

DE LAUNE NEWS



***THE MAN IS A WOMAN.
YOUNGEST AMONG THE PARTICIPANTS IS
JAYNE FROM THE UNITED KINGDOM.***

WELCOME

May I on behalf of the club members offer a very warm welcome to a new member Juliet Sprake and also welcome Nick Kinsey back into the club. Ed.



BELGIUM NIGHT



12 November: 7.30 for 8.00 p.m.

The social season is almost with us and so our first event is the very popular Belgium Night. Therefore, if you want like to be there you will need to phone me now, as numbers are limited. Members only, plus one guest.

The price is £10.00.

See you at the Blackheath Harriers Clubhouse, Hayes.

Dot 01689 851241



www.savethevelodrome.com

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

1889 DE LAUNE 2010
CYCLING CLUB

PRESIDENTS REPORT

I would like to kick off this months report by welcoming two new members firstly, Juliet Sprake who came and met some of us at the Crown and Greyhound, seems we made an impression, so welcome Juliet. Secondly, welcome back to a past member, Nick Kinsey.

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On Wednesday the 15th we had our pilgrimage to St Helens Church Cliffe at Hoo. We, being Kav, who organised the walk, he was joined by Dot, Pauline (Ken's wife) Pat Conner, and Lyn, my better half. Val and Tony had to sort out a new TT course on Grain first, so just missed the other walkers as they set off, but met up with them on the return.

Lenny Brown organised the bike route, some 25 odd miles in windy conditions, I thought Grain was fairly flat, wrong! Our group consisted of Lenny, Kenny Legge, Alan Rowe, Mike Peel and Terri, myself and the late arrival, Roy Boy.

On route we found the St Mary's Hall (photo) where Thomas' (5) & wife Ann (Daniel) lived (see last month's DLN)

After lunch at the Horseshoe and Castle in Cooling we made a short visit to St. James Church (of Dickens fame) then back to Cliffe to St Helens' Church to see the effigies of our founder's forefather' Thomas (1) and



his son Bonham. They were, as I have said before, benefactors of the parish and you will see their names in the other photo,(page 13) recording these facts on the large board on one of the walls in the church. Thanks Alan for the pictures.

We left the Church and some of us went to the Rectory of St James' Church, (which was willed to the Edmund Faunce, see May's DLN, and who is mentioned again in this month's Faunce Family in Rochester) now privately owned. Terri and I knocked on a door and we were all invited to walk around the grounds. The owner informed us that they were happy to let people onto the property as a few years ago somebody, he couldn't recall his name but was from Canada, had called at the Rectory. It transpired the Rectory had been owned by his ancestors, and when he saw that extensive repairs were needed he duly wrote out a cheque for £30,000. The Faunces' have connections in Canada, I wonder!"

Oh no! I had promised the owner my information on the Rectory, which I had downloaded from the web, I did another search for it and it transpires we had the wrong Rectory. My fault! not really, because the vicar of St Helen's had lead me there, maybe on a misunderstanding. The Rectory of St

James' was just along from St James' Church Cooling, according to a map of 1897. So I will now have to go back and check it out. Still we enjoyed the grounds of this other Rectory.

Thanks to Len and Kav for helping me out, I think everyone enjoyed the day.

After the Grain visit I was up early the next day and off to France for a ride. Our group 6 from East Kent was joined by 2 ladies and a gent from the Catford C.C. and we rode to Ardres, along the canals, and enjoyed lunch by the lakes at the restaurant Kav takes us to. Unfortunately, soon after leaving the restaurant one of our group found himself freewheeling both ways, so we had to push him some 10 miles back to Calais.

I managed to get a rest on Friday before our visit to the Tour of Britain. National Express coach to Lewisham, then spent half an hour trying to work out how to get tickets for the Dockland Light Railway. Six pensioners staring at the machine feeding in money, then ejecting it many times as we were not sure we had the right zone or even if we were going to get the right amount of tickets, this must have caused a great amount of amusement for the passers by.

After we had finally cracked the ticket machine, not literally, although it was tempting, we proceeded to stare at the route maps, more confusion! In the end we decided to go for it, so we jumped on a train and much debate was held as to where we were going, so we changed from train to train in the hope we would eventually end up where the race started, wrong!

After viewing all of Dockland, we left the last train, and on reaching the bottom of the stairs from the platform I saw two lonely figures ahead wandering aimlessly, they happened to be Dot with Gordon Gibbons. So we all went off in the wrong direction to the start, but at least we found some activity at the food festival. After refreshments the start of the race was found, back the way we had come, making us realise we should have stayed on the train for one more stop.

Other De Laune members seen were Dave and James King, Dot also saw Dave Haggart. A good day was had and I arrived home exhausted from the thought that I was riding the KCA '25' the next morning, my time I don't want to publish, but I'm sure Mark will find it, my only excuse is I asked for a late start and the wind was evil by the time I set off.

This month, as the time trial season tails off, we have our Hill climb, Freewheel competition and the KCA reliability to look forward to.

Hope to be at the Hill Climb, see you there.

Malcolm

NEWNHAM

SUNDAY 21ST NOVEMBER

Usual venue
until 10.15
Remembrance

If you wish to
for lunch at
the numbers.
your place.



We meet for coffee 9.30
then off to church for our
service at 10.30 a.m.

join us after the service
the George. I need to know
So telephone me to reserve

Your lunch choices need to be ordered and paid for before going to church.

DOT 01689 851241

FAUNCE FAMILY IN ROCHESTER

THOMAS FAUNCE (6)

This Thomas married a Jane Barrell., she was the daughter of Prebendary (Canon) Edmund Barrell of Rochester Cathedral (he was in his time also Vice Dean and Treasurer) The Barrells were one of Rochester's leading families. Jane's grandfather represented Rochester in Parliament 1679 and her Uncle in 1701. Edmund was vicar of Sutton-at-Hone for 56 years (I read also in his earlier day he was Vicar of Boxley). So once again the Faunces married where the money was.

Thomas and Jane settled in Sutton-at-Hone and had 5 children, the eldest was Edmund which is the direct line to our founder. Next was Mary, she married barrister Alured Pincke (of Sharsted Court) who was the heir to the De Laune fortune, then there was Anne, followed by Jane and lastly Thomas (7) . All of whom will feature in the next couple months DLNs

Sadly Jane died at the age of 53 from smallpox and is buried in Rochester Cathedral, her gravestone lies in the centre aisle near the choir. Thomas (6) continued to live with his son Edmund who was by now the Vicar at Sutton-at-Hone. After Edmund's death, in 1787, Thomas went to live with daughter Mary Pincke at Sharstead Court.

Note There are many memorials to the Barrells in Rochester Cathedral. One is an inscription for Jane which in the 1980's was noticed by the Headmaster of King's School, Rochester, Dr Ian Walker, whilst he stood in the nave presiding over a school service. He happened to glance down and saw his mother's maiden name, Faunce, at that point he was unaware of the family connection. Dr Ian Walker is a descendant of Thomas (7) whose branch of the family went to Australia in the 1800s. So even till this day the Faunce family have a connection in Rochester

“KAY’S REPORT”

I rode my first Sportive (and last) on a bright sunny day last month. I thought I can handle 50 miles and it should be no problem. The last time I did 50 miles was in a time trial in about two hours but that was about 50 years ago!

I also thought a sportive was another name for a reliability trial. Wrong! I normally ride the KCA reliability (30 miles) each year so a few more miles would not make much difference. Wrong!

I entered the Sevenoaks Circuit of Kent and expected about 300 riders I could hang on to. Wrong! About 1500 riders started and I could not hang on to one of them.

I would say the average age was between 20 and 30. To look at them you could mistake them for professionals. They had all the gear; trade vests; light carbon bikes. You name it they had it.

In this event you did not have the card to be stamped by marshals on the way around but had an electric tag on your bike (which fell off at the start) to give you a time at the start and at the end of the event.

I knew that being a sportive they would throw a few hills into the event. Wrong! They threw every hill in Kent into the event. I was determined not to walk any of the hills. The last one (One Tree Hill) with one mile to go was a bastard. Yes I did walk it with riders like me, knackered. How can an organizer be so cruel? I should have known better as sportives have names like “The Beast of Dartmoor and “The Hell of the Ashdown”

I sat in my car after the event in a bit of a daze thinking to myself “What did I do that for?” and then I noticed, stuck under my windscreen wiper, a card saying “ Ride the VO2 Sportive on the 3rd October, you will love it”

Bastards

A couple of stories regarding Brian.

Way way back in the days that Brian turned down riding madisons to concentrate on his sprinting, I was down to ride a Southern Counties 50 lap madison run by Jim Wallace with Robin Buchan only to be informed at the last moment that Barry Hoban on his way to France to start would was to become a very successful career in Europe, had been paired by Jim Wallace to ride with Robin.

Not being too impressed at the lateness of the change I persuaded Brian that he had to ride with me in order to give the 'stars' a race Agreeing, Brian put on one of those sterling rides he so often produced during his career and the final result read

1st Brian Dacey & Ted McDonald

2nd Robin Buchan & Barry Hoban

As they say QED

The second occasion another 50 lapper with normal sprints for the first 40 laps and the progressive points for each of the last five laps. It was one of those days were we battled to find form and after 40 laps the Catford pair Johnny Harnet and his partner I believe Harry Willason were far in front with Brian and myself scoring just a couple of points. Then with 6 or 7 laps remaining Brian put in a massive attack taking half a lap which we held to the finish winning each of the last five sprints. Winning in the end by the proverbial mile. Both of us were very relived of what could have been just about most disastrous madison we had ever ridden.

The report in Cycling talked of the experienced pair, Dacey and McDonald waiting until the last laps to show their skill. Luckily the reporter never found out that is was sheer desperation on Brian's part that we had actually pulled off the win. There were other madisons wins with Brian most also having a 'Story' to tell.

Keep the 'News' going, I do enjoy reading it every month, especially the "blasts from the past"

Ted

For those of you who do not know Ted he is a past member of the club and lives in South Africa, Ed.

HBK to hell (Hamburg) & back - 1500km/113 hours

by Jayne Wadsworth

Well I made it, although at times I didn't think I would. It's been 2 weeks (14-19 Aug) since we finished the HBK Super Randonner and my legs feel like they are almost recovered but I haven't stopped eating yet!

The event started well enough on Saturday at 06:00 from a district just outside of Hamburg. We left London on Thursday evening catching the overnight ferry from Dover to Dunkirk and then drove for 8 hours through France, Belgium and in to Germany, arriving for registration at 15:00. After signing on and collecting our route guides we left to pitch our tent so that it would be ready for our return. We returned early evening to the HQ for the pasta party and to meet our fellow cyclists at which I was very randomly presented with a large trophy, engraved and everything, as I was the youngest female rider - did I need to actually ride was the question I asked myself!

So at 05:00 on Saturday morning we all reconvened at the HQ for breakfast and a 06:00 start. I think there was about 50-70 riders in total amongst which there was a large contingent of Scots so the conversation flowed quite easily as we set off for the first stage of 470 km. The weather was pleasant, the roads very good and the terrain pan flat so all was going well until at 200 km I suffered my first of many mechanicals when my gear cable snapped whilst riding over one of many cobbled sections. Being totally naive to the intensity of this kind of event I hadn't thought to pack any spare cables. My friend Gary with whom I was riding the event smiling told me that a huge 12% of all journeys made by Germans are made by bicycle so you would have thought bicycle shops would be in abundance but that is not the case coupled with the fact that everything closes for half day on Saturdays and no shops are open on Sundays. So on I rode with just the 1 gear for 70 km until we got to the first Control Point, thankfully it was pan flat!

Although lots of people had a go unfortunately the gear cable was un-repairable as part of the cable was wedged firmly inside of the shifter. A fellow cyclist then stepped in and by-passed the rear derailleur and taking a new cable locked the rear cassette so that I was stuck on one gear at the back but at least could move between the large and small ring at the front. Off we went again, the rain started and we arrived at the first sleep station, 470 km, at 01:00 on Sunday morning.

After grabbing a quick bite to eat we bedded down for 3 hours on a wooden floor with just a blanket, still in cycling kit, amongst every-one else - ear plugs were essential. The organisers awoke us at our pre-arranged time and we crept out of the room, ate breakfast and we were off again. I forgot to mention the good weather was over, for the rest of the event as it turned out, we arrived in the rain and left in the rain. The approach to this control was through a huge wind farm which was slightly spooky with red lights flashing all around us.

By now I was infamous, not only was I known as the girl with the trophy but also as the girl with just 2 gears!

The second stage saw us ride towards the "Hartz" (not sure how you spell it) Mountains and through Brandenburg with a very knowledgeable chap from Belgium who kept us entertained with the local history. The roads were getting more than a little lumpy and it was still raining, the next stage would be the mountains proper and I was getting a little apprehensive about my lack of gears. Any-way onwards and upwards! We left our Belgium companion at the next Control point and I have to say I don't remember too much about this day except for the rain and rolling into the Sleep Station at around 20:30 - that was 740 km under our belts, more or less half way, and we were at Messinghausen the start of the Mountain loop.

On arrival we were met by 2 eager guys from the organisers team who were ready to start work on my bike, I simply handed it over and told them that we would be leaving in 4 hours - no problem they said! I ate some pasta and at last changed my cycling kit - this was the first of our luggage stops - took my first shower since we started (the showers were communal so Gary had to stand guard by the doors! Off to bed again this time on a pallets with 2 blankets, it was freezing in this hall but the snoring was just as loud as last time!

At just gone midnight I was re-united with my bike and almost all of the gears! So we now had a 390 km loop through the mountains back to Messinghausen - it was still raining. The climbs were not too steep although my amassed a fair ascent over that day. It's a little weird riding with so little sleep, knowing that there is still so far to go and really just doing so much night riding - bring on the Mars bars and Pro-Plus (much improved since I was a student!). By now I had a problem with my bottom bracket and the left pedal arm kept unscrewing so every couple of hundred K's we had to stop to tighten it. I could just imagine myself rolling into

the next control point with limited gears and only 1 pedal! We kept it under control and at about 01:00 on the 17th arrived at the Shell garage at Finnentrop an info point where we were supposed to collect a receipt to find it closed. the rain was still coming down and it was very cold so we unrolled our silver foil blankets and slept on the forecourt through a thunderstorm for the next hour. We had to press on to try and get to the next control point at 1130km but gave up shortly afterwards and took refuge from the torrential rain and bedded down again this time in a bus shelter! I was awoke by a large dog who came in out of the rain to join us.

Day break and still no let up in the rain so we decided to get back on our bikes it was only 100 km to the sleep station after all. So at 1500 km we were back at Messinghausen for our last change of clothes and shower. Bike still holding up! Gary wouldn't allow me to sleep and told me that a hot shower and hot food would revive me - hand over the Pro-Plus again

We left Messinghausen in dry conditions but we had not even got out of town when the rain started again and this time it felt as if some-one was running next to me throwing buckets of water at me. I had to stop after only about an hour in a shed in a children's play ground where I wrapped my foil blanket around my torso over which I put on my damp cycling clothes and some of Gary's, 7 layers in total.

There really is no hiding on these events so on we went. I only made it about 100 km when I hit my absolute low point. Due to the sheer amount of rain my brakes no longer worked at all so all I could do to slow down was to unclip my left foot and use it as a brake. I was so cold I was shaking uncontrollably and Gary took the decision that we really couldn't continue any further safely, thank goodness.

We stopped at a Pizza place, best Pizza in the world by the way, had some food and then rang the organiser, I was ready to retire from the event. In true Audax style there is simply no rescue team so we were advised to try and find a local hotel and see how I felt in the morning. No local hotels of course although the staff in the Pizza place couldn't have been more helpful. We were near a train station though so took a 10 min trip back to the nearest large town where there was a hotel directly outside of the station. We checked in, ordered some beers to be brought up to the room and

handed over all of our clothing which the receptionist very kindly agreed to put in the tumble dryer for us. That was the best night's sleep, in a bed with a pillow no less!

Come the morning the rain had stopped although it was still very over cast and I agreed to carry on. So after a hearty breakfast at 06:00 we were back on the train back to where we had joined it the previous evening and back en route.

We rode through the morning, there was just 1 climb then it was all flat pedalling to the Control Point - 1330km at midday. We did run out of road at one point and had to carry the bikes through a building site, it then took us about 40minutes to remove the muck from our shoes and wheels so that we could actually pedal again, I think had we had got this far the previous night I would've given up the will to live.

As always the organisers at the control point couldn't have been more welcoming and enthusiastic, as usual they wanted to know all the details about how I had managed with just 2 gears for so long! Apparently it was a big thing on their web-site which was continually being updated with photos and reports as we rode along. I was fed stew and pancakes at this station - a welcome change from pasta and sweets!

The end was in site and we were back on the flat roads and it was daylight - always a bonus! We were riding on automatic pilot by now, I felt quite good the crank was holding, I didn't need a wide range of gears the brakes had dried out so there was just that terrible banging coming from the hub on the front wheel...Gary's knee was now starting to hurt.

We reached the last Info Point 1488 km at 20:18 after once again having to take shelter every hour or so from heavy rain showers - honestly we felt like cartoon characters with a rain cloud just settled above us and following us wherever we went - we could see the clear skies we just couldn't quite reach it.

So only 12 km to go or so you would be led to believe however another small

So only 12 km to go or so you would be led to believe however another small point to remember when signing up for these events is that they are always longer then published just to ensure that you do ride at least 1500 km. The total distance was 1535 km with the hardest navigational section right at the end which we had to do in the dark and the worst was

Hamburg - Berlin - Köln - Hamburg



**Jayne - somewhere in Germany
(who's the guy then)**

that we had to cycle past our campsite situated 8 km from the HQ.WE FINISHED at 23:30 having picked up an Italian chap at the very last info Point who looked incredibly dazed and confused, he spoke no English and we no Italian but we muddled through.

At the finish we were greeted by the organisers and every-one else who had completed the ride before us in various states of exhaustion. There had been many accidents and a DNF's due to the weather conditions so I am very proud that I didn't give up and we did finish.

Would I do a similar event again - I'm not sure. Would I recommend it - no.

Bring on a 10 mile TT - I'm ready!

Time / km	(1) Start	(2) Nauen	(3) Diftu	(4) Messi	(5) Herke	(6) Messi	(7) Linde	(8) The objective
Jayne Wadsworth								
113:30	14.08	14.08	15.08	15.08	16.08	17.08	18.08	18.08
	06:00	16:30	01:18	20:37	16:54	10:40	12:17	23:30

De Laune Cycling Club

In May 1919 a new headquarters was identified as The Grosvenor, Sidney Road, Stockwell which carried the rent of £2 per year. The first activity in 1919 was the free wheel contest on Tilburstow with no restrictions on choice of machine used. A 50mile TT was scheduled starting on the Bath Road at the 10th mile stone, turning at the 36th and finishing at the 12th. However it transpired later that no one was allowed to ride as no member had attended the minimum number of clubruns as per Rule 14 !

The half yearly AGM in 1919 set about planning the social calendar of a paper chase, 8 mile walk, a dance, whilst drives, and possibly some concerts in the hope to raise additional funds. Breaking with tradition it was also suggested that if these concerts were successful, ladies could be invited on one occasion.

It was proposed that a re-union dinner be held at the Surrey County Tavern on 6th December at a cost of 7/6d per head which included a concert. Capt & Mrs Faunce de Laune were invited to the dinner and concert, other ladies could attend the concert. It was proposed that ladies be invited to both dinner & concert but this was lost by 1 vote.

Capt Faunce de Laune offered to fund a memorial on the churchyard wall at Newnham to remember those who had fallen in the Great War. A further proposition was made suggesting the memorial should be at Kennington but this was lost. Clubman Willie Hudson Hartley offered to design and carve a memorial free of cost to the club providing all expenses viz cost of stone, lettering and cost of erecting were met. Both offers were accepted with a hearty vote of thanks. The Easter tour of 1920 would be to Newnham to witness the unveiling ceremony of the memorial in the churchyard by Mrs Faunce de Laune in the presence of Capt Faunce de Laune and 36 members. Clearly the unveiling was successful as it was recorded that letters of appreciation were despatched to various individuals for 'attending to all details and arrangements of the ceremony'.

Although no menu exists, the meeting held on 1st January 1920 recorded a successful reunion dinner was held on 6th December 1919. The first advert was placed in 'Cycling' in February 1920, encouraging new members to join. 1920 also saw the return to a full racing fixture list of 20, 25 and two 50 mile events to be run on the Bath Road. A hill climb on Tilburstow – same venue for the free wheel contest. No decision on the novelty race, however the garden parties would be held at The Crown, Morden. A 'Cinderella Dance' was to be held at The Horns Kennington in April, charge for admission 2/-, later it was reported that a profit of £12 was made on this venture. All clubruns would depart from the Windmill on Clapham Common. Cricket matches and obligatory club photo call to be arranged. The club photo was taken but had to be re-arranged because the sun was too strong causing many members to squint !

The meeting of 16th September 1920 recorded a membership of 68 active members and 21 honorary members and a cash balance of £38.1.0d. Again, despite the absence of a menu an annual dinner and concert was held in 1920 with Capt Faunce de Laune presiding over the gathering but Madame Faunce de Laune was only invited to the dinner, not the concert. The Capt attempted to pay for his ticket but this was refused by the committee, no mention was made of Madame.

The Novice 25 was instigated at the AGM of 1921 the event to be run in conjunction with the Championship 25. A 100 mile event was also suggested with a 5 am start, standard times were set at 5.45 for solos, 5.10 for tandems and 6.40 for tricycles. To add some variety clubman A. Marshall offered an additional prize of 30/- in the club 50 mile time trial for the fastest man on handicap using detachable tyres on steel or wood rims. Following a protracted discussion at an earlier meeting, which had clearly caused great consternation; it was decided not to award club run attendance prizes generally in 1921 except for one prize for Saturday runs.

A balance of 17/- remaining from the Memorial Fund, which was collected to offset any extraneous expenditure against the Memorial at Newnham, was brought to the attention of the committee. It was proposed to send this money to the 'Daily Herald' so that it could be added to the Miners

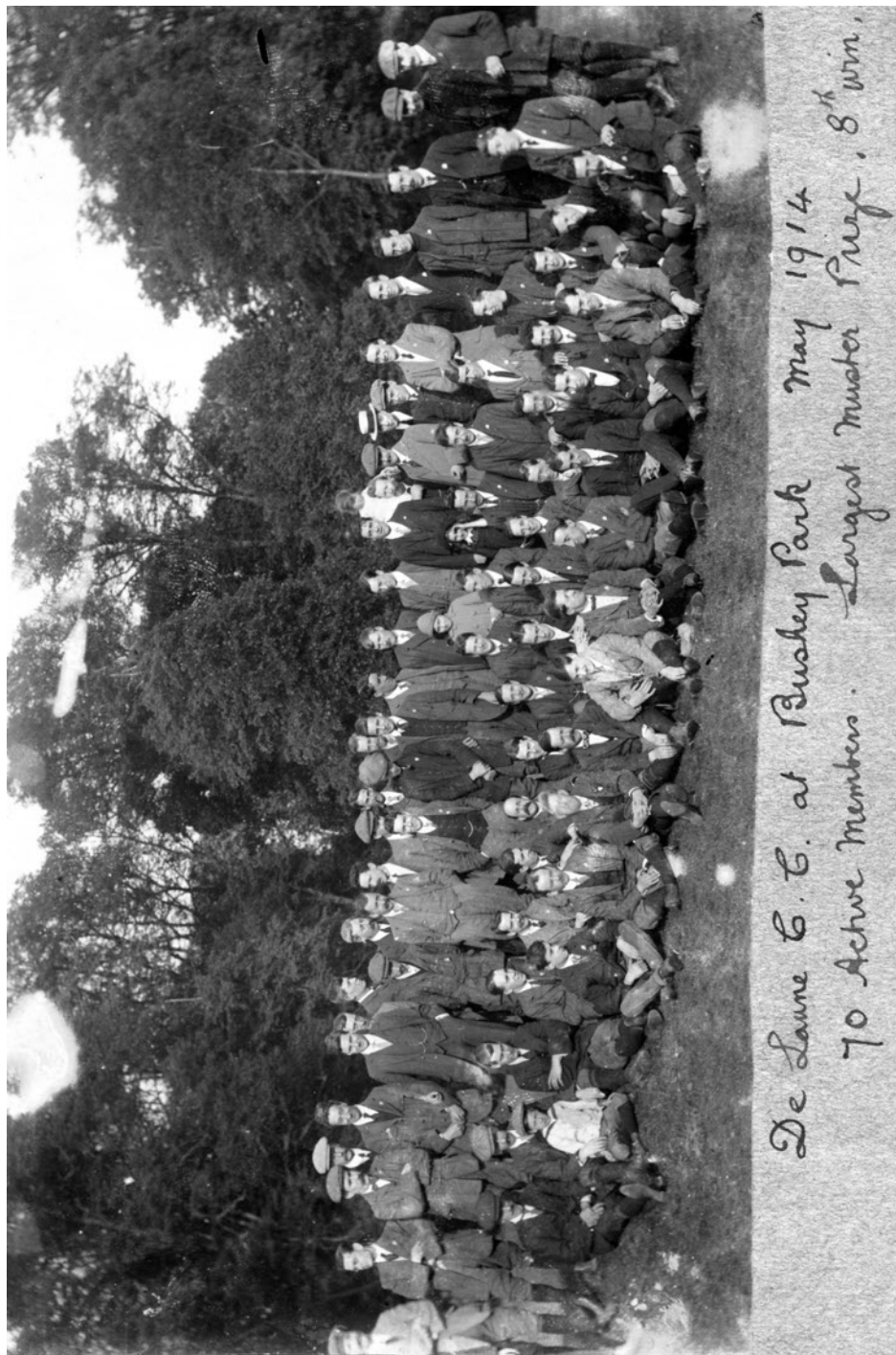
'Children's Charity Fund. An amendment was added to send this money to a local charity 'The Belgrave Hospital for Children'. A second amendment was finally agreed, that a collection be made from members present, added to the balance of the Memorial Fund – the total amount to be divided equally between Belgrave Hospital and Miners' Children's Fund. A good compromise.

The 1922 AGM recorded 45 members present to elect their officials, regaled in the fact that they had £43.13.1d in the bank, and all the usual activities were to be arranged. Clubruns were still causing friction, it was again pointed out that members must attend either 8 Saturday or 8 Sunday runs before taking a prize in time trials. However if you rode an open time trial in the club's name this could attract a point providing prior notice was given to the Captain. Attendance at the destination of the club run to count, only during such time as the club is officially represented there.

Support was given to the South London Carnival. 28 members had agreed to participate – the costume set was 'pyjamas' with stockinette caps of varied brilliant colours. Swan & Edgar the safety match makers would be approached to assist with garments. The name of the club and the foundation date should be included in the programme. The title of our show would be 'Knights of the Night'. Three photos of 'our men' appeared in the Daily Mirror, copies of these were purchased and placed in the club album.

Two congratulatory telegrams were sent to members S. Garbett and S. Williams on their impending marriages. In November 1922 a discussion took place relative to the general welfare of the Club and it was agreed that non attending members should be kept posted as to the forthcoming functions and activities. Mr. Robinson undertook this duty A suggestion was put forward to make the next dance 'fancy dress optional' no prizes. A profit of £5.15.0d was subsequently made on this venture. A review to be undertaken as to the worth of advertising in 'Cycling' for new members.

Val the Peach. All information and snippets of club life have been culled from minutes + DLN publications



De Laune C. C. at Bushey Park May 1914
70 Active members. Largest Muster Page. 8th win.

From the Treasury



What a pleasant surprise we had at the last committee Juliet Sprake, a new member, joined us. She has already bought a jersey and ordered shorts. I am sure Dave will formally welcome Juliet to our ranks elsewhere in the DLN. Strangely though she was attracted to us via the club website when she saw 2 ladies, Sarah and Claire racing in the OMA 10. Mike Peel featured the girls hoping it might attract some male members – odd how things work out some times.

A new clothing order has been placed with Giordana for bibtights, winter jackets, shorts and bibshorts. Delivery is expected in November so watch this space.

Don't forget to contact Dot Fuller if you want to enjoy the delights of Belgium Nights, I understand the tickets are selling fast. The date is 12th November and numbers are limited – so act now while you can.

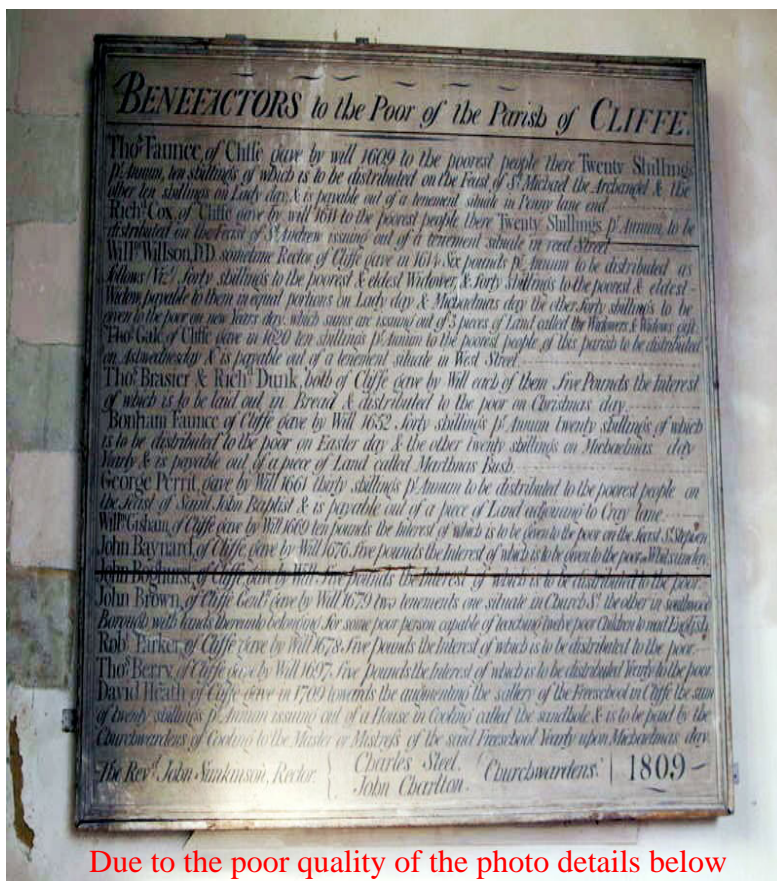
We haven't quite finalised the list for posting of the DLN etc, so at the moment it is status quo, it is hoped that this will be rectified in the near future and our expenditure of postage and production costs will be reduced. The issue of storage of back copies of DLN is still in the lap of the gods – the supplier is awaiting delivery of his latest stock so we will have to be patient for a little longer, but as the backlog is 30 years we are not really chomping at the bit

Our finances remain sound as we approach the social end of the season. The competitive side, as far as club events are concerned come to a close with the hill climb on 16th October, we then run into Belgium Night, Newnham and the infamous Richmond Park Christmas 'social' ride which ends with mince pies, mulled wine and coffee, something to tickle your taste buds I hope

Val the Peach

BENEFACTORS to the poor of the PARISH OF CLIFFE

THOMAS FAUNCE (1) AND SON BONHAM NOTED AS BENEFACTORS OF THE
PARISH OF CLIFFE (THOMAS AT THE TOP AND BONHAM HALFWAY DOWN)



Due to the poor quality of the photo details below

Tho's Faunce of Cliffe gave by will 1609 to the poorest people there Twenty shillings p'Annum ten shilling of which is to be distributed on the Faist of St Michael the Archangel & the other ten shillings on Lady day & is payable out of a tenement situated in Penny Lane

Bonham Faunce of Cliffe gave by Will 1652 forty shillings p'Annum twenty shillings of which is to be distributed to the poor on the Easter Day & the other twenty shillings on Michaelmas Yearly & payable out of a piece of land called Martha's Bush

RACING RESULTS

Alton RC "25" - 29 August

1	Julian JENKINSON	Utag Yamaha.Com	00:53:59
9	Jon ARCHDEACON	De Laune C.C	00:58:11
39	David HAGGART	De Laune C.C.	01:03:21
74	Sarah ARCHDEACON		01:13:24

Addiscombe CC "10" - 4 September

1	Wouter Sybrandy		00:19:51	
11	Jon Archdeacon	De Laune CC	00:22:23	V40-49
21	Alan Rowe	De Laune CC	00:24:09	V70-79
36	Sarah Archdeacon	De Laune CC	00:27:08	WV40-49

SCCU "25" - 5 September

1	Steve Dennis	East Grinstead CC	Y	00:50:38
13	Jon Archdeacon	De Laune C.C.	Y	00:56:20
52	David Haggart	De Laune C.C.	Y	01:03:10
82	Sarah Archdeacon	De Laune C.C.	WV	01:09:05

Kent VTTA 25 Mile TT - 12 September

1	Kevin Tye	Datateam Allstars	00:53.24	Age 49
26	Alan Rowe	De Laune CC	01:03.36	Age 71

East Sussex CA 25 - 12 September

1	Steve DENNIS	East Grinstead CC	00:52:01	Y	00:52:01
35	David HAGGART	De Laune CC	01:05:34	Y	00:56:34

North Hants RC "25" - 18 September

1	Alex Dowsett	Trek Livingstone	00:46:57
44	Alan Rowe	De Laune CC	01:01:33

KCA "25" - 19 September

1	Kevin Tye	Datastream Allstars	00:52:53
52	Malcolm Adams	De Laune CC	01:11:27

2010 BBAR (as at 27th August)

Women 2	Distance	Name	Club	25	50	100	MPH
1		Claire Newland	Welwyn Wheelers	0:58:13	1:57:57		25.600
38		Sarah Archdeacon	De Laune CC	1:08:43	2:20:20		21.603

Men 2 Distance Name Club

1	Michael Hutchinson	In-Gear Quickvit	RT	1:38:55	3:23:04	29.938
208	Chris Cowlard	De Laune CC		2:12:17	4:37:20	22.157

NEW COMPETITION

The committee thought it would be a good idea to introduce a time trial competition on a sort of handicap basis to allow the lesser lights to shine and as a club handicapper it fell upon my shoulders to sort out. The idea is to encourage everyone to support the club events, for with a more level playing field everyone has a chance of winning (we now have a cup which I believe Andy Castle gave to the club some years ago).

The system I have opted for is based upon improvements on the last three season's times, (known from now on as LTS) fastest '10' & '25' times. These are to be compared with the best '10' & '25' out of the Club events during the current season.

After the 1st qualifying event you will see below everyone, except for Jayne, is a minus (chasing fast courses!) but it still works.

	After the Open '10'	Actual Time	LTS	Plus	Minus
1	Jayne Wadsworth	26.02	26.24	+0min 22secs	
2	Dave Haggart	24.05	23.20		- 0min 45secs
3	Simon Lowe	27.15	26.29		- 0min 46secs
4	Jon Archdeacon	22.37	21.39		- 0min 58secs
5	Malcolm Adams	26.22	25.22		- 1min 00secs
6	Chris Cowlard	25.31	24.18		- 1min 13secs
7	Alan Rowe	24.32	22.58		- 1min 34secs
8	Sarah Archdeacon	27.40	25.52		- 1min 48secs
9	Ian Silvester	23.20	21.27		-1min 53secs

If there are no LTS times I have formulated a system to give the rider an equal chance, Nigel being the guinea pig at inception.

So, for Nigel, I took the average minus from the above which was 1min 06secs thus placing him in 6th place (see below) This gives him a theoretical LTS time of 28.02 (Actual 29.08) from this LTS time I multiplied by 2.5 for a '25' time of 1.10.05 add onto this the average time differential of the above riders, from their '10' and '25' LTS (the further you go the slower you get!) which calculates at 3mins 26secs Thus Nigel now has a realistic LTS of 1.12.23 for the forthcoming '25'

However, once knowing Nigel's '10' time and multiplying by 2.5 it gave him a potential 1.12.50 but based on other riders average slowing this would give Nigel a 1.16.16 as a theoretical LTS time for a '25'

	Amended Placing	Actual Time	LTS	Plus	Minus
1	Jayne Wadsworth	26.02	26.24	+0min 22secs	
2	Dave Haggart	24.05	23.20		- 0min 45secs
3	Simon Lowe	27.15	26.29		- 0min 45secs
4	Jon Archdeacon	22.37	21.39		- 0min 58secs
5	Malcolm Adams	26.22	25.22		- 1min 00secs
6	Nigel Scales	29.08	27.59		- 1min 06secs
7	Chris Cowlard	25.31	24.18		- 1min 13secs
8	Alan Rowe	24.32	22.58		- 1min 34secs
9	Sarah Archdeacon	27.40	25.52		- 1min 48secs
10	Ian Silvester	23.20	21.27		- 1min 53secs

	Fred Peachey Memorial 25	Actual Time	LTS	Plus	Minus
	Malcolm	1.09.56	1.10.50	+54secs	
	Simon	1.09.20	1.09.40	+20secs	
	Sarah	1.09.44	1.08.43		-59secs
	Chris	1.04.48	1.03.29		- 1min 19secs
	Jon	0.57.02	0.55.23		- 1min .39secs
	Alan	1.03.37	1.01.04		-2mins 33secs
	Dave	1.04 01	1.00.25		-2mins 33secs
	Nigel Oh Dear! Late Start		1.16.16		xxxxxxxxxx

Current Standing

Malcolm	- 0min 06secs
Simon	-26secs
Chris	- 2min 32secs
Jon	- 2min 37secs
Sahra	- 2min 47secs
Alan	- 4min 21secs
Dave	- 4min 21secs

Club Morning 8th August The Mid Summer '25'

Improvements/Qualifying rides

	Actual	LTS	
Ian Silvester	1.00.09	58.41	-1min 28sec
Nigel Scales	1.18.33	1.16.16	-2min.17sec
Malcolm Adams	1.09.06	1.10.50	+1min 44sec

Current Standing	Plus	Minus
Malcolm	+44 secs	
Simon		-26secs
Chris		-2min 32secs
Jon		-2min 37secs
Sarah		-2min 47secs
Ian		-3min 21secs
Nigel		-3min 23secs
Alan		-4min 07secs
Dave		-4min 21secs

Hopefully, someone will knock me off the top spot, as having been asked to set this up it is a little embarrassing to find myself in pole position. By the time you read this the Autumn '25' will have been contested so final result next month.

Malcolm

PROVISIONAL VETS BAR

ALAN ROWE.

(Age 71)

10miles 23.42

23.25

25miles 1.01.00

1.01.34

Vets Standard 18.25422 mph

Actual Aver. 24.97331 mph

Plus 6.71909mph

MALCOLM ADAMS

(Age 71)

10miles 25.29

25.33

25miles 1.09.06

1.09.56

Vets Standard 18.25422 mph

Actual Aver. 22.79620 mph

Plus 4.54198mph

JON ARCHDEACON

(Age 42)

10miles 21.31

21.47

25miles. 56.20

56.51

Vets Standard 22.77704mph

Actual Aver. 27.11045mph

Plus 4.33341mph

DAVID HAGGART

(Age 49)

10miles 23.24

23.32

25miles 1.00.25

1.01.02

Vets Standard 21.60135mph

Actual Aver. 25.13527mph

Plus 3.53392mph

CHRIS COWLARD

(Age 56)

10miles 24.07

24.54

25miles 1.03.29

1.04.48

Vets Standard 20.47778mph

Actual Aver. 23.93795mph

Plus 3.46017mph

SARAH ARCHDEACON

(Age 40)

10miles 25.52

26.03

25miles 1.08.43

1.09.05

Vets Standard 21.76739mph

Actual Aver. 22.44254mph

Plus .67515mph**SIMON LOWE**

(Age 44)

10miles 26.29

27.15

25miles 1.09.18

1.09.20

Vets Standard 22.43626mph

Actual Aver. 21.98843mph

Minus .44782mph**Other vets who may complete all 4 rides are**

Roy Savery, one more 25 mile needed

Ian Silvester, I have no 25 mile times as yet.

Barry Meens, likewise for Barry.

Some of you may wonder why Lady vets are in direct competition with the men. The vets allowances for Ladies is generous as most of our vet will attest, for when they come up against Carole Gandy, she is almost impossible to beat on standard.

MEN'S BAR (25, 50, 100.)**CRIS COWLARD**

25miles 1.03.29

50miles 2.16.13

100miles 4.37.20

22.429mph**LADIES BAR (two 10's & two 25's)****SARAH ARCHDEACON**

10miles 25.52

25miles 1.08.43

25miles 1.09.05

22.246mph**JAYNE WADSWORTH**

10miles 26.02

25miles 1.08.03







































25miles 1.10.39

22.107mph

Well the Ladies competition is not over yet. As you can see with only a few events left it should be interesting as it can certainly go either way.

Really who would have thought of this?

- This guy must have scored in his driving test ! Read from left to right

 One day, he was walking	 he saw a woman sleeping	 he felt desire burning inside him	 his adrenaline started pumping	 he took the plunge	 he invited her to have a coffee	 then to the restaurant	 they went on a trip
 they did different activities	 they did different activities	 he took her to his house	 she told him she was on the pill	 and she laid down on the bed	 she spreaded one leg	 then the other	 then both
 he reaction was immediate	 he penetrated her	 he went in and out	 he discovered that she wasn't a virgin	 he suggested some other positions	 she refused	 but she asked him to go faster	
 she made comments on his equipment	 she made comments on his equipment	 when she saw all the colours of the rainbow,	 she shouted Stop!	 She hadn't told him the truth:	 she wasn't on the pill	 and reached the point of no return	
 she called him 9 months later	 from the hospital	 he had 2 children!	 his world crumbled	 he wanted to die	 The morale:	 for not making a woman pregnant	 wear protection

Diary Social/Club for 2010

Sunday	31 October	Club run to the Down Hill	10:00
Friday	12 November	Belgium Night	7.30/8.00pm
Sunday	21 November	Newnham Remembrance Service	10:30
Sunday	12 December	Richmond Park Christmas Social Ride	09:00

Club & Inter-Club Events for 2010

Saturday	16 October	11:00	Hill Climb	Titsey Hill	GH/31
Sunday	31 October	12:00	Down Hill	Tilburstow Hill	
Sunday	24 October		KCA Reliability Trial	Phone Kav 01622 726959	



SEE MESSAGE BOARD to keep UP TO DATE

<http://mikepeel.proboards67.com>

CLOSING DATE FOR THE NEXT ISSUE 27th OCTOBER

Anything for inclusion please send to:

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