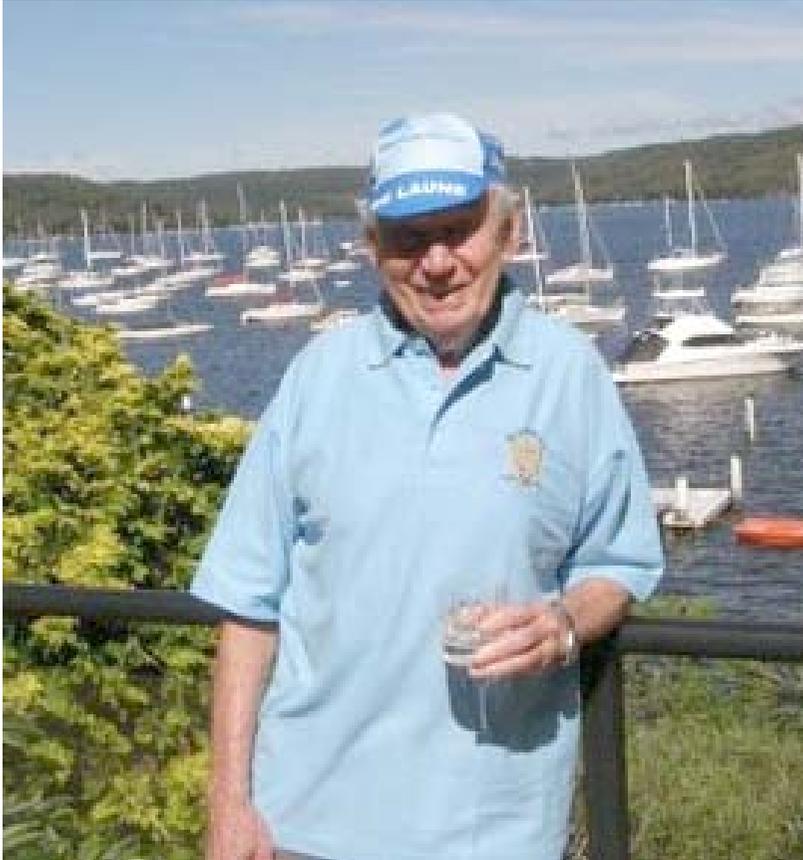


NEWS DE LAUNE



***MONTY WATKINS HOLDING HIS
TANKARD COMMEMORATING
70 YEARS OF MEMBERSHIP***

EVANS
CYCLES.COM

MARCH 2008

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).
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CYCLING CLUB

PRESIDENT

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KT20 5DS
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PRESIDENTS REPORT

Hasn't February been a gorgeous month, lots of fine weather The De Laune News went out in late January, before we had the Hell of Ashdown Forest on the 27th. All of the hills were very challenging, especially for an old boy like me, but all of us got round. We had a good turnout from the Club, and the total field was over 500 people. If we want to get involved in recruiting, I believe promoting is the way to go.. The Catford put on a really good event and Brian Stout worked really hard to ensure the success of the event. It was well marshalled and there were plenty of signs, so nobody could mistake the course. For training purposes, these events are more effective than Reliability Trials, which seem to be dying out. February the YTTA had a Reliability Trial at Bethersden. As I was not able to ride that day, I don't know how many Members rode this event.

On the 10 February, I went to watch Alan Rowe and any other Club Members who might be riding in the Old Portleans Reliability Trial. Alan was the only Member I saw, and I understand that he packed. An old friend from my old days in the CCI , Dave Duke (who I am working on to join our Club) was also riding the event, I was a spectator rather than a competitor because on my Tuesday night circuit training session I injured my hamstring so was

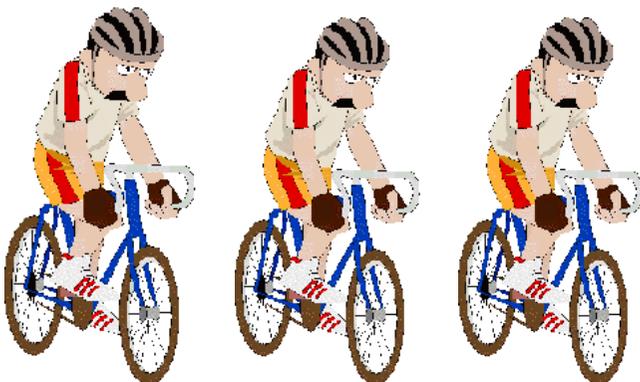
unable to ride, and was forced to watch the event from the pub at Toys Hill what hardship!

On the 11 February we had a Committee Meeting, which went well and finished early. February the Sydenham had a Reliability Trial of 110km. I got there thinking I would see other Club Members raring to go, but I was the only one where were you? I had to ride the whole 110k on my own, and managed to go off course at East Peckham. Fortunately I knew my way back via Tunbridge Wells and Tonbridge, but this meant I had to do many more kilometres, so including cycling to and from home, I did over 6 and a half hours of riding

I don't know if you have been reading the papers, but the racing season has started and some good times are being done. I hope all our racing Members have a terrific season. Why don't we get together for some Time Trials so that we can win team prizes? Look forward to hearing from anyone interested

Finally, quote for the month: were not created to be eaten by anxiety, but to walk erect, free, unafraid in a world where there is work to do, truth to seek, love to give and win.

Joseph Ford Newton



Kav's Report

You have heard of the saying "A bad news day" This is when a newspaper or BBC have nothing to report so they fill in. Did you see last months DLN with the front page showing ducks on Mark Ballamy's pond, and to make matters worse we had x-ray pictures of our President's broken collarbone.

I have taken the opportunity to show you a picture of my bunion, which has given me jip for the last couple of years! To make a point, Mark needs articles from you all to make the DLN worth reading. Mark has not missed a month for as long as I can remember. So if no articles, you will get more ducks; more of Roy's x-rays, and my other bunion!



The last few weeks our riders have been involved in riding sportives and reliability runs. On the 26th January we had the Catford "Hell of the Ashdown" over 100k with Jane, Nigel, Christian, Roy and Dave Haggart competing and all had a good time (articles please.) On the 17th February we had the Sydenham reliability over 110k but this was another story! It was foggy and very cold so only the fit one turned up - and that was our President Roy Savery and he got lost at East Peckham.

As you know, we have a ski team who go to France each year to compete with the San Fairy Ann. This year we were a bit thin on the ground. All we could muster in the team was John Dods, Brian Shambrook Paul Harknett one of our old members and myself. We had a few bad falls. Titch fell off is wallet! Carol Gandy had a bad one and had to fly home two days early. I know what you are saying. "They should know better at their age" (see over for photo)

Next month we have the Good Friday meeting at Herne Hill. So if you want to see all your old friends, just turn up. The De Laune will be standing in their normal spot, just past the finishing line.

Kav.

HAPPY BIRTHDAY BILL



p.s. Talking about old friends. Bill Miles will be 96 on the 29th February. Happy Birthday Bill from us all. Did you know Bill is one of those elite group of people who have been in the club for over 70 years!

96



De Laune Open 25 **Fred Peachey Memorial**

Yes folks another year another event. The date to remember is 27th July when I will again be promoting the event for the club but I am looking for your help in the guise of marshals – a minimum of 9 – plus pushers off – tea bar – signing on steward – board writer – etc. If you want to book your marshalling spot or specific duty I would be delighted to hear from you, our phone number is 01622 727649. If you don't ring me I will be on the lookout out and feeling a few collars any time now.

Clearly some riders would also be useful, so I hope those of you are likely candidates are busy training so that we can field a reasonable team.

I would dearly love to creep ever closer to the magical number of 100 riders this year though next year would be even better to reach this milestone in Kent as 2009 would be the 40th anniversary of our loss of Fred.

The course as usual is the Q25/8 – Chilham – Canterbury – Chilham. I am hoping for a much better day than last year when the whole event was rained/flooded off – we cant be unlucky two years running can we ??

Val the Peach



Our condolences to Derek Monday (34th Nomads) who's wife Janet past away on the 21st February after a long illness



Hi Folks!

I thought that African Letter 2007 had gone out before Christmas, but it appears that it didn't, so.... here we go again

Well folks, another year has flown past: hopefully not too fast for you to have enjoyed it. We have now been retired and lived in Howick for a year. Howick, situated in the foothills of the Southern Drakensberg, is a village 26 kilometres from Pietermaritzburg and 116 inland from Durban, just far enough from the coast to reduce the humidity but still warm enough to enjoy. The winters are similar to Durban, with little rain and cloudless blue skies daily, although the temps are a trifle lower: 3-5C compared with 18-20C that we have been used to over the previous 20 years. Quite a shock to the system I might add.

Cycling in Durban during the winter sometimes necessitated knee length leg warmers and long sleeves but here in Howick, full tights, thermal vest, gloves, the whole tutti frutti. In fact the turbo almost gets worn out and at times full length tights were often the norm even in the garage. Next year I must be brave, next year I must be brave...

Being in the foothills of the 'Berg makes cycling more mountain bike country and our local club is Howick Mountain Bike Cycling Club. Since we have been here the local cycling shop has started to stock road bike equipment, something he had not been asked for previously. I've tried mountain biking, maybe I'm too old to change but the road takes my vote any time. Judi has a mountain bike and rides with the learners' group on Saturdays. They ride for around an hour or so. I tried it twice but that's it as far as I'm concerned.

When we sold the business in Durban we intended to continue in Real Estate on a small scale in Howick, but with the high mortgage interest rate (14.5%) and the agro which comes with selling houses we decided to give it a miss and have become distributors for GNLD (the old Golden Products) instead: health, household cleaning and skin care products selling on the Network Marketing principle. Not hard work and can be rewarding after a time.

We had one little setback in 2007: a small brown mark on my forehead, the size of my little fingernail, which I had had for a few years was cut out and turned out to be a malignant melanoma. A second op was needed to remove the remainder

of the offending growth. Now a skin graft, 3cms in diameter adorns my forehead. Definitely a warning; protect yourself from the offending sun at all times.

It's about time we saw Don't listen too much to our problems, but the food outweigh the nega- and an additional car to the rate of exchange at the Aussie \$ it will be a only too pleased to see pleased to hear any news.



some of you guys out here. the news from SA; we have scenery, the weather and the tives. We have 2 spare rooms offer, and don't forget, with 14:1 for sterling, and 5:1 for cheap holiday. Plus, we will be any of you, and even more

For cyclists, plan your One: 109kms around the Cape, now recognised as an international Cyclo Sportif event. A must, if only for the scenery.

visits for March for the Big

Cycling Weekly arrives regularly and it's sad to see many of our old contemporaries passing on. When one remembers how old we were when we knew them it's a bit scary to think how time has passed.

May God bless you all!

Have a joyful Christmas and a Prosperous New Year, and may we all be around for African Letter 2008.

Regards,

Ted and Judi

Email: tedmcdonald@howick.co.za

Land line: 033 330 6359

Mobile: 082 414 6196

Facsimile: 086 633 1417

ICE Campaign - "In Case of Emergency"

Many of us carry our mobile phones with names & numbers stored in its memory but nobody, other than ourselves, knows which of these numbers belong to our closest family or friends. If we were to be involved in an accident or were taken ill, the people attending us would have our mobile phone but wouldn't know whom to call. Yes, there are hundreds of numbers stored but which one is the contact person in case of an emergency? Hence this "ICE" (In Case of Emergency) Campaign.

The concept of "ICE" is catching on quickly. It is a method of contact during emergency situations. As the majority of the population carries cell phones, all you need to do is store the number of a contact person or persons who should be contacted during emergency under the name "ICE" (In Case Of Emergency).

The idea was thought up by a paramedic who found that when he went to the scenes of accidents, there were always mobile phones with patients, but they didn't know which number to call. He therefore thought that it would be a good idea if there were a nationally recognised name for this purpose. In an emergency situation, Emergency Service personnel and hospital Staff would be able to quickly contact the right person by simply dialling the number you have stored as "ICE."

For more than one contact name simply enter ICE1, ICE2 and ICE3 etc. A great idea that will make a difference!

Let's spread the concept of ICE by storing an ICE number in our Mobile phones today!

De Laune CC – a comment upon the Bill Wright article in DLN Feb. 2008

This piece is written in a hurry because I am about to depart on a holiday without access to computer; I apologise if it seems abrupt at any point and if I have missed any key points.

First, I applaud Bill Wright for his thorough assessment of the De Laune CC current situation and his thoughts upon membership. I am particularly interested in Bill's explanation as to why enquiries might not turn into memberships, and with due respect, I think that these points require further consideration.- for instance :-

- Why don't we have a club coach?
- Why don't we have a programme to introduce the joy of cycling to novices?
- In this electronic world, is distance really an issue?

Later Bill does question whether the club offers sufficient support and advice to new members, it would be interesting to know what other clubs that are successful are doing that we are not - what could we learn from the 'San Fairy Ann', whose success 'Kav' outlined in the January DLN?

The point about Herne Hill track session is good, and I am sure that many do already speak to others when they are out just riding. However to suggest that, in this day and age, word of mouth is more effective than the website is open to debate – If we look at the issues immediately above should we not be looking to further develop the website to be more interactive

I am intrigued will Bill's use of the SWOT approach to analysis and Human Resource terminology of Recruitment and retention. However a Marketing approach would be to seek to turn supposed weaknesses into strengths.

- A large number of older members implies that we have a core of experienced people who can give advice and assistance to newcomers!
- The fact that we are widely distributed means that there is a potential to organize gatherings, if required, locally, so that new members can put a face to a name on the website!
- The electronic age does not, as we have found, require an owned club house just around the corner, mobile phones texts and emails are what the world is about now!

For me this is a welcome response to Mike Peel's original question of 2004 as to where the club wanted to go. Bill's contribution is good but risks the same long term response. What is required now, I believe, is that if we follow up Bill's businesslike approach, is to pick a couple of projects in which it would seem reasonable that we could succeed. We then need to identify a 'champion' for each project to set up targets, timetables and co-opt people to get the tasks done. I would see these champions reporting on progress either to the club president, a steering committee or to the club committee.

It would be interesting to see if anything like this can develop, one constraint that Bill does not identify, which only in part comes from the average age of its membership, is an inherent conservatism.

My final point is that, if we are to consider the use of club funds in any way, I think that it is important to bear in mind that British Cycling has achieved success at the international level by investing in programmes rather than investing in people. UK Athletics has chosen to take the invest in people approach and so far has not much more to show for it than the one in 80 ratio of Bill's example of respondents to membership advertising.

Clif Pendleton
Belmont Tramonet Feb 2008

Hello Mark

How are you, keeping well and healthy I hope, staying warm as well.

I understand you had a contact from a lady named "June Story". Could you possibly send on to her my email address as I no longer am keeping my friends reunited subscription up to date.

I worked with June eons ago, when I first started in engineering at Charles Haswell and Partners, circa 1977-78. it would be nice to catch up with what's going on her life and maybe find out what happened to my first mentors in civil engineering.

I'm still riding and having a good time, I am reasonably fit, doing around 10 hours per week, which just about makes me able to race in the Cat 3's and Masters groups, which are very, very competitive. You can catch up with at my blog.

<http://gazza531.blogspot.com/>

I hope to hear from you soon and please send my hello's, regards and fondness to all De Launies you see.

Thanks

Garry

Garry J. Birch

Structural Draftsman and general good guy

Ireland Engineering Inc.

43551 Mission Boulevard

Suite 110

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Garry is an ex member of the De Laune now living with his family in the USA.

On the following pages is a write up by Garry that I found on his Blog about a training ride he had with his fellow club members.

How about a write up from some of you who go out on the Saturday rides, Ed.

Wednesday, December 19, 2007 - Across the Golden Gate

Prologue

I have always liked the idea of riding over the GGB into Marin and beyond, but never got around to it. At the beginning of the team ride season, we bounced around ideas about possible routes and it was proposed we do a ride out of SF north, so wheels were set in motion. I started mapping out routes and some bright spark suggested starting at the Sports Basement Store at Fort Mason. I called up SB and chatted with Justin their marketing manager and also with Pedro, who is the bike dept. manager and they also suggested some rides. They also offered to provide some post ride refreshments. They also informed me that they have a huge parking lot and are within 5 minutes ride of the bridge, so it all worked out super for a jumping off point.

A week before I pinged the email list about who could make this adventure and was soon disappointed with the number of possible no shows, including the person who suggested riding into Marin in the first place! I was worried that I would be the only person in the parking lot, and so it was at 08:15 when I arrived. I was early though, we had a planned departure for 09:00, so I went into the store and introduced myself to Justin and we discussed a possible return time for our planned 73 mile ride. I thought it would be about 2:00-2:30 pm. Little did I know.

Back outside team members started to arrive. Ed Falsken, Keith Jordon and Keith Kruse, Oscar Nunez and German Villa and Wendy Jaramillo. Finally, Bill Briers rode in to the lot, having ridden up from Fremont!!! With me, that made eight (I do like even numbers of riders, so much nicer having pairs).

The route and ride

The route planned was as follows. Head over the GGB and descend in to Sausalito. Take the bike trail north of Mikes Bikes and follow to Blithdale, where turn left. Right on Camino Alto, go over the hill and when in Corte Madera go left on Magnolia. Turn left on College in Kentfield, which becomes Popular. Then veer left / straight on to Ross Common. Go right on Shady Lane, right on Bolinas Ave in San Anselmo, go left on San Anselmo, which becomes Hazel. Left on Lansdale, and follow to Broadway / Center Blvd. and eventually on to Sir Francis Drake.

Climb over Whites Grade and descend to turn right on Nicasio Road. At Nicasio was the first planned opportunity to refuel. After leaving Nicasio turn left on to Point Reyes Petaluma Road. Continue straight / bear left on to Platform Bridge Road. turn right on to Sir Francis Drake again and climb the hill and descend to Olema (second possible refuel stop). From Olema, turn left on Shoreline / highway 1 and head south to Stinson Beach. At Stinson, turn left on Panoramic to climb up Mt Tamalpais (not to summit). We then planned to go left on Sequoia, which becomes Edgewood then Molino. go right on Miller and Left on Camino Alto to rejoin the route we took on the way out. However, I do not think we took the route noted above from the top of Mt Tam. I was following Wendy, who rides this area frequently, and we got back to Sausalito double quick, so I'll have to get details from him about which way we went.

Riding over the GGB was fabulous. The fog was in, and we could only see a little of the coast from the west side cycle path we had to take. KJ was taking pictures on the move and it was lots of fun, except for Bill who nearly slipped out on one of the bridge transition plates. Down into Sausalito and into the fog proper. My spectacles were completely awash and I could only see a few yards but I could smell the sea and the tidal flats and it was wonderful. The trail is a multi purpose trail and runners and riders appeared and disappeared quickly in the murk. We crossed numerous wooden bridges and then eventually got onto Blithdale. Wendy, Bill and German led the way, all 3 knew the roads well and we quickly got to Camino Alto and made our first climb of the day, a small 400 foot bump. A quick regroup at the top and then we descended into ever improving visibility and the roads of Kentfield. The Christmas spirit is alive and well in Marin and the township of Ross was amazing. I don't know what the median income for the inhabitants is, but the mansions, houses and homes are fantastical. We stopped in San Anselmo for Ed to tighten his bottle cage and then continued onto Sir Francis Drake and the first major climb of Whites Grade. I hung back and waited for KK and then as we broached the summit, Wendy was waiting to catch us in a Kodak moment, thanks Wendy. The 3 of us plunged down the other side and W and I cranked along to catch up. As we turned right onto Nicasio, I spied Oscar and his magic bright red overshoes spinning and we soon caught them. Another grade whacked KK over the head and he struggled to the top. Another regroup and then a nice tight group to Nicasio and a fun zig zag thru town and more tempo riding to the junction of Nicasio Valley and Point Reyes Petaluma Road where "oh no"!

Yellow caution tape was across the road, barring our way. I made an executive decision and we crossed the tape and rode on. My thinking was that if we got stopped they would probably just turn us back anyway, so might as well take a risk and hopefully we would be able to get past what ever the problem was. No cars, super smooth asphalt, tailwind, lakes either side, no cars, it was great riding. As we approached the junction with Platform bridge road the road closure cause was spied. PG and E were replacing a power pole, but we had space to get by. Just past the blockage a small mutiny occurred. Wendy, German and some others decided the route went straight on. They had not read the route sheet and were on auto pilot. After 5 minutes they returned to the fold and we continued on the closed roads to rejoin SFD and make a climb that had KK struggling again. Following the climb was a nice straight descent to Olema and we stopped at the local store to grab a bite to eat. I highly recommend the store, good, fresh bagels and other carb's plus decent coffee (no restroom though). A 25 minute stop over and then we headed south on Highway 1 / Shoreline. Riding alongside Bolinas Lagoon was just soooo groovy. The ups and downs took there toll on KK and we decided to regroup in Stinson, 5 miles south. Along this road I had a mechanical, with my chain jumping off the derailleur pulley's and wrapping itself around the mechanism. The derailleur was ok, but it twisted the chain and for the remainder of the rode it was skipping when I put a lot of pressure down on the pedals. At Stinson we took some more photos and KK went to sleep in a porta potty. After his nap we rode out of town and took the left onto Panoramic and the climb of Mt Tam. KK's legs completely caved in, but he did a tremendous job of making it to the ranger station. Ed came back down to add moral support and after the regroup we flew down the other side into Sausalito. What a fun descent that is, well worth the climb up the mountain.

Back into Sausalito, more photos and then over the GGB in the daylight with the city in the background. Magic.

Epilogue

Finally back into Sports Basement. we wheeled our bikes to the back of the store where the bike department is and found a comfy couch to hang out on. Justin presented us with muffins, cookies and salty bite sized morsels and more importantly some decent beer. As Keith Jordon put it "damn near brought a tear to my enjoyed cycling with over the years – racing never

in need of a 27 tooth cog and gave it to the wrench there and then to put it on. I gave BB a ride home to Fremont and that was about it. Finally got home at 19:30

My final stats for the day were 73 miles and 5 hours 17 minutes in the saddle. Total elevation gain was approx. 5300 feet.

Thanks for reading

Gazza

Dear Mark,

Greetings from OZ, normally very sunny but at the moment they are experiencing some very welcome rain after 7 years of drought.. We flew into Sydney this year instead of Brisbane as we wanted to see Canberra and also do some walking in the Snowy mountains including a walk to the "roof" of Australia, Mount Kosciusko. The highest mainland mountain which starts with a ride on a ski lift. They have actually had some world cup ski races here which was a surprise to me as most people wouldn't think of Oz when thinking of skiing. It seems really strange to see a kangaroo warning sign by the roadside with a ski hire shop in the background. I should have taken a 'photo.



I am attaching some 'photos of myself presenting a 70 year membership tumbler to Monty Watkins who is our longest serving member who joined the De Laune in January 1937, what a record. The other guy in the 'photo is Jack Russell, son of one of the best riders in the De Laune pre war Beefy Russell. He was in fact just going out for a ride when we 'phoned so got in his car and is still wearing cycling shoes.

Monty was born in Whitechapel and lived for a while in Vauxhall and remembers with fondness his days in the De Laune on clubruns etc. We also talked with fondness about people like Chip, Ken Hill Ken Fletcher who are sadly no longer with us, plus people like Bill Miles Les Pyne, Tom Bewsey and George Wood. He did a bit of racing and showed me a medal from the De Laune when he did 1hr 8mins 52secs for 2nd place, he cannot believe the times people do now.

Monty joined the RAF in 1941 and became a pilot flying Liberator 4 engine bombers on Coastal Command, St Davids in Wales, Lagens, Azores and Gibraltar. After demob in 1946 he did some freight flying and then he joined BOAC and flew Constellations which were the large passenger planes before jets. He then joined Qantas when they were advertising for pilots in 1951, he met Pam at a party in Sydney and married in 1953 and has been in Australia ever since. He left flying in 1956, fed up with being away from home for days on end flying around the world and had a complete change of direction going into "welding manipulation" finally retiring in 1981 when he sold the business.

He has a lovely house in a stunning location overlooking Pittwater and the Hawkesbury river which an area up near the northern beaches of Sydney, and he and Pam swim in their own pool twice every day an improvement on Vauxhall!! Apart from the 70 year tumbler I also presented him with a De Laune polo shirt and racing cap and these he proudly wore.

(Mark, As you know Mike has already put a couple of 'photos up on the website but there are a couple here of myself, Pam Monty's wife, Eileen my wife and Monty. As you were short on pictures last month I thought these might help. I did enjoy the pictures of the ducks though. We are going to lunch with Harry Thomas tomorrow. Will send a short report and some 'photos.}

Kind Regards,
John.



The Fund – How much do new members cost?

Hmmm. The Fund.

We never had such a financial asset before, and the strength or otherwise of the Club across the decades has mainly depended on the quality of our personnel. Most of the recommendations I mention below don't involve spending anything much – except perhaps supporting our members in attending events and sportives.

I hold the view that our current set of members don't expect a great deal in terms of financial support, and the various prices we charge have little effect on whether they renew or not.

Our current commitments for the fund for 2008 are:

- Half-price Club clothing;
- offset the cost of DLN production;
- reduce annual membership
- be available to members to claim for entry fees.

These are perfectly good benefits, but most of them won't really do anything much to increase our membership. It doesn't take a huge imagination to spend the money, but we can easily fritter it away without actually giving the Club any long-term benefit (i.e new members).

This doesn't mean we shouldn't spend on these things, but we need to be inventive on ideas that will help us increase our profile as a Club, help us increase public awareness of what we do, and directly support the activities that will bring new members in. Please feel free to submit your ideas to the DLN and/or the committee, this is an open and democratic process!

Clif Pendleton has joined this debate elsewhere in this issue, and was kind enough to give me his thoughts in advance so I could respond to his ideas.

- A Club coach and a programme for novice riders – well the main reason why not would seem to be the lack of a suitable person, or

'champion' to run it. That of course doesn't mean it isn't an excellent idea, but we have to work out how to put it into practice. If anyone would like to train as a coach, I would like to think the club will support that with the necessary course fees. I know that some have trained up already, though most apart from myself seem to have drifted away from the club. Again – it isn't a bad idea – we just need to keep trying to get people working for us longer term.

· What are other clubs doing that we don't? This is a whole subject in itself, and needs to be broken into sections:

- o Some of the most successful clubs locally are currently Addiscombe CC (300 members), Dulwich Paragon (200) and San Fairy Ann (not sure, but a lot, so I'm told!). All have strong regular club runs going out, which have grown so big that they divide into several smaller groups. None have significant numbers of youths/juniors as far as I'm aware.
- o Addiscombe CC banned the use of all cycling jargon from their website at one point, so as not to confuse anyone. If a person completely new to the cycling world looks in and doesn't understand what is said, they might feel they're an outsider and look elsewhere. Even using words like 'Club Ride' instead of 'Club Run', 'group' instead of 'bunch' or 'peloton', and certainly no mention of anyone 'doing a 22 on the Q19 with a 53/14 fixed, and bonking on the way back to the HQ!'
- o Spalding CC doubled its membership to 70 in the last year, by starting a youth section who brought along their parents too.
- o Woolwich CC and Gemini BC teamed together a couple of years ago to start a 'Go-Ride' club for youths, called Go-Ride Bexley, which is gathering strength and is also bringing adults in to the parent clubs. They trained up some coaches and got going with regular coaching sessions.
- o Herne Hill Youth CC (75 members) is another Go-Ride club which runs its children's sessions year-round and in all weathers, and as the children get hooked, the parents get hooked too, and come along to chat with the other parents and some end up riding and

even doing coaching courses too! It has recently started a separate girls-only session which is getting good numbers for a group often described as 'hard-to-reach'.

Some key pointers I keep hearing are:

- o Activities MUST happen every week, with a commitment to make sure someone shows up even if it pours with rain and no-one has any intention of riding! Anyone who makes the effort in rubbish weather to find no-one there may be very disheartened and not show up again.
 - o Good idea to have 8 people to work together to get things going. If 2, 3 or 4 can't be there there will still be enough for a fun ride. This way it doesn't depend on just one person every week.
 - o The website must reassure new riders that no-one will be left behind, get lost in the countryside, be stranded with a puncture etc. Should also say that none of us mind about being held up. Many new riders fresh from commuting are fit enough to leave us behind anyway.
 - o For those that aren't fit yet, a De Laune rider can be ready to turn back with a novice who is worn out, while the rest of the group can carry on. Usually someone who perseveres for 4 or 5 rides gets fit enough to last the distance by the 5th ride.
 - o Keep dropping in training tips all the time: e.g. don't drink at the bottom of a hill, follow the wheel closer and save energy, keep your eyes ahead of the rider in front; try and get used to low gears while training; what to wear; all kinds of other stuff. People join clubs in order to get this advice.
 - o Novices worry a lot that their bike may not be good enough, and need reassuring that their £250 bike is up to the job. If they get even a sniff, real or imagined, that people are turning their noses at it, it's more likely that we won't see them again, than to see them turn up the next week on a £1500 machine!
- Clif is right to want to turn weaknesses into strengths. Our membership is widely spread, so how about starting from convenient locations – Herne Hill or Crystal Palace for SE London people, Richmond

Park for SW London people, maybe Green St Green for Bromley people. Then publishing the details on the website, maybe on other websites too (such as www.londoncyclesport.com) and linking to our forum so people can find out who's going and can ask questions.

- He says British Cycling's success has been investing in programmes and not in people. I'm not sure I fully agree here – the international success has come from a programme which has invested heavily in individual riders. The current crop of super-fast juniors have come from a similar system of identifying talent among youth riders and pushing them hard as individuals. While seeing good success, there has also been a high attrition rate here for all kinds of reasons. I bring this up because we will likely see a similar rate of attrition in our programmes too, but provided the system is good, and rides continue to happen every week, it'll work in the end.

- Clif also mentions Mike Peel's Feb 2004 article which suggested the need for a 'mission statement' to define who we are and what we do. Since then we've adopted a new set of rules which declares:

The aims and objectives of the Club will be:

- *To provide opportunities for and promote participation in cycling and in triathlon to the whole community*
- *To offer coaching and competition opportunities in various cycling disciplines*

You'd be forgiven for thinking this is a bit woolly for a mission statement, and besides, it's one thing to state it, but another thing to follow it effectively. Does anyone have any suggestions for something a bit more definitive?

- However, I think the 'inherent conservatism' he identifies within the Club is hard to deny. The successful racing club which many of you belonged to in the 1960s won't ever exist in the same way it did then. No reason of course why we can't be successful, as the clubs I mentioned above have proved. But we need to change the things we do. I have been really heartened to see how many are turning out for the local reliability rides and sportives recently – this is an excellent way to start, but several of you

have already noticed that since one doesn't need to be a member of a club to take part in these events, a large proportion of participants simply don't bother to join one. We need to give them a very good reason to do so – for example, a good set of variable distance training rides to take part in as preparation for the sportives, and as fun social rides in their own right.

We don't need to stop doing our other activities – after all, many of our existing riders want to take part in all kinds of events. But we have to change the culture of expecting every rider to become a racer. Many people really don't want to compete, ever. Some secretly do, but have to do it in their own time and it can be counter-productive to try and persuade them to start sooner. Some do want to race, and of course we can give them the appropriate support. However, before we do any of this, we need to make people aware of us, and publicise ourselves effectively. Once again, please give your ideas, this is a free forum.

We need to look outward at the many different ways that people ride bikes. We've focused on racing for a long time, but it turns out that the clubs that are doing the best are those who are setting themselves up for social cycling first, and then racing second for those that want it. Racing isn't for everyone, and if we look at all the people we have enjoyed cycling with over the years – racing never actually was for everyone. The strength of De Laune CC was built on friendship of De Laune CC was built on friendship eyes". German and Wendy went shopping and KK decided he was on club runs and social rides and guest houses and bun fights, and that's where its future is too.

While races sometimes come with their moments of glory, they are often very temporary affairs. On the other hand a big foreign cycling adventure can stay with you a lifetime. These kind of experiences are the backbone of the Club and many of the lasting friendships within it.

BILL WRIGHT



DATES TO REMEMBER

Diary Social/Club for 2008

	?????		Annual General Meeting	
Sunday	29 Jun	13:45	OMA Lunch	Brighton
Sunday	?????		Max Dods Memorial B-B-Q	Herne Bay
Friday	7 Nov		Belgium Night	Blackheath Harriers
Sunday	16 Nov	10.30	Remembrance Service	Newnham

Club & Inter-Club Events for 2008

Sunday	13 Apr		SERRL - Road Race	Brenchley
Saturday	10 May	06.00	Open '10' TT (Tonbridge Bye Pass)	Q10/19
Sunday	18 May		Ken Fuller Memorial Road Race	
Sunday	8 Jun	07.10	Mid-Summer 25 incorporating Club Novices Championshipcorp	G25/53
Tuesday-	17 Jun	18:30	Circuit Race	Crystal Palace
Sunday	22 Jun	14:00	Open Track Meeting	Herne Hill
	27 Jul	07:00	Fred Peachey 25 -Incorporating Club 25 Championships	Q25/8 Chilham
Sunday	16 Aug	7:30	OMA 10 incorporating an Inter- club - 34th. Nomads, Catford, Sydenham Whs.	Q10/22
Saturday	6 Sep	07.15	Interclub 10 Clud as above	Q10/19
Sunday	14 Sep	08.30	Autumn 25	G25/53
Sunday	? Oct	11.00	Down Hill	Tilburstow Hill
Sunday	5 Oct	11.00	Hill Climb	GH/31 Titsey Hill

SEE MESSAGE BOARD to keep UP TO DATE

<http://mikepeel.proboards67.com>

CLOSING DATE FOR THE NEXT ISSUE 26th MARCH

Anything for inclusion please send to:

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