

NEWS DE LAUNE



**LES PYNE
RECEIVES HIS
50 YEAR
MEMBERSHIP
GOBLET
FROM CHAIRMAN &
PP JOHN KAVANAGH
&
CLUB SECRETARY
BRIAN SAXTON
ON
1ST SEPTEMBER**

EVANS
CYCLES.COM

OCTOBER 2007



1889

DE LAUNE
CYCLING CLUB

2007

SPECIALIZED

PRESIDENT

www.delaunecc.org

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CLUB NIGHT

FIRST THURSDAY OF EACH MONTH

**British Legion,
97 Barry Road,
SE22**

PRESIDENTS REPORT

Hi everyone,

Another month gone by. September kicked off very well. On the 1st September we had the Club Track Meeting. It went very well, and full results will appear elsewhere in this mag. The weather was kind to us, and although we were a bit thin on the ground both for riders and helpers, everything went smoothly, with good performances being achieved, and a great time had by all who attended.

At the last few Committee Meetings we have been discussing ways of promoting the Club's name in order to attract new members, and at the Meeting on the 6th we finalised an idea I had put forward. We are going to have lightweight waterproof jackets with the Club name on the left chest and across the back. These will be in Royal Blue, and come in sizes small, medium and large. These should cost £25, but the Club will pay half of the cost, so you can have a very smart jacket and publicise our Club every time you come out to a race, or pop down to the supermarket, for just £12.50. If you would like to order one, just give me a ring.

On the 16th we had the Club Autumn 25, which was won by John Archdeacon,. You will find full results elsewhere in this mag. We had a great turnout with many Clubs participating on the same course that morning.

It was a good morning but I believe a dead morning and that was reflected in the overall times. A couple of people went off course, and Sarah saw some badgers! Afterwards we all had breakfast at the Peas Pottage Service area, which, since we last used it, had had a face lift.

On the 21st, 22nd and 23rd Brian Dacey and myself competed in the Masters' National Track Championships in Scunthorpe. Brian had a very successful Championship – he rode 5 events and got 4 first and a 2nd. He was awarded 4 gold medals, 4 National Jerseys, and one silver medal. He missed the 5th gold by 800ths of a second in the event for which he got silver. Well done Brian. What an amazing performance.



As for myself, I got a silver in the points race (the winner and myself had the same number of points, but I lost on count-back) and came no-

where in my other 2 events. It was a good weekend, well worth the 200 odd miles each way drive, although the weather was not so kind, and being an outdoor track, Friday afternoon was rained off. To get the timetable back on schedule, they started early on Saturday, and by midday they had caught up. Brian travelled up with his cousin Allen from Bexley, who rides for the West Kent, and who got a silver in the Pursuit.

over



The new training season starts on the 1st October. Congratulations to all the riders who achieved their targets for this season – now's the time to start thinking about the next one.

The quote for the month is:

“The most important thing in life is to stop saying ‘I wish’ and start saying ‘I will’. Consider nothing impossible, then treat possibilities as probabilities.”

David Copperfield, Magician



Remember the date for our Annual journey to Newham on 18th November for the Club's Remembrance Service. We must meet at "The George" Car Park around 9.30 - 10.00am for coffee prior to the Service at 10.30am.

Then after Church we have Lunch at "The George" - if you wish to stay for the lunch, please phone me - BEFORE 7TH NOVEMBER so that I can inform the Landlord of our numbers.

Dot

Telephone No. 01689 851241

CHAIRMAN'S REPORT



September has now gone and it is now October. It soon will be Christmas. How times flies. Racing will now slow down for the year but, as you know, we have people who never stop.

Our find of the year must be one of our newish members Jon Archdeacon who has ridden a bike for years but never raced. His first event was a 58 for a 25! He should have raced years ago, especially as he will be a vet next year! The icing on the cake is that Jon wants to get involved with the club and will be organizing our open 10 ten next year. Good lad.

Our sad part of the year must be the loss of Nick Butler to racing due to a knee problem. Nick was fast and getting faster. Let's hope we see you back in the saddle soon.

A disappointing year for our Vet Racing President, Roy Savery, due to a bad accident on the track this year. I have known Roy for years and I know how he plans for a target well in advance. The Worlds Vets Championships was the target for this year. I know he will be planning for next year. (Keep away from the track Roy!).

Another one of our Vets, who is flying, is Alan Priddy. A 23.35 for 10 miles and 59.01 for 25 miles. Not bad for a man of 65! Did you see the photo of Alan riding the KCA 12 in last months DLN?

Alan I am not guilty of calling you "The Banana Man" The story is that Alan got a good soaking in the event and had to change out of his De Laune kit in to a spare yellow skin suit. After the club run I went out in the car specially to give him some support on the final circuit but could not find him. (I must have past him a couple of times) I asked at the finish "had Alan Priddy got to the finishing circuit?" I was told, "Alan Priddy, you mean the Banana Man!" Despite the change of clothing another good ride of 227.315 miles.

Did you know that one of our retired fast men, Peter Gunnell, is now a member of the CTC cycling nudist group? Peter and Pat invited Pat and I to one of their club runs, Peter loaned us his tandem, see the photograph of my Pat and I enjoying ourselves. For more details contact Peter. A few house



notes: On Sunday the 14th of October we have got the club hill climb on Titsey Hill, Starting at 11am. After the event our President Roy has invited all club members to his home in Tatsfield for lunch. I hope he has told Gina about it?

The following week the 21st of October we have the Catford hill climb in the morning and the Bec hill climb in the afternoon. Why am I telling you this? – because we need your support and encouragement for our riders in all events. Mat Goods and Jon Archdeacon to mention a few.

Talking about support, those riders who did not get in the Falling Leaves reliability event, what about the club run and down hill event on Sunday the 7th October. If you start from Streatham you will probably get in about 80 miles? If you do the 'Park and Ride' from Godstone you will do about 30 miles with a few naughty hills thrown in. We meet at 10am at the bottom of Tilburstow Hill, Godstone. The free-wheel comp will start at 12am. I do need support guys if I am to get regular club runs off the ground.

Friday night the 2nd of November is Belgium Night. As you know we have restricted numbers for this very popular event at 7.30 for 8pm at the Blackheath clubroom. One place per member plus guest and will be on a first come first served basis. Contact Dot or myself for this fabulous meal and entertainment. That is if we can get the accordionist!!

Kav.

CLUB TRACK CHAMPIONSHIPS 2007

5 MILE SCRATCH

1	John Archdeacon
2	Brian Dacey
3	David Haggart
4	Christian Rudolph
5	Roy Savery
6	Bill Wright

500M SPRINT

1	Brian Dacey
2	John Archdeacon
3	Roy Savery

HANDICAP SPRINT

1	Roy Savery
2	Brian Dacey
3	John Archdeacon
4	Bill Wright
5	David Haggart

6 LAP PURSUIT

1	John Archdeacon	3:46.60
2	Brian Dacey	3:49.03
3	David Haggart	4:11.78
4	Roy Savery	4:12.86
5	Christian Rudolph	4:15.11
6	Bill Wright	4:30.80

**Track Championships
Herne Hill**

*L to R
David Haggard
Sarah Archdeacon
Mike Peel
John Archdeacon
Roy Savery*



President Roy's return to the track - he managed to stay on his bike this time - note he was able to hold on to the hand rail.

Roy Savery & Christian Rudolph



*L to R
John Archdeacon
Bill Wright
David Haggard
Sarah Archdeacon
Mike Peel*

Photo's by KAV



Hi Mark,

Thursday 30th August 2007.

I would like to add a footnote to my recent comments concerning the British Veterans lapel badge, published in the DLN,

In my “fictitious” conversation with the “Marine guy” I stated that the answers to the questions I gave were true, surprisingly the US Marine guy is also a “real” person. Thought you might to know about him

His name is Bob, he is a good friend of mine. Like myself he has a Thai wife and adopted family, he has retired to Phuket because of the easy, no pressure lifestyle compared to our “civilized world”

Bob is a twenty-two year veteran of the US Marine Corps. During his military career he has seen some pretty severe “action” he hardly ever talks about it.

As a young man, Bob trained as a marine helicopter pilot (he piloted “Cobra” attack helicopters) he did tours of duty in Vietnam in the 1970’s. His job must have taken him on some extremely dangerous missions.

After Vietnam, Bob was posted to Germany where he retrained and piloted US military transport planes until his retirement from the US Marine Corps.

After retirement and still a young man, Bob became a professional airline pilot for LTU International Airlines, a German airline. Bob has logged over 14,500 flying time during his career. He is now fully retired from all work and lives near us in Phuket, along with his Thai wife and adopted family.

If you were to see Bob, you would never know his background; he is the most unassuming person you could ever meet. He never speaks about Vietnam; I was only able to extract snippets of information from him. I am sure that Bob has many medals and ribbons, but he never wears them, instead he dresses quite casually and prefers to remain “one of the crowd”

After being with Bob one day, then shortly thereafter reading about the availability of the British Veterans lapel badge in the DLN, it gave me the idea for my personal thoughts narrative.

I was surprised that my comments were to be published; I sent my letter to both Mark and Kav, we often exchange jokes and stories. I receive many jokes, mostly sent by a British guy I know, Tom lives in Singapore. Tom is an encyclopedia of jokes, I get several a week, if they a witty or funny I sometimes pass them on.

In my published narrative, the point I was trying to make was that with “MY OWN” military service record I could not in good conscience wear a British Veterans lapel badge, particularly after seeing what “real” members of the Armed Forces have undergone.

Veterans lapel badge, particularly after seeing what “real” members of the Armed Forces have undergone.

I thought Mark's editorial comment suggesting that I was disloyal to Britain, a little unfair. (*No offence was meant John, just my warp sense of humour Ed*) Britain is the place of my birth, my childhood and early business life; I will never forget this.

Fortunately we are free to make personal comments. To suggest that I am not a loyal British subject may have some truth. However may I suggest that perhaps a more appropriate word would have been "allegiance" to Britain.

When I became an American citizen some years ago, I attended a special swearing in Ceremony in San Diego. At that ceremony I swore allegiance to America and to uphold the principals and laws of the United States of America.

I certainly do not agree with everything that happens in America, or some actions of the Government. However on balance America has been a very good country for both my family and myself. It was a good choice when we immigrated back in the 1970's.

Some may wonder why I am now living in Thailand. I came here to retire and enjoy a more laid back lifestyle, away from the pressures of business in the industrial world. After forty years of hard work and risk I wanted a rest, simple as that!

John D.



It looks like Cycling Weekly was forgiven me for writing in to criticise one of their editorials - they published my letter below in today's (20 September) edition.

I've seen a few comments from people criticising David Millar for speaking out against doping and suggesting that he's being hypocritical and even that he should not be allowed to race.

This in itself hypocritical and, more than that, unfair and stupid. He's been punished for his doping offences and promised when he came back that he wanted to work for a better, dope-free, sport - that's what he's doing. The easy option for him would have been to duck out of sight when the doping scandals arose but he didn't. (No doubt if he had there would be more criticism - possibly even from the same people who accuse him of hypocrisy now.) Instead he's clearly taking an anti-doping stance and has the stature to have his comments publicised. Let's face it, he's making more of a contribution to working towards an atmosphere where doping isn't tolerated than any of us are, no matter how righteous we feel. It's been good to see other voices from the peloton join his in criticising cheating and the thought of having our (double) national champion vocally and articulately speaking out against doping pleases me - keep up the good work David!

Nigel Scales

Cyclo Sportive definition

What is Cyclo Sportive?

Cyclo Sportives (spelt in several variants e.g. cyclo sportifs) are long distance, organised, mass participation cycling 'events' - not races - typically held annually. Sportives challenge participants to complete a set course, usually between 100 and 200km, within a time constraint. Organisers typically offer two distance choices and will provide support with supervising marshals and food and/or water stations which will be heartily welcomed by entrants.

Sportives are the cycling cousin of running's marathon. As with the 26 mile event, rather than racing other participants, sportives see cyclists challenge themselves in a personal battle against the distance and then ultimately, the clock. The already lengthy course will traditionally include climbs and difficult riding conditions, adding to the kudos of the event (e.g. the cobblestones of the Paris-Roubaix).

Who rides sportives?

These events are not just the preserve of hardened racing regulars, but they are certainly not for the faint hearted or unfit. The distance should be off-putting for any occasional summer cyclists, and, as the marathon would demand of a runner, genuine distance training must be performed well before considering joining the start line.

Sportives are open to all cyclists. No club membership or association is necessary, nor is there an ability criterion. This openness and the thrill of the challenge means sportives are becoming one of the UK's most popular cycling disciplines.

Sportive event timings

Although sportives are not races, entrants' times are recorded. This can encourage the fastest cyclists to push the pace. Therefore, entrants can often fall into a subliminal tortoise or hare categorising with faster riders working together to increase speed in a pro-peloton style. The majority of riders will simply be happy to complete the distance within the time allowance.

Established sportive events

Arguably the purest of the sportives is the French L'etape du Tour, held each July over a mountainous stage of that particular year's Tour de France. This over-subscribed event sees approximately 7,500 riders in a unique environment as its roads are closed to traffic, duplicating the professionals' conditions.

Another coveted French event mimics the legendary one-day classic Paris-Roubaix. Held bi-annually, this 260km (162 miles) sportive increases the test of reliability and endurance yet further with 26 sections of pavé which total some 42km (26miles). It is not uncommon for riders to break bikes and even bones over these cobbled roads.

Other notable events are the Cape Cycle Tour in South Africa which celebrated its 30th year in 2007 with 40,000 entrants. Italy's Gran Fondo Pinarello and La Marmotte (France) are well known among the scores of torturous but popular European events.

Suitable bikes for the sportive

While the racing bike is the universal choice of machine, comfort and speed need to be considered in equal proportions. This will typically mean a slightly higher handle bar position to ease back strain. Manufacturers largely achieve this by increasing the frame's head tube length.

In order to reduce rider fatigue, carbon fibre has superseded titanium and become the frame material of choice. Carbon provides a very forgiving frame with the impact absorption qualities of steel, coupled with the superior rigidity qualities of aluminium. Even greater comfort can be found with some manufacturers adding absorbing compounds within areas of their frames, forks and handle bars e.g. the Specialized Roubaix.
CYCLEFILM EVENT RESULTS

Check this page throughout the 2007 Sportive season to see your most up-to-date Cyclefilm Trophy Performance Tracker and individual event result.

CYCLEFILM EVENT RESULTS

2007 CYCLE FILM TROPHY TOP 100 (AFTER 9 EVENTS)

- 1 . WHACK = White Horse Challenge
- 2 . OD = Forest of Dean
- 3 . FCC = Fred Whit ton Challenge
- 4 . TONI = Tour of Ireland (Top 50)
- 5 . EDDO = Et ape Du Dales
- 6 . FCC = Grain Fond Cyrus
- 6 A . FICA = Grain Fond Cyrus - Super Challenge
- 7 . TOW = Tour of Wessex (3-day Results)
- 8 . DR = Dragon Ride (200 km)
- 9 . BC'S = British Cyclops

Name/Event	WHACK	OD	FCC	TONI	EDDO	FCC	GIFS	TOW	DR	BC'S	Vet.	Top 4	Pt's. Total
1 Rob Kensington	95.0	80.0		99.1			96.1	90.0		5			380.3
2 Nigel Hob day				87.1	97.9		91.4	90.6		4			366.9
3 Ian Turner		79.7		73.8			94.7	91.5		4			339.7
4 Bill Belcher			63.8	93.1	91.4		90.9			4			339.2
12 Jane Wads worth			60.7	68.5			76.6	82.1		4			288.0

As you can see from the results Jane is the leading lady in this competition, and as far as I can see the next lady is lying in 31 4th place with 144.2 points. Ed.



IS IT NOT TIME THAT THE CLUB HELPS OUR RIDERS FINANCIAL

I asked that the committee consider giving financial help to our riders I will not mention any names but the answers I received were not only pointless and that we could not help them unless they were selected to represent our country, if they were selected to represent the country they would get their expenses paid and would not need help from the club. Ed.

I am re-publishing the following from the DLN of February 2004 written by Mike Peel.

???????SO WHERE ARE WE GOING????????

If you read ‘A Century Awheel’ you will see that our club started life as an off shoot of the De Laune Institute whose activities included such diverse subjects as cricket, billiards, boxing, debating, singing and dancing. Cycling was in its infancy and our forebears were in at the beginning. Prior to cycles most people walked or went on horse-back. Cycling was a mode of transport first, a pastime second and eventually it became a sport. In those days good fellowship, camaraderie and a sense of belonging and wellbeing were paramount and the back-bone of the club – has that changed? Not that I am aware. Society has certainly evolved and so has the club; these days the car is the mode of transport and cycling is, for most of us, a recreation or sport. But the character and spirit of the club lives on.

Where are we now and where are we going? If a national newspaper or TV company came to interview me and said “What is the De Laune?” how do I answer? A cycle racing club – hardly; a cycle touring club – hardly; a drinking and eating club (a bit nearer the mark!); a car club – well 90% have cars and a great percentage have more than one... I could go on.

So what is the De Laune? Or more importantly, what do we want the De Laune to be? We have no written objectives, aims, plans or as large companies like to say, a ‘mission statement’. With no direction or aim, how do we get there? It is hard to set objectives but I feel we should attempt to – if we know which way we are heading we can at least judge how we are doing and if we need to modify our plans. Yes, I know we have bumbled along since

1889 and we are still going, but, in these days I believe we need to be more focused. Do we want to be the club, and outside of our sport, will know the name. So, one of the most important jobs in the club has to be PR. Who wants to do it? Think of the responsibility, think of the kudos... success breeds success – if we think we're good, then we will be good; if others think we're good, they will want to be part of it.

We are lucky to be solvent and the club is able to balance its books on subscription and donation income. We do not need any other monies, which is slightly different to saying we do not want money. We are now in the fortunate position of having a large capital sum and we must use it wisely.

Once upon a time I would cut your hair and you would mend my shoes – then someone invented money and now I have to pay for things I need. And the purpose of money, its sole purpose, has remained the same – it is for spending. It achieves nothing on its own.

I have no problem with the concept of spending some of the capital as well as the interest accrued. So, how can we use it for the benefit of our club and our sport?

Firstly, any benefit must be directed to the club and its members. If we want, for example, to elevate our racing profile we could help members by contributing to the cost of racing licences, clothing, travel expenses and race entry fees. What would it cost if we, for instance, reimbursed some of the foregoing? How about: you enter and race in club colours 10 times in a season, at your expense, and after that the club will pay your entry fees. You get your name in Cycling Weekly five times in a season and we will reimburse your licence fee. Make sure that open events start a full team of De Laune riders and the club will help towards travelling costs. Maybe we could offer incentives to helpers, marshals and even socialites. Why shouldn't one, or more, of our social events be subsidised? After all, most of us have, in one way or another, contributed to our 'windfall' for many, many years – so why shouldn't we benefit? I am sure you can come up with other suggestions that will enhance success.

We cannot rely on one or two people – you have got to be involved. Yes, I know, like me, you may have done it before. After all it was your past efforts

which enabled us to get to 2004. But if we are to progress, let alone stand still, the club still needs the help of old members but more importantly, the newer ones. Working together we can go forward.

Mike Peel

MEMBERSHIP

You will notice the front cover of this issue bears a photograph of Les Pyne being presented with his 50-year whisky tumbler. Although Les originally joined the club in 1938, he has had a couple of periods of broken service so it was only recently that he actually completed a total of 50 years.

We welcome back to the fold Ken Legge, who was a member between 1960 and 1970. Ken is also a member of the Forty Plus CC but once he was aware of the fast rides of the Kavanagh group, decided that he, too, would like to up the pace and therefore rejoined the De Laune.

We look as if we will be losing Will Matthews, who is returning to Cammeray in New South Wales, Australia. He was due to leave for Australia on the 6th September and we will be contacting him at a later date to check if he wants to remain a member; however we will give him some breathing space, especially if he is still searching for his baggage, which could well still be at Heathrow!

Finally, sadly Nick Butler has had to pack up riding the bike for at least the time being as he has a severe knee problem. Nick is in the throes of changing jobs and in the meantime has taken the opportunity to spend some time in Sicily learning Italian and, of course, it's a lot warmer there at this time of year. We do hope that eventually Nick will be able to get back on the bike as there is no doubt he is a gifted rider

Brian Saxton

The classic CATFORD C.C. HILL CLIMB on Yorks Hill **11am Sunday 21st October 2007**

The Oldest Cycle Race in the World, still existing - It was first run on the then unmade road of Westerham Hill on August 20th 1887 and won by S.F.Edge of the Anerley B.C. (later to join the Catford), riding a newfangled chain driven 'safety bicycle'. The only Old Ordinary ('Penny Farthing'/High Bicycle) to finish came fourth and was a 54" wheel machine and therefore had a 54in gear. The lowest permitted gear was 52in. (presumably to stop the new chain driven bicycles from having an unfair advantage, as there was a limit on the smallest size wheel that you could use on an Ordinary, due to leg length). Three tricycles reached the top. The average weight of the machines was about 37lbs.

The Modern Version has been held on Yorks Hill near Sevenoaks, Kent since 1939 and the event record of 1min. 47.6secs. Was set by Phil Mason (San Fairy Ann CC) in 1983.

Last year's event was won by William Bell (Gemini B.C.) in 1min. 52.3secs.. The Catford event is one of the events which form the week-end's 'Four Hill Climb's Championship'. The winner of the £100 prize in 2006 was Nick Dawes (Farnborough & Camberley C.C./East St. Cycles).



CLUB 25 CHAMPIONSHIP - 16 SEPTEMBER 2007

..			
1	Jon Archdeacon	59:03	Long course
2	Matt Goodes	59:36	
3	Dave Haggart	1:01:57	
4	Peter Jenn	1:02:40	
5	Steve Carter-Smith	1:05:01	
6	Cliff Steele	1:09:00	Long course
7	Terry Deeley	1:16:33	Long course
	Sarah Archdeacon		Short course

Sarah turned short and three riders choose to ride a little bit further....



A DE LAUNE ABROAD

Part 5

By Peter Jenn

Christchurch N.Z continued: it's past 10 o'clock at night and I have followed an American out of the youth hostel and into an old Dormobile driven by a long haired hippy, destination unknown. Destination turned out to be an old run down building with peeling paintwork, a perfect match for our mode of transport "that will be 20 dollars each said the hippy showing us the front door "there is nowhere to sit and eat yet as I have not built it" two tired travellers looked at each other as if to say - I'm not surprised! I was shown a room which I shared with a builder who it seemed was building the hostel in exchange for board and lodging. At 6am after a black tea I decided to leave the building site and assemble the Brompton in the garden it took 20 sec. I turn round to the sound of polite applause, a young woman had watched the performance and had been impressed I wave goodbye and weave my way through some tents and out the back door. Riding along wide deserted roads I make my way into the centre of Christchurch and sit by the Cathedral and watch as the city come to life, the Cathedral cafe prepares to open.

Two or three employees and a delivery van arrive. This is the fastest growing cite in N.Z. Population 400,000 very pleasant here, cool and sunny. At 8am I am the first customer and sit at the side of the cafe (opposite the Warner Hotel) where I can keep an eye on the Brompton. I mention the Warner Hotel because I went in and asked the price of a single. The receptionist said "that will be \$190 for a single bid". In N.Z an "e" is pronounced "I". Ex. Would you like some Brid with your meal. Talking of meals I've been up 2½ hours and haven't had any breakfast yet, the girl at the counter said "you can have some coffee but there will be a delay on food!" So while I sipped my coffee I listened to the music a medley of songs by the American Viv De Moan and boy did he moan. Example - Aint that a kick in the head followed by "Memories are all I have to cling to Heartbreak Avenue then "Did you know next week we collide with Mars" well I thought there's only one way to cheer myself up, I ordered the full breakfast! Leaving Christchurch I follow the coast road to Ashburton - Timaru - Pleasant Point - Kimbell - Mt. Dobson - Burks Pass. Here I must explain something, last month I said bought a Brompton. The lightest one they made, it came with only one chainwheela 52 and two sprokets 12 and 16. In order to climb the likes of Burks Pass I

Had to modify somewhat I attached a 36 chainwheel, which gave a gear in the 40's, over Burks Pass and a long decent, the steering takes some getting used to as its very light. Always keep both hands on the bars, suddenly I slammed the brakes, on my right was a sight that took my breath away - Lake Tekapo surrounded by mountains, the colour of the lake was amassing the late afternoon light was reflecting off the crystals that are washed down from the mountains. I rode off road to the lake edge and sat there a long time absorbing the scene with the intention of painting it when I got home.

The next day I rode for many hours until it became dark through some very unusual country side reddish tan hills with dark tufts of grass dotted all over them. No traffic or houses but at last I saw a light of a farmstead (sheep) and rode up and knocked on the door, the farmers wife opened the door she said I could stay in an outbuilding - an offer I gratefully accepted. Apparently I had been cycling through the Otago Goldfields long since picked clean and deserted no wonder I hadn't seen anybody all day. Tomorrow I head towards Cromwell and Queenstown.

To be continued.

And remember always wear a helmet.



VETS BAR and latest results

The time has come to start to put together this years Vets BAR (and Open BAR)

So far I only have Alan Priddy's qualifying times. So please other vets who have ridden 2 '10's and 2 '25's let me know. I will point the finger at Dave Haggart and Peter Jenn as I think they have times for me. Our President, I know, has not completed the required events but has broken at least one vets record. Give me a ring please Roy and update me.

Alan Priddy has continued to break records and get himself in the news, to come up to date here are his latest achievements.

	<u>EVENT</u>	<u>TIME</u>	<u>COURSE</u>	
21 st July	A3CRG '25'	59.48	P881	
22 nd July	HERTS WHLS '30'	1.12.36	E2	Record
5 th Aug	ECCA '100'	4.30.15	E2	Record*
27 th Aug	A3CRG '50'	2. 07.06	P885	Record

The '30' record took out his own record of 1.14.00. which he set up last year (Age 64)

The '50' record took out his own record of 2.09.02 which he set up in June this year.

The '100' again reducing his own record of 4.41.01 set in June.

*This event also incorporated the East Anglian Group Championship, Alan took Silver (on standard) Well Done mate.!

VETS BAR

Alan Priddy (Age 65)	10 Miles	23 mins. 35 secs.	
	10 Miles	24 mins. 09 secs.	
	25 Miles	59 mins. 01 secs.	
	25 Miles	59 mins. 48 secs.	
Vets Standards (Age 65)	10 Miles	31 mins. 00 secs.	<u>25.1967 MPH</u>
	25 Miles	1hr.19 mins.30 secs.	
		<u>Average Speed</u>	<u>19.1108MPH</u>
This gives Alan a plus of <u>6.0859 MPH</u> (this is a record in itself)			

This gives Alan a plus of **6.0859 MPH** (this is a record in itself)

CLUB BAR COMPETITION

<u>Alan Priddy</u>	25 Miles	59 mins. 01 secs.
	50 Miles	2 hrs 07 mins. 06secs
	100 Miles	4 hrs 30 mins 15 secs

Average Speed 23.7046 MPH

This brings us up to date as at the 26th September, please do not forget to let me have your times . E Mail: jazzymalc@aol.com or Tele: 01227 373045

Malcolm Adams BAR coordinator

COMMITTEE MEETING

You will have noted from the committee meeting minutes of the 6th September under Any Other Business that a small working party has been looking into the possibility of using alternative premises for club night/committee meetings. One of the venues suggested was the Camber Tennis Club in Dulwich and, after discussions with their secretary, we feel that we should go ahead and use this facility for our next committee meeting, which will be held on MONDAY, 8TH OCTOBER, at 8.00 pm. This date replaces that shown in the minutes of the meeting held on 6th September, ie Thursday, 4th October. The change of day from Thursday to Monday is convenient for both the Tennis Club and ourselves as staff will be present at the club.

Camber Lawn Tennis Club is situated opposite the car park of The Grove public house, which stands at the junction of Dulwich Common (A-205) and Lordship Lane. There is limited car parking at the clubhouse but apparently the Tennis Club members frequently leave their vehicles in the pub car park. If anyone has any comments or objections on the above, please let us know.

Eulogy for Ken Fuller

I joined the DeLaune when I was 15 years old in 1947. There were two other young fellows in the club at that time, Len Danby and Ken Fuller. Both had joined just a little while before me so it was natural that I team up with them, we were the three musketeers – ‘all for one and one for all’. As Len has already stated: ‘Ken was a wonderful friend’. We did everything together. Ken lived in Brockley and I in Nunhead, which was a just a short ride over One Tree Hill. Ken spent a lot of time at my home as he did not have a very good home life, and my mum and dad ‘adopted’ him. We really were like brothers, doing everything together - we rode together, trained together, and even ran together (Bellvue CC 5 mile cross country, Epsom Downs), where we won the team comp. We trained for that by running over One Tree Hill three nights a week. We also did a seven mile walking race somewhere north of London (does anyone remember?) I might add that Ken always managed to beat me, even to winning the Silverdale Shield twice to my once.

The gang was broken up somewhat when Ken and Len were called up for national service. I missed out because I was unfortunate enough to contract TB and I spent quite a while in hospital where Ken along with many other faithful DL friends visited whenever he could. When I recovered and Ken had left the RAF we continued our unique friendship. In 1952 we all went to the Isle of Man, and again in 1953. On the ferry over we met 3 lovely girls from Hyde, Ken got very excited when we found out that they were going to Howstrake Holiday Camp as we were. Little was I to know at the time that in September 1954 I would travel to Manchester as Ken’s best man, when he married the prettiest one (the others were not bad either). We continued our great friendship and had many great times together at socials and parties. In 1961 I decided I would like to travel a bit further than Europe so I emigrated to Sydney, Australia. I only intended to stay for a couple of years then continue around the world and back home but shortly after arriving I met a girl from the bush (Shepherds Bush that is) and that was the end of my plans.

I regret I did not keep in touch but I was having too good a time and time just slipped away. At the same time I knew my Dad and Mum and Amy could keep everybody informed as to what I was doing, and also sent me DLNS as they still took part in club activities so I never really lost contact. When I received a letter in 1992 from Ken telling me his daughter Suzanne was

coming to Brisbane, as part of a backpacking holiday, and asking us to meet her, I was thrilled, firstly because Ken and Dot had contacted me after so many years and secondly that they wanted Suzanne to meet us. We arranged to pick her up outside the GPO in Brisbane. And even among the busy city crowd I immediately spotted Suzanne because I saw both Ken and Dot in her. I am really glad that Suzanne came that year because from that time Ken, Dot, my wife Inge and I have kept in touch. They came to visit us on two occasions, when they came to see Suzanne and Mike after they had moved to Adelaide, and I must say that when we met it was as though it had only been months and not years since I had seen them. Inge formed an immediate friendship with them both and they have been friends ever since.

I will never forget the phone call from Adelaide when a distressed Dot told me of Ken's stroke. I was devastated, my first reaction was to get over there to see him but it was not practical at that time but we kept in touch and I spoke to Ken on many occasions and marvelled at his courage and determination. When I heard from Dot that Ken was in Farnborough hospital I tried to contact him but was unable to get through. I phoned Dot who told me he was home but not well, and that she would get him to call me when he felt better. The last call we received was Dot informing me of Ken's passing, once again I was stunned, and sad I was unable to be there.

I have lost my best friend and as I have read the tributes and the accounts of the funeral and memorial service in celebration of his life in the DLN I now feel I can write my own tribute to him. His was a wonderful life after conquering a sad beginning, but he fought the good fight and won, and I am a better person for having known him. I shall treasure all those memories and the photos and even my going away gift, a hip flask engraved 'from Ken and Dot to Harry, Bon Voyage'. It was in case I got lost in the desert.

It will now take its place on my memories shelf in my den, as a permanent reminder of all the good times we had, and repeating the words of Brian Sexton quoted from A Century Awheel (which incidentally Ken sent me) - 'Your happiest days were realized and your best friends found when you became a member of the DeLaune Cycling Club'. Thank you for allowing me to write this (I hope its not too long) and I thank all my old mates who thought of me when I had my own health problems. God bless you all. Up the DeLaune.

Harry Thomas

DORIS BEWSEY

1917 – 2007

Over 200 relatives and friends attended the Service of Thanksgiving for the life of Doris Bewsey at her funeral on the 2nd August led by Rev David Norley. Doris died peacefully at the age of 90 in Queen Mary's Hospital on 24th July after several months of declining health.

Doris was well known throughout the Borough. A 'Lamorbey Mum' whilst her children Peter, Pauline and Gillian were at Holy Trinity C of E Primary School, she then became a voluntary assistant at the Murchison Avenue Clinic where for 18 years she registered many local babies and children, now all grown up, and continued when the NHS took over the clinic.

Doris was a member, former chairman and latterly vice president of Sidcup Ladies Luncheon Club founded in 1963 to raise funds for cancer research. In 2006 she was appointed an Honorary Fellow of Cancer Research UK and was presented with a "Flame of Hope" award at a West End luncheon.

Doris travelled extensively round the world with her husband Tom Bewsey on overseas business trips and later on many cruises. She also took part in many local activities. Organisations represented at the funeral were Sidcup Ladies Luncheon Club, Bexley WI, Sidcup Symphony Orchestra, Sidcup Probus Club, Sidcup Literary & Scientific Society, Royal Signals Association E Kent branch, Marlowe Ensemble, Lamorbey Strings and the De Laune Cycling Club.

The family would like to thank those friends who have sent generous donations in lieu of flowers resulting in a very substantial amount being passed to Cancer Research UK. The family also appreciate the first-class care and attention of all concerned at Queen Mary's Hospital and the caring service of Messrs W Uden & Sons Ltd of Sidcup.

* * *

This obituary appeared in the Sidcup & Bexley Chronicle, September 2007.

The club would like to extend its sympathy to Tom and his family on their sad loss.

Brian Saxton
Hon Secretary

DATES TO REMEMBER

Diary Social/Club for 2007

Friday		2 - Nov	Belgium Night	Blackheath Harriers
Sunday	10.30	18 - Nov	Remembrance Service	Newnham
Sunday	09.00	16 - Dec	Social Club Run	Richmond Park

Club & Inter-Club Events for 2007

Sunday	11.00	7 - Oct	Down Hill	Tilburstow Hill
Sunday	11.00	14 - Oct	Hill Climb	Titsey Hill GH/31
Saturday		1 - Dec	Cyclo Cross	Herne Hill

SEE MESSAGE BOARD to keep UP TO DATE

<http://mikepeel.proboards67.com>

CLOSING DATE FOR THE NEXT ISSUE 26th OCTOBER

Anything for inclusion please send to:

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