

DE LAUNE NEWS



PRESIDENT MALCOLM ADAMS
1962 - PORTSMOUTH ROAD

De Laune Lunch
Sunday 27th June
Brighton & Hove
Golf Club
1:00 for 1:30

IF YOU ARE ATTENDING PLEASE LET
TRICALA (01273 546226) OR
DOT (01687 851241) KNOW

This is the web site for one of our members.
www.lebeauvelo.co.uk

*Do you need a printed copy of the De Laune News
We need to try to cut down on the cost of printing.*

The mag is published on the club web site every month.

*Please let Mark or Dave Haggart know if
You do not need a **PRINTED** copy.*

CLUB NIGHT
SECOND MONDAY
OF EACH MONTH
Crown & Greyhound
in Dulwich Village

1889 DE LAUNE 2010
CYCLING CLUB

PRESIDENT MALCOLM ADAMS

PRESIDENT
MALCOLM ADAMS
28 Landon Road
Herne Bay
Kent
CT6 6HP
01227 373045

CHAIRMAN
JOHN ARCHDEACON
19 Trinity Crescent
London SW17 7AG
020 8682 0308

SECRETARY
NIGEL SCALES
14 Bellingham Road
Catford
London SE6 2PT
020 8698 5977

TREASURER
VAL PEACHEY
63 Beverley Road
Barming
Maidstone
Kent ME16 9DU
01622 727649

MEMBERSHIP
DAVID HAGGART
388 Elmers End Road
Beckenham
Kent, BR3 3HG
0208 654 7419

I was born on the 21st February 1939 at 91 Nunhead Lane Peckham where I was to reside with my parents, and younger brother, until I got married. My first school was Peckham Rye Junior and Infants where I was taught the 3 'r'. (Reading, righting & rithmmer-tic!) During the latter part of the war(1944) I did attend school in Worthing for 3 months, this was to escape the serious bombing of London at that time.

Somehow, I managed to pass my common entrance exam (11+) and Archbishop Tenison's Grammar School for Boys became a daily visit for the next 5 years, not sure I learnt much, except discipline (sadly missing these days). Still the cricket was great (the school being directly opposite the Oval). Surrey won the championship for the 5 years I attended Tenison's

On leaving school I went to work for C.C.Wakefield & Co. Ltd. soon to become Castrol Ltd, then Burmah - Castrol. I started as an office junior on £150pa plus 5% cost of living bonus. I mooched around various sections of the Mechanical Accounting Dept. until the mid sixties. One day I was approached by my assistant manager asking if I would be prepared to take an 'exam', no explanation. I took an IBM IQ test and shortly afterwards started training to become a computer systems analyst/programmer. When the company decentralised to Swindon, some five years I

took the redundancy package. (after 16 plus years of service)

Shortly afterwards I joined Roy Savery and John Geoghegan at Imperial Life of Canada, after while later John 'Kav' joined the throng. I spent five and a half challenging years with the company. I moved to Herne Bay whilst we were based in Sidcup but on the company's move to Bromley I found the travelling difficult so left and bought an Insurance Agency with the Co-operative Insurance Society. My organisational skills from my computer days soon had the collecting down to 9 hours a month, so much exploring of East Kent on my bike could be had. Thirteen years later at the age of 50, new legislation looming, I threw in the Insurance towel and 'went' self employed. I had for some years done casual work with a neighbour in the ceramic tiling business and had learnt the trade, so this was to be my final job.

My philosophy was always, 'I work to live, not live for work'. & 'Work is an imposition on what I want to do with my life'.

At the age of five I joined the cubs and subsequently the scouts (staying till about the age of 17) We were attached to the Nunhead Salvation Army Corp and I attended Sunday School and was still going to the Nunhead Corp until a little while after I joined the De Laune. It was whilst in the Scouts that cycling was introduced to me, unfortunately, I did not have a bike as my Father said "if you want one you will have to buy your own, anyway, they are dangerous and your Mother doesn't want you to have one". So I (secretly) learnt to ride on a scouting friend's new bike (Raleigh roadster I believe - green and very heavy) and had to wait until I went to work to buy my first bike.

On the 26/08/55 I purchased a Claude Butler (23" 'Valient' model) in pale blue from Claude's East Dulwich Shop It cost me £30.07.06d . Secretly I borrowed the money from my mother and paid her back at 10/- a week. From that day on my life was complete and the great adventure began. (after breaking in a Brookes B15 champion standard leather saddle!)

With the scouts we had 'through the night rides', this taught me the rudiments of map reading, not though I used them much in the future, I have always preferred to get lost and discover places. The 'hanging around' Nunhead on our bikes lead to the meeting with Martin Ferris who introduced me to the De Laune, (I was by then aware that Harry Thomas, 4 doors away at 101 Nunhead Lane was a member) and I attended my first club night on Thursday 9th January 1958 the following week I paid my De Laune Subs, £1.02.06d and awaited my acceptance into the club. Within a few weeks I got to know Alan Rowe through Martin and John Weal. So Alan and I became good mates, thus the double act at committee meetings.

My cycling achievements are very modest in comparison with my contemporaries.

Thrown in the deep end my first race was the Kentish Wheelers Novices '25' on the 23 March that year. Met Brixton Town Hall 3.30am rode to Earlsfield, (the other side of Redhill), pushed off into the mist and finished in a time of 1.17.45. A week later in the club novices I managed a 1.11.40, if only I had continued at that rate of improvement! I enjoyed my cycling so much that racing did not become an obsession at that time because club runs and the other aspects of club life were all new to me. Harry Thomas and Len Danby lead the runs and entertained with their impressions of the GOON characters, one great new adventure. Who remembers the Whipsnade Zoo clubrun in May 59 ?

Training! What's that! I have only ever got fit by accident I have always found I have had too many other things to do and whilst I have every admiration for those who can become single minded I possess a 'butterfly' mind flitting all over the place. By the mid sixties I started to get the hang of time trialling and my times 'improved', a few threes and fours were produced. By the end of the eighties I got out a '1'. At the advent of low profile machines more ones and twos were produced until at the age of 59 I did a '59' (59.22) it has been down hill ever since as I am still celebrating that day.

Why do I still continue to race? (using the term loosely) Dave Keeler the great place to place rider (Vegetarian C & AC) said to me some years back "I ride so I can meet up with my mates, ride round the course, and have a chat and a cup of tea afterwards". "I can discuss the 'ride' with them, irrespective of times, they are irrelevant, for we all suffer in the same places and I can stand here with my tea and still feel part of it". So there you have it!

My only cycling claims to fame, within the club, are that I have raced (used loosely) for 50 seasons, more than any other member. I once won the run, walk and cycle race and was presented with the 'Eccles' Cup (aptly named from the character from the 'Goons') So proud of winning something I cleaned and straighten it, much to the horror of other club members, it was later jump upon and battered and rolled in mud to regain it's 'attractive' appearance. I am also (not a lot of people know this!) the club's track standing record holder I was asked to 'get off' by Jack Young after an hour, everyone was fed up waiting for me to fall off, as much jestulating and comments failed to shift me. I was sustained throughout this gruelling hour by being handed my trusty tobacco tin from which I took the tobacco and duly rolled several cigarettes which I then lit and smoked.

I met my future wife, Lyn, on the Isle of Wight in 1968 and we married on the

the 27th June 1970 (I did not have to check this date!) This year we celebrate our 40th year of marriage and I thank her for putting up with me all these years, I often wonder how! We have 2 daughters, three granddaughters and a grandson. We all live within a few miles of one another and I hope it will stay that way for many more years.

My other interests and hobbies and activities include, first and foremost DARTS! I played competition darts for over 50 years. (I stopped a couple of years ago before I killed a 'chalker' with a badly aimed dart.) I played for Castrol in the Central London Business House League where we were quite successful collecting quite a few trophies. I captained an 'in house' departmental team, more trophies! I played for the Tyrell Arms Pub in Nunhead (never won a thing!) The 'Tyrell' became the home of the De Laune darts team for some years. We were in the South East London Darts League, more medals and trophies over the 15 years I was captain. I moved to Herne Bay and played for the same pub team for more than 30 years, more trophies.

I also played chess for many years in the Central London Business House League for Castrol, with moderate success. (once I got a draw out of a chess master- but he was playing 20 of us simultaneously)

My main hobby is DIY and I seem to always have projects on the go, either decorating or making things. I have built brick walls, patios, a workshop, furniture, made miniature scaled furniture for our daughters' dolls house, this list is endless. I will include gardening in with this

In the year 2000 I started the East Kent section of the Morgan Car Club, of which I am still secretary, even though I have now sold my car.

My greatest interest is in Jazz, New Orleans Music (I will always say not TRAD) which I have listened to live and recorded, read many books on the subject and followed the musicians for over 55 years. I have had the privilege of meeting some of the old black musicians on our first visit to New Orleans some years ago. On our second visit in November 2008 we were taken to the 'Katrina' ravaged areas of the Upper and Lower 9th Districts and the Treme District, where all the Black musicians used to live, we left heartbroken.

My musical talent should not go unmentioned. I was given a cornet to learn in the Salvation Army, to train for their Junior band, then a horn, then

Ken Hill, dear Ken would do anything for the club, (who remembers his mile of coins?-it raised over a £1,000) in fact I think he would have been happy to do 'the lot' on his own. Jack Young, a methodical, quite but firm gentleman, was Treasurer (20 years approx) and club captain. Ken Fuller, leaving aside his many other official posts, first and foremost we have Ken to thank for making a Memorial clubroom possible, so sad to see us having to forsake such a brilliant project. Fred Peachey and Reg Dawkins worked tirelessly, they were the link for me (along with Ken Hill) when I first joined the club, as all three were very approachable and had a lot of time for new members, making us very welcome. "Charlie Carlton" deserves a mention, social sec, (he loved that job! beer and more beer!) a chauffeur to some of us in the 60s, in his Volvo, promoter, and DLN editor for a while.

The final two who stand out in my mind were two DLN editors. Frank Holland, I never forgave him for leaving us stranded 10 miles from the railway station whist he got a lift back to his house in Chipping Camden. We had half an hour to catch the last train back to London, poor Sam Lawrence (Val Peachey's Dad) only made it because the train was about 6 minutes late. George Staresmere 'the stirrer' George worked tirelessly to force people to contribute to the DLN attacking in any way he could in a controversial manner, even when he wasn't editor, he didn't give up.

One rider stands head and shoulders above all the others who have represented our club and that is Alan Jackson who gained 2 medals in the Melbourne Olympics in 1956. Through the years our riders have been ambassadors for the club, wearing our colours with pride and long may they continue to do so

The De Laune Cycling Club was those gentleman and before them there were many more. I hope the club will still be around when we are long gone but for the present I feel confident we are in safe hands.

In conclusion I have asked myself, what have I got in common with the above gentleman, my immediate thought to myself was, not a lot, but on reflection I will answer, I love this great club as much as they did. I know I will never be a great President but I will do my best to be a good one.

Malcolm Adams

PRESIDENT'S REPORT

I would like to kick off my first president's report by thanking Roy for doing such a great job over the past 5 years. Also, thanks to those club mates who voted for me I will do my best to honour the position.

I went out to Val's Kent Vets '10' on 6th March to give our riders a 'shout', it was damned cold. so their times are a great credit to them. George Lewis our 'newish' club member riding his first '10' on the open road was smiling all the way round, he'll learn! Well done George. I believe Sarah also managed a sort of smile but most likely it was a grimace!

Our condolences to Brian Saxton and his sister, Eunice as their Mum passed away this month. At the grand old age of 100

Bill Hurlow, probably the last of the great frame builders has also died. Roy, Tony, Val and myself attended his funeral in Thanet earlier this month. Bill started work with Freddie Grubb, then worked for Holdsworth and Condor and in 1958 set out on his own but continued to supply Condor with frames for many years. Bill designed some elaborate lugs, with intricate scrollwork, and amongst them were the ones with his own initials 'WB' at the top of the head tube and 'H' at the bottom. If you are interested have a look at <http://www.classiclightweights.co.uk/hurlow.html>

Congratulations to Brian 'Tich' Shambrook who on the 22nd April completes his 50 years of membership. 'Tich' will join the ever growing band of Life Members, shows what a great club we are that so many have stayed loyal for so many years. I have your engraved whiskey tumbler Brian and will present it to you at a suitable time hopefully in the not too distant future (Roy please note- still I got mine in the end!)

I am sure you will all join me in wishing Mike Peel the best of luck on the 25th April when he runs in his 30th London marathon (that is all of them since they started in 1981) Good Luck Mike!

I have my first race of the season on the 27th March, the Southborough Dist.Whlrs '10' at Tenterden (Ian Silvester and Chris Cowlard are also entered) I don't do training but have managed to amass the grand total of around 500 miles so far this year about half of last years total, so getting inside 30 minutes might be a problem! A good friend of mine Chris Bax VC Deal (some of you know him) has been complaining his mileage is also down by 50% on last year and had only managed around 2,000 by the end of

February! He did a very long '25' in the Kent Vets event, so going on his time I am in real trouble!

As we are now in the SE Division I hope all you timetrialist will support the District's various events. Also all you vets, I hope you will support the Kent group by becoming members of the V.T.T.A. (Kent) it is a friendly group and needs all the support it can get. I know four of you already have, so we are off to a good start. Application forms can be obtained at <http://www.kentvets.org.uk/forms/MembershipForm.doc>

DID YOU KNOW?

Our founder was not a De Laune but a Faunce.

Col William De Laune was the last of the direct line of the 'De Launes' (he died in 1739) but Sharsted Court and the rest of his estate helped to perpetuate the De Laune name. The earliest records of the De Laune family in this country is circ. 1572 when Col William's great great grandfather, also William, fled France with his family, around the time of the St Bartholomew's day massacre.

To explain, as William had no heir, the estates passed from one family member to another, after premature deaths. William's sister Mary's grandson ended up with the estates, he was the 6th person in a 50 year period to do so.

This grandson, Alured Pincke, of De Laune lineage, married a Mary Faunce. They enjoyed a long life, Alured lived till the age of 91 and Mary outlived him, dying at age 99. Mary left the estate to a great nephew Edmund Barrell Faunce, as there was not a drop of De Laune blood left.

Edmund's son was Chapman de Laune Faunce and as Alured Pincke's will had decreed that the name De Laune be perpetuated and I believe that was the reason Edmund had given Chapman the middle name of de Laune. When Chapman was 21 in 1864, 3 years after he inherited the estate, he added de Laune to his name by Royal Licence. Thus our founder became Chapman de Laune Faunce-de Laune.

Next time our founder's family, The Faunces of Cliffe, (Isle of Grain, Kent) from year 1525 onward.

Kav's Report.

Happy birthday to one of our grand old members, Bill Miles. We had a discussion on how old Bill was. Mark got it right. He was 98 on the 29th Feb. Well done Bill. Another grand De Laune gentleman's birthday coming up - George Wood will be 89 this month. Well done George. Do you know what? I feel quiet young at 75!

Talking about grand old boys it was our editor's birthday last month. He was 78. He does not look 78 but he must have done at some time! Happy birthday Mark.

Do you know how (I am staring to waffle) I met Mark? I worked as a motor bike salesman for a company called Pride and Clark in Brixton. This is going back to 1955.

In the show room at the bottom of about 6 stairs was a gents toilet. As the toilet was bunged up someone had left the man hole cover off at the bottom of the stairs. One of our salesman (I will not mention his name) came trundling down the stairs and went straight in to the manhole! The poor guy was shouting for help to get him out.

I was not going to touch him with a barge pole for obvious reasons. Out from no where came the hero. A guy who was working as an electrician in the show room. Yes it was Mark Ballamy who I had never met before.

Mark grabbed the guy's hands and pulled him out. The man was so pleased he gave Mark a hug. I do not think Mark was too happy about it! I have great respect for Mark as I know he will always help people out of the you know what!

We have a new President - Malcolm Adams. Another character of the De Laune. (Malcolm invented the clip-on handle bar ash tray.) I know we are going to have a few good laughs with Malcolm, especially with his cross-

From the Treasury

A thank you is due to those members who have responded to our request for donations which have been received by Brian Saxton with some regularity over the last couple of months. It is hoped that we will be able to recoup a little more income from these donations when I submit the relative paperwork to HM Customs some time next month when the new tax year has commenced.

You may recall, on the agenda for the AGM this year, there was a proposition submitted regarding the high annual cost of production and despatch of the De Laune News. During 2009 the production costs were £948.41 plus £324 postage, producing an overall cost to the club of £1272.41, or put another way roughly £12.72 per head per member. Nothing substantial was decided at the AGM except to say that the new committee were charged with discussing the subject as soon as possible with a view to making some changes to save costs to avoid a subscription increase.

After much discussion at our last meeting, it was suggested that rather than produce and despatch a hard copy to everyone, members should be encouraged to view the magazine on line via the club website, instead of receiving a hard copy. We favoured this method of viewing rather than sending the magazine by e-mail because members on a dial-up system of e-mail could encounter problems in downloading a large attachment. If you visit the club website and select 'News & DLN's you will find copies of every magazine dating back to 2000.

It is intended to use this alternative method of publication commencing with the June issue. You will find the copy of the DLN posted directly onto the website 2-3 days after the copy closing date. We are mindful of the fact that not everyone has access to the internet therefore those members wishing to continue to receive their DLN by post should contact our new Membership Secretary, Dave Haggart on 020 8658 7419 or write to him at 388 Upper Elmers End Road, **Beckenham**, Kent BR3 3HG, no later than 16th May, to let him know your wishes.

It is our hope that substantial savings can be made using this alternative method of publication of the De Laune News.

Val the Peach

The Clothing Scene

On reading the article from Mark describing his early bikes last month, set my mind thinking about some of the true but amusing aspects of my early racing/riding years and the changes to clothing that have occurred over the years.

One of the biggest changes I feel is with clothing. My first event as a novice in 1953 saw me attired all in black from head to toe – this was how it was – the thought being, that racing cyclists should be as ‘inconspicuous as possible’. When you analyse this, what could be more conspicuous than individual hurtling through country lanes in a tight fitting black top and black tights, at exceptionally early hours on Sunday mornings, one hardly blended into the scenery. It wasn't too long before coloured clothing was available but it wasn't anywhere near what we have today. The early coloured jerseys had a limited colour range, were sometimes thick material and consequently heavy on the body – many designs incorporated different colour stripes by sewing them on top of the base jersey – three colours meant three layers of material each built on top of each other.

The early shorts were pure worthy wool with a real chamois seat which took days to dry. This was an horrendous nightmare on tour or if, in my case, when riding stage races. If you could get them dry away from home the chamois was rock hard, needing some vigorous agitation before any semblance of comfort could be encountered. Some of the lads used a chamois cream to engender some softness – not always successfully. If the shorts became wet from inclement weather whilst racing they could become heavier, uncomfortable and very much longer in the leg. Braces were often used in such circumstances to ensure shorts stayed in place in the nether regions.

Leisure riding clothes we no better really. Val's Dad, Sam, used to regularly ride in a tailored 3 piece suit of plus fours, waistcoat and jacket, complete with shirt and tie. Not everyone wore such attire – the general racing lads and lasses believed that layers in the winter kept them warm – layers meant just that – six or seven layers thick. Great if you fell off on a clubrun, you

just bounced rather than gathering broken bones. The only downside to so many layers was that we resembled Michelin men on bikes.

Jerseys – they have really altered over the years. Again the early ones were wool and again took ages to dry after washing. The fast lads treated themselves to silk jerseys for short distance events – I had one that I used sparingly. Pockets on jerseys have seen many a revolution. In the main pockets have invariably been on the lower back, however whilst riding for the National Combined Services and RAF 1958-60 we had a consignment of jerseys with pockets at the front which buttoned up to make us look a smart team! Have you ever tried to undo a button on your jersey whilst racing – its not easy. So, it was the tradition not to bother with the buttons apart from the photo shoot. The biggest trouble with pockets at the front was the unbuttoned pocket tended to droop whilst in the riding position creating a windsock effect and an ideal place to catch flies. Especially flies that are attracted to fruit or sweet foods like dextrosol or fruit cake. I finished a road race on one occasion with more flies in my pocket than could be found around a waste disposal site – and I had been eating them for the last 2 hours, clearly boosting my protein intake.

On one occasion I rode a 12 hour in a woollen jersey which had only been lightly laundered before the event. During the event we had 7 hours of rain – and this woollen jersey began to shrink – not only getting tighter and tighter around the chest but also creeping up my back to the point I could no longer get the badly needed food out of my back pocket. Needless to say I had to stop and discard said jersey and uneaten food in order to don a far more comfortable version as soon as possible.

I was always trying to take advantage of every opportunity to save weight and I caused great consternation with the timekeeper at the start of the SCCU 12 in 1973 when I rolled up to the start in a skinsuit – this was unheard of. This was a time when riders' bikes in 12 hour events would be festooned with bottles, perhaps a bag on the front carrying spare food and more food in the jersey pockets. In the past I had tended to take food with me and take anything handed up. If I didn't feel like eating the food I just stuffed it in the back pocket, finishing the event with more food on board than I had started with. I had the idea that if I had nowhere to put the food handed up I had to eat it, therefore it forced me to eat and drink on a regular basis. It obviously worked because I won the event.

Clothing took on a new lease of life when lycra came into being together with silkscreen printing. At long last we were able to have comfortable clothing with bright colours incorporating any club design required. We can now comfortably ride with just a couple of layers on and be as warm as toast.

A further improvement has been made in footwear. Early cycling shoes had very little built in support for the foot base – any support came from the plates which were screwed or nailed on the sole. This was OK until the plate became worn and could snap in the middle creating a real problem of getting your foot out of the rat trap contraption on the pedal. At one time Val and I rode shoes of identical pattern and, as was bound to happen, I actually rode an event with my left shoe and Val's right shoe. I just couldn't make out why my right foot was numb all the way round until I discovered the faux pas.

I can also remember going down to a Southern Roads 50 one year, and parked our car next to Bill Best, a prolific roadman of the 60's and 70's. He unfortunately had travelled down there leaving his cycling shoes at home – the only alternative he had was to ride in his normal walking shoes which at the time were in the winkle picker style. These shoes had an extremely long pointed toe. He rode the 50 in these shoes with about 3" of toe sticking out of the end of the toe clip. His biggest problem was the amount of overlap between shoe and front wheel when cornering.

In 1973 I visited a shoe maker in Northampton who specialised in making made to measure cycling shoes – I purchased two pairs and they were absolutely great fitted like a pair of slippers but still gave me all the support I needed. I got the nick name of 'Fred Astaire' as a consequence of these shoes as they were black patent leather – I thought they looked good – did some of my best rides in them. Though to be honest the rides were probably as a consequence of the amount of training I was doing at the time. More next month

Tony P



A winter warm thought - perhaps for next year

I have seen some forecasts that the winters for the next few years will be as cold as this one; looking through the forum on the website I pick up how difficult everyone has been finding it to get in some early season miles. Here in south eastern France it has been even colder and instead of our usual one snowfall of about two inches we have had one like that plus three others of more than ten inches each.

I am not sure that the following will be of interest to anyone but the thought that it would put a different subject into the DLN, and might draw attention to a holiday destination suited to cycling that some might not have thought of.

I have just returned from 10 days in Lanzarote in the Canary Islands, where the conditions were sunny but breezy with temperatures averaging 20°C. I had not been to the island for some years and was pleased to find how much it has improved as a destination for cyclists; roads across the centre of the isle which used to be compacted cinders, are now good quality tar macadam. A consequence is large numbers of cyclists from all across northern Europe.

We stayed self-catering in a villa in the South of the country where, remembering Jayne's organisation of lodging for this year's Tour of Wessex Sportif event, it crossed my mind that the property in question might well be an option if some members of the club wanted to get together to obtain some early season preparation .

The villa, with four double bedrooms and four bathrooms plus an extra bunk bedroom that will accommodate several bikes, would be very comfortable for up to eight people. With a three by six metre swimming pool and plentiful poolside furniture it also lends itself to non cycling partners. More details of the property can be found at <http://www.ownersdirect.co.uk/canaries/C20.htm> prices compare very well with what one would have to pay at Club La Santa, to which the professional teams go.

The property is owned by a British couple who occupy an annexe attached to the villa, when it is let. They are quite pleasant and very willing to impart local information, although he looks like a retired freestyle wrestler but behaves a bit like a Blackpool landlady – (He initially locked any rooms that he thought we did not need, “since there were only two of us”).

There are doubtless , other villa options on the Island but this one ‘*Ahora Mismo*’ at £450 per week for two, £650 for four etc., is the most reasonable that I have come across – and it has an incredible sea view. I spoke with the owners about the possibility of a let to a group of club cyclists and they seemed quite keen on that.

The property is in the village of Las Breñas in the south of the Island, about a 30 minute drive from the airport and ten minutes by car from the town of Playa Blanca which has a wide range of shops and restaurants. Las Breñas itself has a couple of, reasonable quality restaurants, just about within walking distance of the villa, but it would be necessary to hire a vehicle to get about and do the shopping etc. – the village shop closed a while back and it is not certain when or if it will open again. For car hire I used Avis but there are some cheaper local options.

EasyJet has flights to Arrecife in Lanzarote from London Gatwick ; booking a couple of months ahead I got our return flights for around £100 each , plus £18 baggage charge. The cost of taking a bike, required to be in a bag or box, is £37.

Since I was travelling from France, I needed two flights and opted for hiring a bicycle in Lanzarote for around the same price as it would have cost me to transport my own, paying €95 for a week for an Aluminium framed Greg Lemond machine , including Helmet pump, and pedals to match my shoe plates . Also supplied but not charged for unless used, two inner tubes and one outer.

There are a number of bike hire organisations on the island but more information on the company I used at, http://www.mylanzarote.com/roadbikes/racebike_hire.html). Renting from this pleasant and knowledgeable German guy, I was pleased with quality of the bike every thing worked perfectly – I did have some tools with me so that I was able to tweak saddle and handlebar setting to get the correct position. (NB. This company does not take credit cards; on the other hand, no security deposit was required)

I originally thought to post this on our website forum but, as you can see it is too long for that, however in any one wants any further information I will be happy to provide it via that medium. Lanzarote and the other Canary Islands (I think Fuerteventura is best for mountain bikes) advertise themselves as all year round holiday destinations, however in my experience December and January can be very windy indeed with more rain and slightly lower temperatures)

Best wishes to everyone for 2010, I hope to be in England during May and expect to be at one or both of the events on 16th.

Clif Pendleton

↩ ← “YOUR CLUB NEEDS YOU” → ↗

As an obligation of belonging to the S.C.C.U. it appears that, if riders from an affiliated club ride an association event during the preceding year, then that club has an obligation to provide a certain number of marshals for the following year's association promotions.

I have been contacted by Tony Alston, who is responsible for co-ordinating such things, and he has advised me that members of the De Laune C.C. rode S.C.C.U. events during the course of 2009 and thus we need to provide some marshals for the 2010 season.

The number we need to provide is determined by how many De Laune members rode S.C.C.U. events last year and, as a result, for 2010 we need to provide just three marshals over two events.

The two events in question are the Association “10” on 22nd May (two volunteers required) and the “25” on 5th September (one required).

In order to fulfil our obligations are there any members who would be willing to direct riders the appropriate way in either of the two aforementioned events please? I guess that, if you rode a S.C.C.U. event in 2009, then you might feel it appropriate that you ought to marshal but there may well be members who would wish to volunteer to marshal irrespective of whether or not they rode in an event.

If you feel that you can help in fulfilling the De Laune's marshalling obligations as detailed above then could you please contact me accordingly – obviously in good time so that I can advise Tony Alston of the names and addresses (the address is needed so the organiser can forward a start-sheet to the appropriate person at the time of the event)

As an aside, the S.C.C.U. are also asking for volunteers to help in the Association 100 on 25th July – this is over and above our obligatory marshalling duties but it may be that someone might want to help marshal this event anyway. If so, then please let me know and I can contact Tony accordingly

Many thanks

Claire Silvester – Time Trial Secretary

Phone: 01892 837038 or e.mail: clan.silvester@o2.co.uk

VTTA 10 - 8th March - promoter Val the Peach.

First event of the year for most – a cold morning with a strong northerly wind straight off the North Downs. The Harrietsham course attracted 57 riders where we had 5 riders. Finishing times were

Ian Silvester	23.56
Jon Archdeacon	24.11
Dave Haggart	27.06
George Lewis	29.03 (his first ever 'real' event)
Sarah Archdeacon	29.46

The winner was Ben Instone in 20.38 though to be honest he was a whole minute clear of the second man !!

Valued helpers from the Club were Alan Constable marshalling at the turn whilst Claire acted as Recorder for the finish timekeeper and Tony was the chief sign putter out and the 'master' of the result board, in the hall where it was warm and very near to myself brewing up the tea and hotting up the hot cross buns.

Thanks everyone for your help or as a rider.

Val the Peach

East Surrey RC 29.9 - 7 March

1	Wouter SYBRANDY	Sigma Sport	01:07:44	M
2	Peter TADROS	In Gear Quickvit RT	01:09:13	M
42	David HAGGART	De Laune CC	01:29:41	V

SCCU 10 - 20 March

1	Peter Tadros	In-Gear RT	00:22:10	
46	Roy Savery	De Laune CC	00:29:13	+3:49

SCCU 25 - 1 March

1	Steve Dennis	East Grinstead CC	00:53:40	+15:22
1	Ben Instone	Scientific-Coaching	00:53:40	
47	Matthew Baker	De Laune CC	01:18:02	-1:59

Time Trials

This small item is just to advise fellow De Laune members of a few changes to how you enter club events from this year.

In the past, club events have been run with just De Laune members riding and helping which worked absolutely fine. In the halcyon days (when time trialling was just as serious but “more fun”) I gather the club “25’s” were the events that all club members wanted to ride and win. However, with fewer riders seemingly wanting to ride club events these days, from this year the three club “25’s” will be run in conjunction with three other clubs – Thanet R.C., Rye & Dist Wks and the Ashford Wks. This will not only mean more riders turning up to ride but it will also spread the onus of providing helpers over four clubs rather than just the one ie: the De Laune.

The changes that are planned only affect the three “25” club events that are being run this year. The OMA “10” and the hill-climb will still be just De Laune riders but the way we would like to encourage you to enter all five club events is described below.

There are a few things that are changing organisationally but, from the point of view of riding/entering them, the changes are fairly minimal.

Rather than just turning up on the morning of the event, from this year the club would like you to advise the Time Trial Secretary (me) in advance which events you wish to ride (including paying for them – a mere £2 per event). You obviously are not indebted to ride them once you have sent me the form but it gives me some idea as to how many riders we can expect to turn up on the day and, as there will be more riders there on the morning, it will just make things run more smoothly if I can get a start order done before getting to the HQ. This doesn’t preclude you from turning up and riding on the morning of the event but we really would like to encourage you to advise me in advance.

Better still – why not put your name down for all five events and be done with it!!

There will be a more detailed article on the De Laune web-site covering everything and there will also be a link to the form on which you can indicate which events you wish to ride. If you wish to ride one/some/all of the club events this year could you complete the form as necessary and return a

printed version to me together with a cheque for £2 per event payable to De Laune C.C. The form will need to be with me by Sunday 9 May 2010 (a week before the first event). Please don't worry if you don't have fast access (or, indeed, any access) to the internet – just give me a call and I can send you a blank form for your completion and return. We cater for all eventualities in the De Laune !!

Many thanks and Happy Cycling – I look forward to the forms coming flooding through the letter-box!

Claire Silvester

phone: 01892 837038 e.mail: clan.silvester@o2.co.uk

Help required in running the club event programme for 2010

Dear fellow De Laune C.C. members

You will notice a small article in this edition of D.L.N. (and a more enhanced/detailed version on our web-site) showing details of some changes in how we would prefer you to enter our club events for this year and beyond. If you don't think you will be riding any of them (or, indeed, you may just wish to enter one or two) would you be able to offer a bit of your spare time to help the events run smoothly please?

As we are running the "25's" in conjunction with three other clubs our commitment to providing helpers in these three events is greatly reduced and the amount of people needed to run the OMA "10" and the hill-climb is fairly minimal anyway.

The amount of helpers needed are:

- For the three "25's" there is a minimum number of 12 roles that need to be filled to enable the events to take place. As these are being run in conjunction with three other clubs each of those involved needs only to cover three of those roles at each event. The De Laune are already providing our three needed for the first "25" on Sunday 16th May (two time-keepers and the collecting of the HQ keys) so we therefore need offers

of help from members to take care of our commitment to three roles for each of the other two on Sundays 8th August and 26th September please. The positions required are time-keepers, recorder, pushing-off, marshals, collection/returning of HQ keys and the placing of the appropriate signs around the course. In reality, one person could actually cover more than one role without too much extra effort ie: a marshalling role could also cover the signage so it may be that we actually don't even need to have three different members to cover our share of the roles.

- The O.M.A. "10" on the morning of Saturday 14th August requires time-keepers, a pusher-off, a maximum of four marshals (though two would be sufficient) and someone to place signs around the course (though I guess the marshals could do the sign placement)
- The hill-climb on the morning of Sunday 16th October probably only requires time-keepers and a holder-up/pusher off. I would hope that the signs for this one can be done by anyone who happens to be there.

If you are able to offer your assistance it would be very much appreciated by not only myself but I'm sure by all members of the De Laune.

Many thanks

Claire phone: 01892 8370378 e.mail: clan.silvester@o2.co.uk

[Cont.frompage 11](#)

toasting. Malcolm would always set targets for him self to achieve. He wanted to go to New Orleans (he likes jazz) and he did. He wanted a classic sports car and he got one. He wanted to get under the hour for 25 miles and he did. Well he told us he had so you have got to take his word for it!!

I do not think he had planned to be our President but he is. Well done Malcolm the drinks are on you.

Coming up on the 11th April we have the SERRL road race at Brenchley. Christian Rudolf who is organizing the event on behalf of our club is going to need a lot of help re marshalling. Please do not let him down.

I noticed by one of the e-mails flying about that one of our members, Ian Silvester informed us that a half marathon was going to be run on the same course and on the same morning. That could be interesting.

In another in-house e-mail I noticed that Mark Ballamy had found our old Lemainia stop watch and wanted to know if we should keep it or sell it and put the money in general funds. The general feeling was that we should sell it as it has had its day, considering the modern watches we now use.

Val the Peach informs us that the modern watch will give and save five riders times and give you a print out and make a cup of tea at the same time. The mind boggles!

Talking about watches, I remember one of our old time keepers (mentioning no names) who would get times wrong and blame the stop watch (it could be the same watch Mark?) I remember in one event my time did not appear on the finishing board so I decided to ask this time keeper (this you should never do) if I have a time?

I remember it was a wet day with the wind blowing like hell. I managed to get to his car which was all steamed up. I knocked on the window. He wound down the window and said in a gruff voice "what do you want"

I said have you got a time for me? He said what do you think you did? I said a one or a two. He said you did a two! And then wound up the window.

Happy times. Kav.

**John with Graham Baxter
That you would have read
about in the February
DLN.**



Diary Social/Club for 2010

Sunday	20 June	Mid-Summer Club run & Picnic in Richmond Park	John Kavhagh
Sunday	27 June	OMA Lunch - Brighton	12:45
Sunday	25 July	Max Dods Memorial B-B-Q at Herne Bay	9:00
Sunday	31 October	Club run to the Down Hill	10:00
Sunday	21 November	Newnham Remembrance Service	10:30
Sunday	12 December	Richmond Park Christmas Social Ride	09:00

Club & Inter-Club Events for 2010

Sunday	11 April	SERRL - Road Race	Brenchley	
Sunday	16 May	06:30 Spring 25 & the Club	Chilham	Q25/8
Sunday	16 May	10:00 Ken Fuller Memorial Road	Bletchingly	
Sunday	? May	13:30 Club Track Championships	Herne Hill	
Tues-	15 June	18:30 Circuit Race	Crystal Palace	
Satur-	24 July	07:30 Open '10' TT	Harrietsham	Q10/22
Sunday	1 August	06:30 Fred Peachey 25	Chilham	Q25/8
Sunday	8 August	06:30 Mid-Summer 25	Chilham	Q25/8
Satur-	14 Au-	07:30 OMA 10	Harrietsham	Q10/22
Sunday	26 Sep-	06:30 Autumn 25	Chilham	Q25/8
Saturd	16 Octo-	11:00 Hill Climb	Titsey Hill	GH/31
Sunday	24 Octo-	KCA Reliability Trial	Phone Kav 01622 726959	
Sunday	31 Oct	12:00 Down Hill	Tilburstow Hill	

SEE MESSAGE BOARD to keep UP TO DATE

<http://mikepeel.proboards67.com>

CLOSING DATE FOR THE NEXT ISSUE 28th APRIL

Anything for inclusion please send to:

41 Mayes Close

Warlingham

Surrey CR6 9LB

Produced by **Mark Ballamy**

Phone or Fax 01883 627809

E-mail mark.ballamy@virgin.net

Distributed by **Brian Saxton**