

DE LAUNE CYCLING CLUB

FOUNDED 1889

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www.delaunecc.org



OUR NEW PRESIDENT

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OUR NEW PRESIDENT

Dear Members,

I would like to thank you all for allowing me to be your new President. After many years with the club, my first love was racing and, as Mike Peel explained at the AGM, I have taken most club trophies and club records, but this is the pinnacle for me and I am "absolutely chuffed" believe me.

When I was asked if I would stand for President I agreed that I would but I did think why me? I have been with the club for over 40 years but so have a lot of other members. Over the years I have carried out some of what I like to think are the compulsory jobs for a club members such as Committee Member, Club Captain, and I also ran the open 25 for many years, but then so have many others

Looking back at past Presidents, the mind boggles at the names of men who did so much for the club and the clubroom, people such as Chip, Ken Hill, Ken Fletcher, Bill Miles, Mark Ballamy, Derek Boon, Ken Fuller, Don White, and our out-going President Mike Peel who, along with Mark, are still involved with the club. As they say in show business they are "a tough act to follow".

I would like to think that I was chosen because I was part of the 1950/60 De Laune racing teams, which swept the board in the south east, and brought the name of the De Laune to the front and brought in many new members. If so, its all thanks to guys like Jacko, Dennis Tarr, Ken Fuller, Brian Dacey, Roy Chittleborough and even Alan Rowe - just to mention a few!

What are my aims as your President? As I am now retired, I want to get more involved with the club on a day to day basis (yes, that includes being available for marshalling). Over the last 6 months, I have been talking to the younger groups (anyone under 30 is young to me) and we have a great group of people with the odd character like Rhino who has raised so much for charity. We had them in our day, we still have, like Brian Saxton for instance.

We have our open and club events coming up soon and so let us all make the effort to get out to marshal, or just come out and get involved, and perhaps afterwards, if the weather is fine, a picnic or perhaps a pub lunch; I hate to say this but "just like the old days?"

Kav.

CONGRATULATIONS

Sorry that this month's mag is a little late, but I have been away on holiday.

I WOULD LIKE TO SAY AND I AM SURE THAT I SPEAK FOR ALL THE MEMBERS
A BIG THANK YOU TO OUR IMMEDIATE PAST PRESIDENT MIKE PEEL FOR ALL
THE WORK HE HAS DONE OVER THE PAST SIX YEARS.

WELL DONE MIKE

Mark

Hi Mark,

Tuesday 16th May 2000.

I noticed in this months DLN that things are moving with regard to the Clubroom, I don't know exactly what but I am sure that it will work out well in the long run. I also saw that the current Trustees have resigned and that new Trustees are going to be required, if few names are forthcoming I would make myself available for this job if the membership wished it. Yes I am many thousands of miles away but with e-mail and fax really only seconds by our latest electronic devices.

Although I have expressed views in the past I am really quite neutral as far as the Clubroom is concerned, I would listen carefully and follow the wishes of the majority of the membership. What I would try to do is make sure that any hair-brained schemes are not put through without full debate and consideration.

Life here in Phuket continues on very pleasantly, my new house is now finished and I have moved in, everything turned out the way I had hoped for. My son John is here right now, we met up in Taiwan for three days to do some business and then came on here. We hope to go scuba diving together to the Similan Islands at the end of this week, although right now the weather is questionable with quite heavy seas.

I am looking to replace my old road bike, cannot buy any 27" tubs anymore, will probably buy something in America and ship it out here. I like riding my bike, have some nice coastal runs here which also encompass some hilly bits. Have made up a nice little quite hilly circuit of about 28 KM, takes me about an hour to ride. I don't go at racing speed as I don't want to "blow a gasket" at my age.

Hope your golf is going well, regards to all.

John Darroch

Just a quickie to say that my email address is misprinted in DLN - it is in fact wxwright@msn.com. Sorry Ed.

**THE MAX DODS MEMORIAL RUN
FOLLOWED BY THE ANNUAL BARBECUE WILL BE
ON THE 30th JULY**

We would be pleased to see some new faces everyone is welcome. Bringing your bike is not compulsory but a few more out on the run would be great.

If getting to Herne Bay by 9.00 is too early just turn up for the BBQ at about 1.00pm.

Give us a ring on 01227 373045 so we know how many to expect.

LYN & MALCOLM ADAMS

FOR SALE TREK 950 MTB BLACK CROMOLY 19" FRAME SHIMANO DEORE LX GROUPSET VGC £250
IAN CLEVERLY 0207 652 7060

CONGRATULATIONS to JAMES PECKHAM & PARTNER (sorry I don't know her name,Ed) on the birth of daughter.

KATIE



SALINAS 45 MILE CRIT

A couple of weeks ago I decided to drive south to Salinas and compete in the Salinas Bike Week Crits, promoted by the Monterey Velo club.

The Senior 4 event started at 09:00, the mercury was already showing 70 degrees and there was a small field, just 20 of us, of which 8 came from the promoting club. Race distance was 20 miles on a 0.7 mile 4 corner flat course, in short my sort of race.

So we start and within a few laps we start to pick up the pace, which see's a few pieces of dead wood float off the back and we are down to 15. I'm cruising along and as per my m.o. I go for some gaps, hoping to drag a partner or three for a break. Unfortunately no one wants to play so we keep riding around and around, with my only problem being getting salty sweat in my eyes. I've watched the primes come and go, keeping my eyes on the prize and assessing who's strong and I'm VERY CONFIDENT I can get top three. And then disaster, less than five laps to go and the back tire goes hiss and all I can do is watch the sprint, won by a guy in the AV who I regularly beat.

Second event, Masters 35+ all cats starts within 10 mins, I've changed drinking bottles, put a cap on under the helmet to prevent the salty sweat problem suffered in the first race and I'm determined to have a better race. I'm using the training wheel, no aero advantage and a heavy tire, but who cares, these guys are mine for the taking.

Race distance is 25 miles, and we set off at a brisk 28 mph, sorting the wheat from the chaff and after 6 laps we slow down so I take off, hoping again for company. I dangle out there for 4 laps and I'm terribly lonely so throttle back and rejoin the 40 person peloton. At about half distance following several nullified attacks two guys get away and manage to stay the distance. I'm wallowing at the back following Mike Devors wheel, (where else would you find him) and follow him to the front with a lap to go. However when he attacks, I can't follow and just slowly speed up, managing 9th on the line.

Bottom line, Low key races (\$10 for two races), reasonable races, bloody hot but worth the drive.

Gaz

(Garry J. Birch)

Mt HAMILTON RR

Prologue

When I joined the team some three years ago I filled out a questionnaire, one of the questions being "What is your nemesis ride"? Well at the time I was too new to the area to know, but one fine and sunny day I went for a ride with Mark King up Mt Ham, I had a very bad time and the ascent became my nemesis. Since then I have been to the top twice, each ride being a confidence rebuilding exercise rather than the destination just being another place to see. Well all was well with the rebuilding until I fell off descending the backside last summer so once again my confidence was back in the depths.

So it was with some trepidation that I began to formulate a plan to ride the Mt. Hamilton RR. I began training in earnest in April, with rides to work over Palomares and plenty of hard miles plus road racing as and when I could (I rode Copperopolis again) and I began to feel that perhaps it was not out of reach. My final act of commitment was to ask for assistance and Bob and Joe Linderman stepped up to the plate without even asking what it entailed.

So in my mind I now had no choice but to ride. I knew my bike was no lightweight thorbred, (sorry Francesco, but you make really heavy, but classy, bikes) so I asked Andy Payne whether I could possibly use his lightweight wheels. Andy was there when I fell off the hill, but bless him, he agreed so all was now set. Three days before I went to Livermore Cycles to test ride a Serotta for a friend, and while there got some essentials for the race such as Gu and leg rub, and just for a giggle I weighed my bike which was a big mistake. Now I knew that I had to propel 24.12# up the 4500 ft. climb plus the additional 1600 ft. on the back side.

Race