

DE LAUNE CYCLING CLUB

Founded 1889

OUR ONE HUNDRED AND THIRTIETH YEAR

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Photos are hard to come by at present so here is one of three great club friends of mine, Johnny Barber, and the late Harry Thomas & Charlie Carlton, Charlie liked nothing more than having a Jug of beer in his hand. Ed.

MARCH 2019



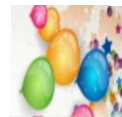
EAST DULWICH 020 7732 4170
KENNINGTON 020 7820 0028
STREATHAM 020 8671 1984

hello@balfesbikes.co.uk

Birthday celebrations for March

14. Mark Ballamy - 15. Jamie Batten & Nigel Scales

26. Juliet Sprake - 30. Chris Chalet



15TH JUNE PM

DE LAUNE OPEN 10 ISLE OF GRAIN

I WILL BE LOOKING FOR VOLUNTEERS FOR OUR OPEN 10.

PLEASE PUT THE DATE IN YOUR DIARY.

**IT WOULD BE GREAT IF WE HAVE A GOOD TURNOUT OF MEMBERS
TO BOTH VOLUNTEER AND RIDE.**

THANKS DEBBIE

SUN, MAR 17 AT 11 AM

GRAVESEND CC 10 MILE TIME TRIAL - Q10/24

POWER STATION ROAD, ROCHESTER, ME3 0, UNITED KINGDOM

Club Rides (Sunday): Meet 9am,

Cadence Performance

2A Anerley Hill, Crystal Palace,

London SE19 2AA

CLUB NIGHT
SECOND MONDAY
OF EACH MONTH
HERNE HILL VELODROME
104 BURBAGE ROAD
LONDON SE24 9HE



President's Pen



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WILLIAM WRIGHT
61a Burns House
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020 7735 9605

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MEMBERSHIP
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Beckenham
Kent, BR3 3HG
0208 658 7419

My dear departed Grandma pointed out every year without fail that it's perfectly normal to get a few really nice days in March, before getting colder again – but I'm writing this on 24. Feb, not March.

As nice as it is to be out and about wearing a T-shirt in February, I can't help thinking there's something not quite right about it. Sure, it would be ok if I was in Athens (same temp as here on Saturday), or in Fuengirola (1 degree warmer than London today), but February is supposed to be a month of whingeing about the cold and damp. Apologies, by the way to two of our members who happen to be in Fuengirola at the moment!

I had a lovely ride this morning into the lanes just south of Croydon, and it was lovely to see Nick Kinsey on the way round. I also took this picture (below) from Layhams Road,

looking towards Bromley. Not sure if it will show clearly on this photo, but under the lovely clear blue sky is a distinct layer of brown smog.



I'm not sure how much the ULEZ (ultra-low emission zone) will make a difference immediately, as it comes into effect on April 8, since it only covers the area of the existing Congestion Charge Zone, which is really quite tiny in the grand scheme of things. It gets expanded in October 2021, to the North and South Circular roads, which could make quite a bit more of a difference to London's air quality.

It's going to be a fair bit more inconvenient of course – for myself, I live about 500m from the edge of the CCZ, but rarely ever drive into it. I now work in Westminster, and recently cycled through Parliament Square, where London taxis (exempt from both CC charge AND ULEZ charge) were protesting about being kept off just three stretches of road to clean up the air and to make things safer for pedestrians and cyclists. Quite besides parking in all the cycle lanes and make it hard to get through, about half of them had their engines running. Oooh the irony!

Bill Wright

MEMBERSHIP

Change of address for Yvonne Gregory
5 Langley Oaks Avenue .
Sanderstead,
Surrey CR2 8DL
Phone 07753 453711

*And a very warm welcome to our new members
Laurent Schonbach, Jean Bergin, Robert Owen and
Elain Owen who has just joined our club*

Members may like to know that it is now possible to join, or to renew your Club membership online.

Simply follow this link

<https://www.riderhq.com/groups/delaunec/join>

or click on the button on the membership page of the website.

A reminder that all 2019 clubs subscriptions became due on 1st January. It will of course be possible to continue to do this by post to our membership secretary David Haggart (address in this mag)

If you are an Honorary Life Member, it will be helpful to click on the link and fill in your details (you won't need to pay) as this helps us to send out emails to the membership.

Some members will have already received emails.

Members can of course give cash to David Haggart or make a BACS transfer. It's an alternative method and will hopefully make the joining process easier for new members. It's a bit 19th century to download a paper form and complete!

Richard



De Laune Cycling Club

1889-2019



A SPRING CELEBRATION FOR OUR 130th BIRTHDAY SUNDAY 5TH MAY

WITH LUNCH AT THE GEORGE INN, NEWNHAM

Depending on the support we receive, Lyn & I will organise this. I have discussed it with the committee, and all are in favour.

There will be several choices for you at this gathering.

- 1/ Start the day with a gentle cycle ride at around 10.30am.
- 2/ A short walk up to Sharsted Court to stretch your legs before Lunch
- 3/ A longer walk up past Sharsted Court along the ridge and onto Doddington Church where the De Launes and Faunces were laid to rest in the Sharsted Chapel.
- 4/ Drive to Doddington Church and visit the chapel
- 5/ Turn up at the 'George' for a convivial chat with old friends and a pint before lunch.

THE CHOICE IS YOURS!

Before we can contact Dave & Clare at the pub we need to know approximate numbers to check they can accommodate. So if you feel this is something you would like to be part of, please contact us ASAP and we will get the wheels in motion.

We look forward to hearing from you. Lyn & Malcolm

Tele No:- 01227373045

E mail:- jazzymalc@aol.com

**PLEASE DON'T LEAVE IT UNTIL THE LAST MINUTE WE
NEED TO KNOW NOW IF YOU WILL COMING ALONG. A
DOZEN OF US SO FAR. HOPE YOU CAN JOIN**

PRODUCT ALERT!

I have recently seen a video on the internet, and maybe other club members will have also seen it, showing a group of what can only be described as “old boys” out on a club run in Australia. There appears to be six of them, all clothed in lycra and certainly looking like old racers. At least one of them is riding an electric bike on which the battery explodes setting fire to, not only the bike (which melted, being made of carbon fibre) but also the rider’s bib shorts! The undergrowth at the side of the road - which was tinder dry - also caught fire spreading into some large trees. Fortunately there was a fire engine a short distance away with the crew already dealing with another road-side conflagration so they were able to deal with both bike and undergrowth fires.



I have made a point of bringing this episode to the attention of club members as I know there are at least two who possess an electric bike. Apparently this is not the first occasion on which an electric bike battery has exploded, in so far as a company in Italy is producing fire-proof bib shorts; their web address is ignis@sportbologna.it.

BE WARNED!

Brian Saxton (Ex fireman)

I think we all know that the De Laune Cycling Club was founded at 22 New Street Kennington in 1889, just along the road at No.34 was the Royal George Public House where this photo below was taken in 1905. This building is still there and is occupied by Royal British Legion.



No. 22 is long gone and replaced by this house on the left, which is now 22 Braganza street the name of the road having been changed.



RIDING A BIKE FOR LAUGHS.

As I told you in last months DLN, I am now riding a E-Bike and still having problems. Brian Saxton phoned me to say look at U Tube on your computer under the heading of Electric Bike on Fire.

The story is that two guys were riding up a steep hill in Adelaide on electric bikes one of the bike batteries caught fire and exploded. The rider had his legs burned; his carbon frame melted with the heat and, to make matters worse, the hedgerow caught fire.

If you see me out on my electric bike you will see I have got a fire extinguisher in my bottle cage and I will be wearing asbestos tights to save my legs from burning.

Talking about legs: I remember Alan Rowe and I being invited to ride the Solihull Cycling Club invitation scratch 25 miles T.T. This was for the top 20 riders from the previous year, 1958. We had digs in Solihull with other riders from the north. I remember Alan asking whether I had noticed that the riders up north do not shave their legs and all look hairy? I said, in reply, 'If you look good you feel good, and if you feel good you do good'.

To cut a long story short, they kicked the stuffing out of us. The winner was K. Edwards from the Oldbury C.C with 58.43 and he had hairy legs. For the rest of the year Alan and I did not shave ours.

At the start of the year we would ride the Portsmouth Hardriders, down on the coast. I cannot remember the year, but I do remember it was freezing cold one time. We had digs there and I was sharing a room with Ken Fuller. It was so cold we took the heavy curtains of the rail and put them on the double bed. I remember saying to Ken 'Do you mind if I get close to you to keep warm?' He said 'I thought you'd never ask!'

Riding back to London in a head-wind and snowstorm, Mike Dongworth said he knew a short way back. We said we were going the direct way back, but off he went. We saw him miles away going towards Newbury. Do you know what? - we never saw him again that year!

As a team we were the best in the south of England with Alan Rowe, Roy Chittleborough, Mike Dongworth and Burt Collins, to mention a few. In 1960 we rode the Eastern Counties 25 on the E72 course. I won the event with 59.58 and we got first and second team awards. It was blowing a gale and the second rider who, was Roy Chittleborough, did a 1.1.6. Standing at the result board, I heard someone say 'That Kavanagh bloke has done a 59 in this weather'. I had a smirk on my face until I heard the other guy say, 'With a name like Kavanagh he must be Irish and thick'. I had to laugh.

In 1956, I remember I was told to avoid the hunger knock that you get in a 50 mile TT. I was also told to take food with me to avoid this happening. I entered the club 50 on the G25 course and I was told to take a map with me incase I got lost - it was that type of course. At the last minute I bought two Lyons Individual fruit pies to avoid the knock.

After two miles, Johnny Darroch came flying past me like a man possessed. At about 25 miles he came past me again. He had gone off course. I offered him some of my Lyons individual fruit pie, but all I got from him was a grunt. You will never believe this, but he caught me again going very slow with 2 miles to the finish and asked me if I had any Lyons individual fruit pies left. My dear friend Geoff Sinnett won the event, with 2.9.13, bless him.

In 1962 I remember riding the Team Old Ports time trial with Roy Chittleborough and Alan Rowe . The pace was fast and Alan was going off the back; Roy was the problem. We could not hold him back, and then he slowed. I said Roy you have lost a spoke and I heard from the back say, 'Thank god for that'. We were second in the Old Ports CC.

Burt Collins, Roy Chittleborough and I, won the Southern Counties 50 mile team award, which was a big heavy shield in a heavy glass case. (See

the photo) I think the award was given at a dinner and dance in Guildford. We had all travelled there by coach. I think that Roy and I were thinking alike in not wanting to get lumbered with the shield for a year. On the return journey, the coach the driver asked who the shield belonged to. Roy said it was the little bloke at the back of the coach - Burt Collins. We got off the bus as fast as we could. Burt never forgave us for that.



I think it was about 1960 when Roy Savery joined the club from the Crescent Wheelers. I would stop with Roy, who lived in Islington, when I rode the North London events. We both entered the North Bucks 25. Roy is a positive thinker and he said he was positive he was going to beat me in North Bucks event I won the event and Roy was second. What he did not tell me was that he had left his racing shoes at home and had ridden around in his slippers!

Kar.

PS If I can think of more funny situations I will let you know.

Burt Collins →→



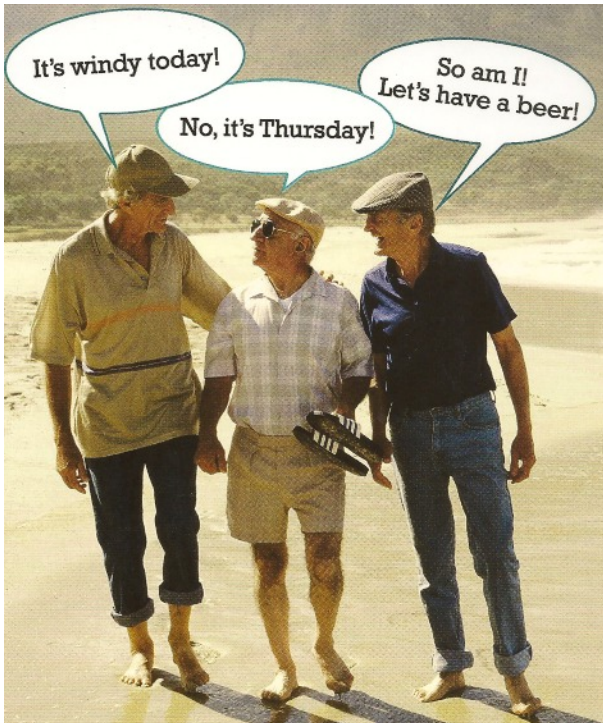


Looking for shades to go with your club kit? This white and blue example from Foster Grant, available from Waitrose might be worth a look....

Nigel

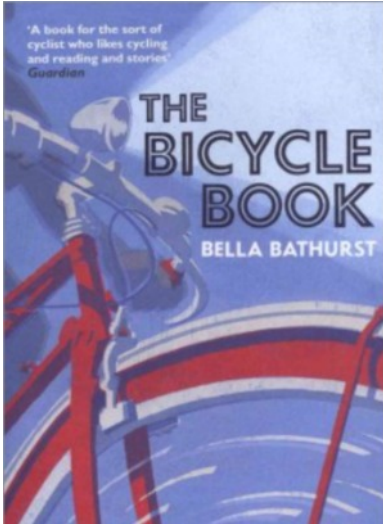
This photograph showing John Kavanagh (centre), Brian Shambrook (right) and myself was taken last year either by the lakeside at Annecy at the start of a stage of the Tour de France or on the beach on the Isle of Grain after the Club Open '10' time trial.

Brian Saxton



THE BICYCLE BOOK

Bella Bathurst



Definitely worth finding a copy if you want an entertaining read and are full-up on racing memoirs. This book got the thumbs-up from the Sunday Times and Boris Johnson (I'm less sure that's a positive these days...)

It's an eclectic mix of cycling history and more up to date material and I've included a summarised selection to (hopefully) whet your appetite.

There's an interesting (how could it be anything else) interview with Graeme Obree which includes some of his views on training and on nutrition. There's a great quote from A.J.F. Field in 1928

"I took my cycle, a Raleigh weighing over 45lbs, over Sty Head Pass and have nothing but pleasant recollections of the crossing." - I'm not familiar with the Pass in question but the name suggests long, possibly steep climbing. On a 45lbs bike. Probably a single gear. I'm not sure I'd have felt the same way... 😊

There's also some commentary on the legendary "Wayfarer" – for anyone whose never come across his writings he makes A.J.F Field look soft. After noting approvingly that his host for the night in an inn in Wales' Berwyn mountains in March 1919 has left the bedroom window open, so that the blizzard is not confined to the outside of the room, he decided next morning that a zero visibility blizzard was ideal recreational cycling weather. After walking through waist deep snow for four hours, carrying their bikes most of the way his happy band of brothers (met by chance on the road) get over the mountain in their way. "Wayfarer" carries on for another fifty miles over another mountain for fun....

Apparently the weight of the early Draisienne velocipedes (20 kg plus) often caused groin ruptures in their riders, who also had to face fines and public ridicules (nothing changes eh?) as well as tricky steering that often led to straying onto the pavement. In February 1869, three young men announced they'd covered the 53 miles from London to Brighton in only 15 hours. Someone walked it a little later in 11.5 hours, though I don't suppose they were carrying a 20kgs load...

And it seems track stands are not the exclusive domain of modern safety bicycle designs (sorry but I'm afraid that, technically, that's what you're Specialized Venge or Pinarello F10 is...). Also in 1869, A Mr. Turner amazed onlookers in a London gym by vaulting onto a (30kg) treadle-driven velocipede, riding it around and then doing a track stand on it. Charles Spencer's "Guide to the Modern Bicycle" describes the vaulted mount, riding no-hands, no-feet and, after mastering riding side-saddle, how to do track stands - he suggests this will allow you to take out your pocket book and read or write letters, presumably to stave off boredom...

When "Penny Farthing" machines came in, "The Art and Pastime of Cycling" advised that if you couldn't stop due to speed/gradient "go for the nearest hedge or hawthorn bush and just as you approach, throw your legs over the handles [handlebars]. You are sure to be hurt but you may escape with only a few scrapes and bruises, whereas to hold on means more or less injury. If no hedge or hawthorn bush is near, throw your legs over the handles and put the brake hard on, and you will shoot forward and alight on your feet, when you must make every effort to keep on your feet and run as hard as you can, for your bicycle is in eager pursuit and a stroke from it may place you *hors de combat*. (30kgs remember...)

Another guide cautioned against riding uphill, warning that the rider's heart wouldn't cope, causing unconsciousness and perhaps death. (Actually with 30kg single-gear bikes, maybe they had a point...) Road rage incidents were not unknown either. In Leeds in 1893 when a cyclist failed to ring his bell when passing a carriage, the solicitor driving it lassoed the rider's neck with his whip dragged him to the ground and ran him over. He was fined £30,

which was worth rather more in those days of course.) In 1882 a “respectable gentleman” was fined 40 shillings for riding furiously (10mph – we’ve all been there..) through London.

There are conversations with London cabbies about cyclists – don’t expect to enjoy these, the odd eccentric, a Dutch bike manufacturer where they test prospective headlights by throwing them at the wall – serious quality assurance. Ever wondered how much the trishaws you see in India weigh – 75kg without rider or passengers. You wouldn’t have to do a lot of miles on one of those to generate some serious muscle development – I’m surprised Team Sky aren’t on to that yet... ☺

Ever heard of Zetta Hills? Me neither, but in September 1920 she “watercycled” 15 miles down the Thames from Richmond Bridge to Tower Pier on a bike attached to two big planks and with paddles attached to the rear wheel. A few months earlier she’d cycled across the Channel, covering 47 miles due to southerly currents pulling her off the direct route.

Queen Victoria was sufficiently curious about trikes that she called James Starley in to explain them and ordered two. (Early Royal cyclist..??) In 1899 the Starley brothers produced the “Psycho Ladies Bicycle” – it’s not clear what inspired the name.

The Tour de France obviously has its place – from Geo Lefevre stepping in with a smoking revolver to break up a brawl between riders and spectators near St. Etienne during the 1904 race to Adolphe Heliere – first Tour de France fatality who died after being stung by a jellyfish on the rest day in the 1910 event – possibly the origin of the legend about swimming being bad for cyclists...! ☺

Among the anecdotes about modern racing, a Worldtour mechanic reveals that the team gets through 300-400 framesets a year – every 3-4 months the frames are swapped out and returned to the manufacturer where they are resprayed and issued to junior teams etc where the reduction if stiffness from hard use isn’t such an issue.

There is also some coverage of the military use of cycling. In Belgium during World War 2 the Resistance had 500 cyclists dedicated to sabotaging German communications lines at night. When the Germans mobilised their own cycling patrols to chase the saboteurs, the latter ambushed them. (Something you may not want to share: Lance Corporal Adolf Hitler was a bike messenger in the Bavarian Army in World War 1.)

As you can see from the above small selection, the book is an entertaining mix of reading material - something for everyone and I, personally, never got bored with it – even when re-reading bits for this review.

Nigel

Hi there

Viva la Vuelta hosts bespoke Cycling Fitness Programmes, Cycling tours, Cycle Training Camps and Cycling Education courses in Marbella and also publishes a website dedicated to training with data.

We can organise a club event here on your behalf.

Or we can take bookings directly and will give your club members a 5% discount if they enter your club name on the enquiry form.

My Training with Data Blog covers topics like:

- How to Accurately measure power without a power meter
- The Ultimate guide to Strava
- Power Meter Pedal comparison Chart
- The Ultimate guide to Nutrition
- Golden Cheetah vs Training Peaks Review
- Directory of Cycling Training Apps and Software

I would really appreciate it if you could share my details with your members and let me know if I can help you in any way.

The web address is <https://www.vivalavuelta.com>

Thank you in advance

David Ellis

[Email Me](mailto:djellis73@vivalavuelta.com) Viva La Vuelta

Phone or WhatsApp: +34 658 929 352

Skype: djellis73

COPIED FROM THE DLN FOR DECEMBER 1947

THOSE EARLY DAYS.

Thanks to the courtesy of Mrs C. Southon, and her son Mr. E. Southon, the Club's records of its early have been still further enriched by the possession of many old Handbooks and Runs cards still in perfect condition and stretching right back to the earliest days of 1889 when the Club was still Located at "The De Laune Institute", New Street, Kennington Park Road Newington, S.E.

Browsing through these we came across many facts still of interest to our present readers. It will for example, surprise many members to know that in 1893 the Club programme included Saturday Runs starting from Headquarters at 4pm prompt, but also Wednesday evenings Runs which commenced at 7.45pm. The Runs Card of that year not only showed the distance to each. venue to the nearest eat. ¼ mile (average distance 20 miles) but also included the Lighting Up time for that week. The Club Prize list of the year included a God Medal for the Club Champion and a Gold Medal for the fastest ti Brighton and back from headquarters.

The copy of the 1894 Runs List and Rules shows the Hon. Sec. and Treasure as Mr. W. Elwell, which enables us to complete yet another link in our Club Records. As will be seen from the current Handbook, the initials of this Club Officials have been unknown for over 38 years since they could not be traced at the time of the Clubs coming age of Dinner in 1909 when a complete record of past officials was compiled for the first time, and only now has a copy of the Handbook of this year come to light.

It is interesting to recall that George Howerd, our old friend the 'Hon. Life Member and Vice-President, was Club Vice-Captain in 1894 and the Runs List of that year shows him as offering a prize to each of the two members attending the most Saturday runs during the season. The same year saw the introduction of the Club's first Standards, viz:-

From the "Alexandra Hotel", Clapham Common to' Brighton and back

Within 7 hrs. 0 mins -----Gold Medal

“ 7 " 30 " -----Silver Medal with gold Centre

“ 8 " 0 " -----Silver Medal

The same year saw the passing of the rule that every member must attend eight runs before taking a prize.

Already in those far off days public opinion concerning cycling on the Sabbath was becoming less rigid. The Runs Card for 1894 contains the note that the Run on the last Saturday in every month would extend over Sunday; whilst in 1895 the Runs List blossomed forth for the first time with a full scale programme of both Saturday and Sunday Runs with the latter commencing 9.30am. Our current active riding member Roy Banham who lives at Ewell will doubtless be amused to hear the King William IV in his home village, was a favourite Club Run venue of that year - the distance from Headquarters being shown as 13 mls.

1895 saw George Howard on the Committee of the Club and Charlie Spender as Assistant Secretary. The Easter Tour of that year was to High Wycombe, and the August Bank Holiday Tour to Eastbourne via Brighton. 'The "Joliffe Arms" at Merstham was a popular Run venue both of that year and 1894

1896 saw George Howard back as Runs Vice-Capt, Charlie Spender still as Assistant Sec, and another current old member, Arthur Saxton (now living: at Lancing, Sussex]) as a Committee Man. The Runs programme of the year included midnight Run to Brighton, and an Inter Club run with the Reforms C.C. The Racing Programme for the year included the following:-

100 Miles for Time Medals

50 Miles, 25 Miles and 5 Miles

10 Miles Club Championship.

From the De Laune Institute Football Club and Cricket. Club Fixture Lists of the same year we note that another old member, Aubrey King, was on the Committee of the former with W. Condy as Vice-Captain of the latter.

Season 1898 saw George Howard still a stalwart of the Club Committee,, together with yet another current, member George Le Grys as well as the late Charlie Southon,. Charlie Spender was also still serving as Assistance Secretary. The Racing Programme of the year included amongst other events a 25 Mile Handicap (un paced), the 10 Mile Sealed Handicap paced. In the same year the Club Rules included a definition of the Runs Captain duties as follows:-

" That in all Club Runs, the Captain shall lead and regulate the pace as far as possible to the capabilities of the least experienced rider present, and no Member shall be allowed to pass him".

.In the same year the wisdom of Attendance Prizes was first officially recognised and provided for in the Rules

Unfortunately the Handbook for 1899 is missing, but that for 1900 is boldly inscribed in gilt letter "Affiliated to the the S.C.C.U". The "Counties" came into being in 1898, so perhaps one of our old members can tell us whether or not the Club was actually a founder member of this old established Association. The Runs programme for that year saw a repetition of the Midnight Run to Brighton .and also Inter-Club Runs with the Camberwell , Wheelers and Glanville C.C.

The Racing programme included amongst the events a 25 Mile paced as well as the 25 Mile unpaced event.

1902 Saw other current old members officiating on the Committee including C. H. Hardy, still residing in South London, and A.. Banwell who is now living in Canada. Aubray King, George Howard and Charlie Spender also continued in harness. The famous S,C,C,U. Bushey Park Meets figured in the Runs programme, whilst on the Social side the Winter programme included monthly concerts, Cinderella Dances,and of course the Annual Dinner. During the same season A. Bannell was running the Billiard Handicap whilst Charlie Hardy was Hon. Pianist and Accompanist at Socials.

The Year 1902 also saw the first mention in the Clubs competitive programme of a Hill Climbing Contest Handicap, whilst attendance prizes were also offered in that year in connection with the .."Wednesday Evening Runs, Local publicity is not, such a recent development as some members imagine, since acknowledgements are made to the "Sporting Life", Sportsman:"and "Sunday Referee" for publication of weekly Club Notices.

1904 is notable for several points of interest. First and foremost, the presentation of the De Laune Challenge Trophy by our president Mr. A. L. De Laune, to be a perpetual trophy held by the 25 Miles Club Champion of each year. The first mention of a prize for Novices to be competed for in the 20 Miles Handicap, and the fact that the Club competed for the "Cycling" Club Shield, to be presented by the Proprietors of "Cycling" to the Club returning the best average attendance in proportion to membership from March 1st to October 31st of that year. The actual Runs Card contains the footnote "All the foregoing venues (weather permitting) must be attended to qualify for the "Cycling" Shield. Which Club eventually won the Shield is not recorded in the Handbooks now before me, but if one of our older members cannot recall the result no doubt the present day staff of "Cycling" could throw some light on the matter from their own records.

The programme for that year included two garden parties, the by now well-established Bushy Park Meet, a Tea and Smoker, and various Cycling and Athletic Meetings and Evening Handicaps at Herne Hill track. The note is also made that the Club photo will be taken early in the season,, provided a sufficient number will guarantee to attend to ensure a representative group – a practise which might well be considered again next year.

And so I come to the end of the small collection of voices from the past which have come back to us after all these years. They go to swell the collection of old Handbooks and documents in Frank Holland's possession and from which he is busy compiling the Club History which we hope to publish in conjunction with our Diamond Jubilee Year. No doubt many other old members are also in possession of similar treasured fragments of our past history, and it is to be hoped that they in turn will eventually find their way back to the Club.

In conclusion I would like to point out that in the foregoing note, no effort has been made to put into their proper perspective the place which so many of our older members rightly hold in the Club's history. Mention has only been made of those whose names have actually figured in the printed Handbook of the years mentioned.

“Chip”



S.C.C.U BUSHY PARK MEET

PLEASE NOTE THAT THE LINK ON THE CLUB'S WEB SITE TO OUR PHOTO ALBUMS WILL NO LONGER WORK AFTER THIS DATE

On April 2nd, your Google+ account and any Google+ pages you created will be shut down and we will begin deleting content from consumer Google+ accounts. Photos and videos from Google+ in your Album Archive and your Google+ pages will also be deleted. You can [download and save](#) your content, just make sure to do so before April. Note that photos and videos backed up in Google Photos will not be deleted.

NEW MEMBERS DETAILS

Laurent Schonbach 46 Brantwood Road, Herne Hill. SE24 0DJ

Jean Bergin jean@fawnbrake.net 24 Fawnbrake Ave SE24 0BY

Robert Owen rowenwork@aol.com 6 Sherwood Avenue SW16 5EW

Elaine Owen elowen2010@hotmail.co.uk 6 Sherwood Avenue SW16 5EW

SORRY THIS ARRIVED TO LATE TO GO OUT WITH THE AGM PAPERS

Club Time Trials - Committee Report

Well we are at the end of another season. 2018 was not a great one for numbers of club riders.

Let us see what we can do for 2019. For those that rode there was some decent times recorded, notably Chris Gordon Croker, Steve Carter Smith, and Debbie Valentine. It has to be said though that it was good to see all the riders that did turn out, including older members Dave Rudd & Jon Obrien, and of course Malcolm Adams that Seasoned and enthusiastic rider Who has never missed a season of racing, We hope to see more of them this coming season?

Alan TT Sec.

Social Club Events for 2019

Monday	11- March	AGM
Sunday	5-May	A SPRING CELEBRATION FOR OUR 130th BIRTHDAY WITH LUNCH AT THE GEORGE INN, NEWNHAM

Club & Inter Club Events for 2019

Sunday	19-May 07:00	Q25/8	Fred Peachey 25/Novice 25 & Club Championship	Chilham
Saturday	15 June 15:00	Q10/24	Open '10' TT	Isle of Grain
Sunday	7 July N/A	Q25/8	Mid Summer 25 (Gravesend CC Open Event)	Chilham
Sunday	14 July N/A		Alf Baldwin 50 (VTTA 50)	
Saturday	7 August 15:00	Q10/24	Club 10	Isle of Grain
Saturday	14 Sept. 15:00	Q10/24	Old Members Club 10	Isle of Grain

The Autumn 25 will be the SCCU TT event on Sunday 1st September on the G25/51

SEE MESSAGE BOARD to keep UP TO DATE

<http://mikepeel.proboards67.com>

CLOSING DATE FOR THE NEXT ISSUE 27th March

Anything for inclusion please send to:

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Phone 01883 627809

Warlingham

E-mail mark.ballamy@btinternet.com

Surrey CR6 9LB

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