.org"**

A response to 'Is it not time' Oct 2007/ 'Where are we going' Feb 2004

I saw Mike Peel's article in 2004, now resurrected by Mark Ballamy, and was not too surprised that the pebble he tossed into the pond made a splash but not much in the way of ripples. Questions like 'So where are we going' do not generally prompt much in the way of response unless there is a substantial groundswell of opinion that sees a need for change.

I believe that most club members are content that they are part of the well managed and welcoming amateur club and hence the absence of much reaction to the question. It would seem that we are now primarily a club for those who used to compete or, when they do compete, compete for fun, the exercise/health, and the chance to socialise with others of a similar mind-set.

Taking a snapshot now the club looks in good shape we have confirmed our traditional nature but broadened our appeal. We have accommodated Mountain bikers, cyclo-sportifs and Tri-athletes. Some of our older members are, or have recommenced, competing as veterans, with some success and we even have a few young riders who are delivering results in open events. There is a good programme of open and closed club promoted competitions. A modern 'park and ride' approach to club runs, appropriate to a London based club, is proving successful and our social scene could be described as vibrant.

Although this broad base gives us a good chance of survival, to sustain that future, we do need more members – too many of us are in what one of my near contemporaries describes as 'Life's departure lounge'. I might have put Mike's question as 'Who are we?' Being clear about what sort of club we are helps to indicate where to target to attract those new members. Mike has already been a key contributor to the concept of us a broad based club, through what is one of the best, if not the best, cycling club websites on the internet.

However Clubs like ours do remain a potential development ground for young competitors making their way through, to some sort of fame. Virtually all sport has changed with those at the sharp end, be they footballer, athlete, cyclist or tri-athlete, attempting move to a professional or neo-professional career, either in trade teams or specialist clubs. We have to recognise that however much effort we put in, it is virtually inevitable that any successful young members will move on from the club to new challenges. Hopefully they will return once there days of glory are past.

Of course it could be possible for the De Laune to be, in part at least, a racing club. I am not entirely clear that this is an implication which is inherent in the proposals. Of course it could be possible for the De Laune to be, in part at least, a racing club. I am not entirely clear that this is an implication which is inherent in the proposals or financial assistance as put forward by Mike and Mark. But to have a proper, modern racing section we would need to set up some other institutions which require not only money but time and expertise, even at junior level, to attract riders and be successful. These include team managers and coaches and able managers and coaches usually expect to get paid, as do elite riders.

Let me say that in essence I do not think it an unreasonable proposal that a larger club like ours, with funds, should encourage selected competing members by providing financial support and/or incentives. It is already provided in one way, through the sponsorship deal, whereby a rider can get a subsidized racing frame. But we need to be clear as to what we are seeking to achieve by doing so, just handing out the club's money because it happens to be there is not a sufficient reason. Money might be, as Mike suggests, for spending; but how it is spent depends upon whose money it is and what is wanted to be achieved with it. The money in question belongs to De Laune CC members past, present and future and needs to be treated accordingly. There are also some regulatory restraints deriving from our status within the 'Community of Amateur Sports Clubs'. As we saw when it first emerged as cash rather than bricks and mortar, there are nearly as many views, on what the money represents and what to do with it, as there are club members.

Because these funds belong to all in the De Laune, any proposal to distribute club funds to some club members must have fully transparency and accountability to all members. This surely requires that any groups within the club making proposal for, or claims upon, the club's funds must do so with at least the following points included in their case:-

- **Who are the club member that we are to support, how many of them, in what facets of the sport and how do they qualify for support? (*The club now has four or five competitive sectors each of which potentially split further according to age and gender*)**
- **To what ends are these members being supported and how is success in achieving those end to be measured? (*e.g., the promotion of club reputation by podium results, records times and/or press coverage*)**

- **What is the proposed budget and what happens if/when its limits are reached? (*At the moment the financial assistance requests are effectively for a blank cheque.*)**
- **From what resources is this proposed to be funded and how? (*it seems likely that funds are available from capital interest, the club sponsor and subscriptions & donations*)**
- **What is to be the time base for identification or renewal of support? – (*the Specialized frame deal is , I understand , one year*)**
- **How is the scheme to be managed and by whom? (*It will be necessary to appoint a manager or a managing committee; It should not be dumped in the club treasurer since there will be more at issue than just the funds and in any case the treasurer will have a role in controlling cash flow etc.*)**

As to this particular De Laune member, firstly, I believe that the purpose for which funds were originally raised was to secure the future of the club by giving it a permanent club room. Times have changed and that no longer makes sense. However the existence of a pool of capital, generating interest will continue to assist that survival and, hopefully, a blossoming to greater things. I do not see the fact that that the actual amount of money that we have now is more than it was as a ‘windfall’, but as a return upon investment (capital gain rather than interest).

As to the use of the income, I am possibly in a minority but I would argue that young competitors are the prime groups and perhaps, the only competing groups that deserve some financial support from us – they are likely to be to a good part of the club’s future; although it is not just money that they require but also access to advice and experience. Also, if we really want to be a proper racing club, a good junior team just might provoke a bigger contribution from our sponsor as they hit the senior ranks.

For me the concept of expenses has little appeal, it is reward for turning up rather than results and, from a budget point of view, notoriously difficult to control – do we stop paying part way through the year when the budget is exhausted? I have strong preference for a results based approach and Mike makes some suggestions in this direction. I would add that I would like to see a budget for cash prizes in club

competitions, not just for winner but best improvements, achieving standards etc – and big enough to be fun to compete for without being too big.

I have personal doubts about the value to the club of providing funds to mature riders who, albeit with some exceptions, are quite able to purchase one or more machines at £2000 plus. Also whilst it might be something of a personal triumph for me, at 65 with a bad hip, to record a mid 26 minute time for a '10' it is hardly going to highlight the De Laune as a Brand. I ride because I want to, not because I am somehow obliged to.

Anyone who organises events will tell you that finding helpers is harder than finding competitors and I would recommend that consideration be given to the provision of small lump sum payments to defray the travel costs etc for those that help and officiate at some events, specifically where people are required to help at Associations' promotions as a condition of the De Laune's continued membership of them.

Finally I return to our continued existence as a great British cycling club, our future depends upon a continuing stream of new members; these to compete, participate, help and make social events a continuing success. Some of our funds must be addressed in that direction and in pursuing new members we must lift our eyes to the diversity within our midst, and to the diversity that is not there, and advertise our wares accordingly. Not every Londoner who imagines belonging to a friendly bicycle club reads 'Cycling Weekly'. There are many who cycle to work in London who would find the 'park and ride' club run very attractive. Track cycling in the UK is getting good results and much better press coverage than some other aspects of the sport – we also have a lot of expertise could we not find a way to market that aspect of the club to young people who live around our new clubroom? Who knows what might be possible after the Olympic velodrome is finished?

Many thanks for the attention of those of you that have made it to the end of this rather long story and please accept my apologies for not being able to make it any shorter. I hope that it has provided some food for thought and comment.

Clif Pendleton
Belmont Tramonet , Oct 2007

A DE LAUNE ABROAD

Part 5

By Peter Jenn

Heading towards Cromwell, South Island, the terrain has been dry, hardly any greenery; barren hills and a few tufts of brown grass. It's a strange country and I had always imagined New Zealand to be lush and green and indeed the North Island is. The Maori call this place 'The Land of the White Cloud'. And, yes, there is plenty of cloud but apparently very little rain in this area. Rounding a bend, I can't cross a lake – or is it a lake! Upon closer inspection it appears to be man made. Lake Dunstan (a large reservoir) is home for brown trout, rainbow trout and Chinook salmon; four ducks and six geese. In England a lake of this size would be home for hundreds of ducks, but here is sparsely populated.

It's the same with people. You can ride all day and see four lorries, 2 cars and a woman running a petrol/food station! Now sheep, that's a different story! 40 million of them! After sitting on the lakeside for 30 minutes or so I spot a black speck about a mile away rounding the end of the lake. I don't believe it – a fellow cyclist and the first I've seen since leaving Blenheim. At half-a-mile distance I determine that it's a female. I walk back up to the road, hold up my hand and she stops. In her 30's, Sandra by name, and a member of the local Watatou Club. I explain that I am on my way to Queenstown in search of my niece Jessy. At this point, she makes me an offer I can't refuse – afternoon tea! Sandra lived in a luxurious house set in seven acres and right on the edge of the lake. Thanking her for the tea and promising to come back I set off once again for Queenstown.

Just before the road descends steeply into Queenstown I spot a hotel. I decide to go in and use the 'phone. I know Jess works for an outfit that organises White Water Rafting and Bungy jumping. I ring one called 'Beyond Travel'. "Do you have a Jessy Jenn working for you". "no" came the reply, "but she's right next door to us at No. 47 Shotover. Street". I descend the hill and soon find Shotover St; park the Brompton and lock it. I walk into No 47 and ask at Reception for Jess. She soon appears – and after a shriek, hugs and kisses she says "You are the first member of the family to visit me". As if she was just around the corner instead of the other end of the World next stop Antarctica!

Later we met for lunch at a Thai Restaurant. After she had gone back to work I ride along a lakeside path (Lake Wakatipu). Rounding a headland I see a large Steamship 'The Earnshaw' and wonder how it got there, for according to my map it was a true lake with no exit to the sea. Stopping and asking someone, I learn that it was shipped out from Liverpool piece by piece and assembled here at

Queenstown in 1912 almost a hundred years ago

7 p.m. Pick Jess up from work and go back to her place via a stop in a pub. Jess lives in an unusual home in an unusual setting. Two 3-roomed boxes one on top of the other. You could lift them on a forklift and place them anywhere. Indeed, these were parked on the side of a mountain with wonderful views of Lake Wakatipu far down below. One drawback, I had to get up in the night. To find the toilet I had to leave by the front door - left, left again, then descend a steep flight of stairs in the dark stepping over electric cables to the next level on the cliff face. Not easy when your balance is poor (i.e Orthostatic Tremors). Lucky it wasn't raining!

Before this, of course, Jess cooked a meal and with a lot of catching up to do we talked to the early hours. Next morning we drove to Gluorkny a fantastic drive beside fir-covered mountains topped with snow and all reflected in a deep blue lake. After a great breakfast, eaten outside, and a drive down Paradise Road, it was time to get back to work for Jess (12- 8pm shift). We said our Goodbyes and off I went to Arrowtown an old. gold mining town built in the 1890'S. People are still finding large nuggets even now. This one—street town is also famous for its pies! So after a pie I'm on the road again~

Approaching Cromwell, I ring Sandra. She's in, great. 'Come on round, stay for dinner, stay the night'. These Kiwis - amazing! When I am there I meet Janne the Baker, a Dutchman but a resident of New Zealand for 30 years. In the afternoon we drive in his tiny car, a Diahitsu 360cc motor-bike engine that manages 27bhp. He's driven it for 13 years. We drove around Cromwell and end up at a Breaker's Yard - very interesting! That evening, after dinner cooked by Sandra, we have a great laugh over a few beers. Especially funny, was Janne's impression of Mr Bean. About 10.30 pm, Janne says I'm off, we baker's have to work all night'! Next morning I wake up to an empty house. I make some breakfast, leave a thank—you note and let myself out for one last look at the lake. Then back to the house and I reluctantly continue my journey. I could have stayed longer, but, I have an appointment in Hamilton (North Island) at the South Pacific Games with Max Derek and Vic Possee. Well, it will be a surprise for Vic because he doesn't even know I'm in New Zealand. Well, bye for now

Pete, and remember always wear a Helmet

VETS BAR 2007 Results

ALAN PRIDDY (Age 65).

10 Miles. 23mins. 35secs.
10 Miles. 24mins. 09secs.
25 Miles. 59mins. 01secs.
25 Miles. 59mins. 48secs

Average Speed 25.1967 MPH

Vets Standard. (Age 65)

10 Miles. 31.mins. 00secs.
25 Miles. 1hr.19.mins. 30secs.,

Average Speed 19.1108MPH

Plus 6.0859MPH. (This is a record in itself)

PETER JENN (Age 63)

10 Miles. 23mins. 26secs.
10 Miles. 23mins 39secs
25 Miles. 1hr 02mins. 40secs..
25 Miles. 1hr 06mins..30secs.

Average Speed 24.3659 MPH

Vets Standard (Age 63).

10 Miles 30mins 30secs.
25 Miles 1hr 18mins 20secs

Average Speed 19.4104 MPH

Plus 4.9555 MPH

DAVID HAGGART (Age 46)

10 Miles.	24mins. 15secs.
10 Miles.	24mins. 51secs.
25 Miles.	1hr 01mins. 18secs.
25 Miles.	1hr 01mins. 34secs.

Average Speed 24.4291 MPH

Vets Standard (Age 46).

10 Miles.	26mins.42secs.
25 Miles	1hr 09mins. 02secs.

Average speed 22.0999MPH

Plus 2.3292 MPH

Unless I hear from anyone else in the next few days this is the final result. Due to accidents and bad weather Messrs. Row, Savery and Adams did not complete the required distances BUT WATCH OUT NEXT YEAR.....I didn't say that!

Malcolm Adams (Bar co-ordinator)

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

Sunday

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 28th NOVEMBER

Anything for inclusion please send to:

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