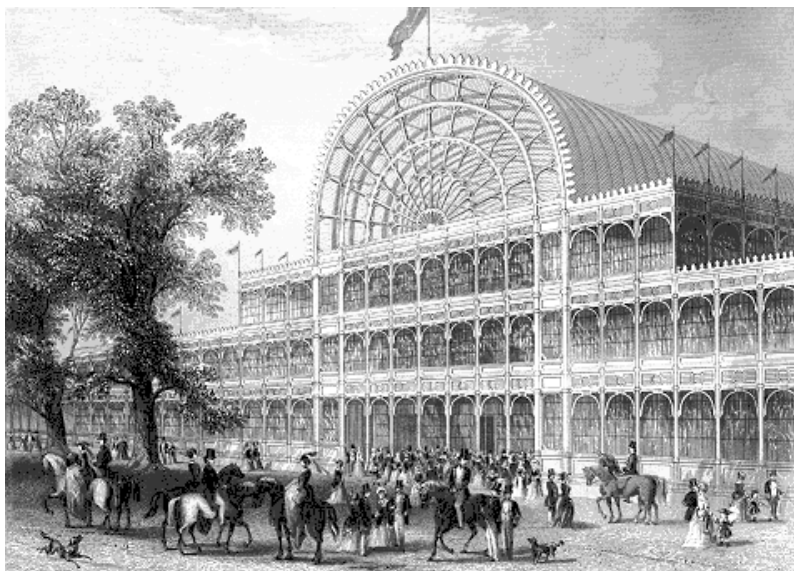


DE LAUNE NEWS



THE CRYSTAL PALACE

SUNDAY 27TH JUNE

DE LAUNCH LUNCH



SEAFOOD PLATTER OR HOME MADE TOMATO SOUP

BEEF OR CHICKEN OR SALMON

APPLE PIE & ICE CREAM OR FRESH FRUIT SALAD OR CHEESE & BISCUITS

MAKE

A

BEE LINE

FOR THE

PRICE £16.00 PER HEAD.

TIME 1.00 FOR 1.30ISH!!

If members attending would kindly notify either Dot on 01689 851241 or Tricia on 01273 546226 or e.mail triciab60@hotmail.co.uk. Please also include your choice of menu.

Woodmsill Coffee Shop will be open from 11.30am.

(If anyone arrives early please do not sit outside and wait for the 'bewitching hour'.....

Come on Down!

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

1889 DE LAUNE 2010
CYCLING CLUB

PRESIDENTS REPORT

PRESIDENT

MALCOLM ADAMS

28 Landon Road
Herne Bay
Kent
CT6 6HP
01227 373045

CHAIRMAN

JOHN ARCHDEACON

19 Trinity Crescent
London SW17 7AG
020 8682 0308

SECRETARY

NIGEL SCALES

14 Bellingham Road
Catford
London SE6 2PT
020 8698 5977

TREASURER

VAL PEACHEY

63 Beverley Road
Barming
Maidstone
Kent ME16 9DU
01622 727649

MEMBERSHIP

DAVID HAGGART

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

Well the Good Friday track meeting at Herne Hill was a washout, but the weather forecast did not deter the optimistic De Laune members from turning up. Bill Wright, Jeremy White were there (in official capacities I believe) Alan Rowe, myself, and Peter Jenn' forked out' at the gate but Roy Savery delayed his arrival to coincide with the cancellation of the meeting, shrewd as ever Roy!

Mr Kavanagh decided a meal in Dulwich Village was a better investment, £6.50 a course, so I guess you managed 2 courses, John, having saved your £13 entry fee!

We had a rec. of the club container and were due to return at 4 o'clock for further discussion. (we were there, where were you Bill?) We adjourned to the Crown and Greyhound for a couple of hours (it was full of old bikies) before returning to the track. More chatting, the fact there was no racing did not bother us, we never see it when there is, for Good Friday at Herne Hill is an old boys reunion.

Christian's road race went well and he had plenty of help from club members standing waving red flags on windy corners, or in Roy's case in the warmth of his car leading the field. No doubt a report is elsewhere in this DLN so I will leave it at that.

I said last month I was riding the Southboro' '10' I chickened out it started to rain, I don't do rain anymore.

Ian and Chris rode, brave men (result elsewhere, I hope!) I have attempted to 'race' at Fowlmead, two events 29.25 and 30.10 (both in strong winds), so you can see I am flying.

Well the battling around Fowlmead paid off as I managed 28.19 in the West Kent RC event. (light wind but only 5 degrees) Jon and Sarah rode and did 23.11 and 28.48 respectively. The winner was Mike Piper San Fairy Ann 21.30. Sarah was 3rd Lady. This Wednesday I got a 28.39 on Fowlmead (still cold and windy) so getting there slowly!

DID YOU KNOW?

The Faunces according to 'Burkes' settled in Kent in the reign of Edward VI (1547-53) and possessed estates in Rochester, Cliffe and other parishes in Kent.

Thomas (1) Faunce 1525 -1609 was a benefactor of the poor of the Parish of Cliffe and his name heads the list on a large board in St. Helen's Church Cliffe, Isle of Grain (his son Bonham, name is also on it)

In the floor of the Church are 2 brass effigies of the above mentioned and there bodies lie beneath.

Thomas' father was Bonham Faunce (1487-1552) and he was believed to be the grandson of a William Faunce of Greenwich (there are also possible Essex connections around the Maldon area, with names of Fance, Fawnce, Faunce etc.) but back to Thomas.

Thomas' son Thomas (2) was the Mayor of Rochester twice, 1609 & 1619 & his son Thomas (3) was Mayor in 1635 and his son Thomas (4) was a JP of Rochester and his grandson Thomas (6) was also a JP. Finally and his son Thomas (7) was Mayor of Quebec.

At the last count I found 11 Thomas Faunces and 9 Bonhams through the centuries.

Next month we move with Thomas (2) to Rochester .

NOTE. If anyone fancies a day out to visit St Helen's Church let me know. Once on the Isle of Grain, for those of you who have read Charles Dickens' Great Expectations or seen the play on TV will be able to see where Dickens got his inspiration for the book. Also see the St James Church in Cooling, but can't guarantee any convicts or mist or Pip for that matter, but you might see Jools Holland, as he lives just down the road in Cooling Castle.

In adding this note I googled St James for clarification that I had the

correct Church. Low and behold I found the following:-

Henry Brooke, Lord Cobham, tried for High Treason forfeited his estates (this in the 1st year of James1 reign) Two years later the Rectory along with the vicarage were granted to a Sir Edmund Hales down thro' his descendant to a Mr John Page who in turn willed the Rectory to his kinsman, the Rev Edmund Faunce (Thomas the 6th son) of Sutton-at-Hone, who in turn passed the said rectory to his son also Edmund and our founders grandfather.

Congratulations to Mike for completing his 30th London marathon, what a great achievement, well done

MALCOLM



Does it really look that he has just run the Marathon

More photos page 19

“KAY’S REPORT”

How many times have you been told by some one “ I used to be in the De Laune” or “ My father was in the De Laune” I have had this said many times specially when wearing the club strip.

As most of you know, I am second claim to the San Fairy Ann CC but will never wear the SFA strip. Out the other day with the SFA club run all in SFA strip except me, I had a plain vest on with De Laune shorts. Out of the entire group a guy came up to me and said “I used to be in the De Laune”

His name was Roger Meadows and he was in the club in the 60’s. He said he won a club junior event when he was in his teens. I cannot remember him but he remembers an old boy who used to look after the track cabin (Ken Hill) and a guy who looked after the juniors and worked for the GPO. That must have been Charlie Carlton. I told him to look on the De Laune web site as he might be on some of our old photographs.

I took a group of 19 friends (most of them De Laune) to the Cotswolds last month on a walking and cycling holiday. Well when I say cycling I mean walking up hills. We had two on bikes - Roy Chittleborough and me. We did look good with the carbon bikes and the new De Laune strip!! When walking up this long steep hill I heard a farmer say “I was in the De Laune”

I will be taking the club run to France for the day on Saturday the 22 May and is open to all members and friends. The cost of the boat trip with bike will be subsidised by the club for members.

The plan is that we get the 07.45 boat from Dover and we should reach Calais 10.15 local time. You can park your car in the port car park or a side street in Dover. We will make our way to Ardres to the local Restaurant called La Freccate for lunch via Guines for light refreshments! By special request I will by-pass the Cap Blanc-Nez hill so it should be flat ride. 30 miles to the café and 10 miles back via the canals to Calais to get the 18.30 ferry. Please let me know if you want to go.

EXCLUSIVE - NEWS FLASH!: DLN scoops comeback story!

DLN has obtained an exclusive on the Frances Rudd comeback story. Rumours have been rife of a potential comeback for Frances Rudd since he was seen speaking to Bradley Wiggins at the Herne Hill Good Friday Meeting where he headlined a couple of years ago. British Cycling contacts have not confirmed or denied that Bradley's decision to forego the track and concentrate on the road was due to prior knowledge that Frances might be planning a comeback.



Frances is remaining coy about his exact plans but revealed "The best thing is that I kept my last track iron - I put in some of my best performances on this beauty and it will undoubtedly prove its worth in the coming months [See Photo]. Carbon track frames and finishing kit? No! - I'm a firm supporter of the UCI's righteous stance on levelling the playing field and making the rider, not the bike, the deciding factor. - "Athlete's Hour" and all that. "Old faithful" just needs a couple of minor modifications to remove illegal aero components and she'll be fully UCI (2010) Rules-compliant."

Southborough & District Wheelers 10 mile

1	Peter Tadros	In Gear RT Trainsharp	21.05	
10	Ian Silvester	De Laune CC	23.10	+3.32
32	Chris Cowland	De Laune CC	25.59	+2.39
	Malcolm Adams	De Laune CC	DNS	

Brighton Mitre 10 - 3 April

1	Pete Tadros	In-Gear Quickvit RT	00:22:17	
2	Steve Dennis	East Grinstead CC	00:23:22	
28	Roy Savery	De Laune CC	00:30:20	

Brighton Mitre 25 - 4 April

1	Peter Tadros	In-Gear Quickvit RT	00:59:07	
2	Steve Dennis	East Grinstead CC	00:59:57	
20	Chris Cowland	De Laune CC	01:15:13	

Redmon CC 25 - 11 April

1	Laurence Harding	www.drag 2 zero.com	00:53:33	+14-27
18	Ian Sylvester	De Laune CC	01:00:12	+8-50
31	David Haggard	De Laune CC	01:04:09	+6-26

Farnborough & Camberley CC 25 - 17 April

1	S Walkling	C St Raphael	V	00:51:19	+15-41
67	D Haggard	De Laune CC	V	01:01:09	+09-26

Andover Whs MM 10 - 17 April

1	Roger Smith	South Downs Bikes	00:20:49	
43	Roy Savery	De Laune CC	00:24:16	
	Tony Peachey	De Laune CC	DNS	

West Kent RC/DCB Demelza RT 10 -17 April

1	Mike Piper	SFA	00:21:30	
10	Jon Archdeacon	De Laune CC	00:23:11	
34	Malcom Adams	De Laune CC	00:28:19	4.11
35	Sarah Archdeacon	De Laune CC	00:28:48	
	Ian Sylvester	De Laune CC	DNS	

Southern Counties CU 25

1	Tim Stevens	34 Nomads CC	00:55:29	46:47	+15:16
8	Jon Archdeacon	De Laune CC	00:58:03	48:59	+8:57
42	Chris Cowland	De Laune CC	01:05:13	47:33	+8:36
49	Sarah Archdeacon	De Laune CC	01:10:56	48:23	-0:52
	Tony Peachey	De Laune CC	D.N.F.		

MISSION ACCOMPLISHED (re the late Bernard Palastanga)

Mark.

I have just spoken to my Mother-in-law who informs me that Margaret and Brian have spoken in depth by telephone. This is the first time they have been in touch for over 60 years. Many thanks for all your help. It will mean a lot to my father-in-Law who still speaks fondly of Bernard Palastanga. They were very close in the 30s and early 40s.

As I mentioned, we visited Bernard around 2 years ago as a Birthday pilgrimage for Brian's 80th. It was a moving trip which was the culmination of much research and forward planning. Brian has not been in good health lately and may not get a chance to make the trip again.

As an aside, I am actually sitting in my married quarter in Paderborn right now. I live behind Barker Barracks, which may have been the camp you were based in all those years (1951/52) ago. I am a Squadron Sergeant Major for A Sqn, the Queen's Royal Hussars. We were amalgamated from the 3rd, 4th, 7th and 8th Hussars and were formerly the QOH and QRIH. Small world don't you think?

Hope your club continues to go from strength to strength.

Many thanks and regards, Mike.

Hi Mark

Thank you so much for sending these! They are fascinating and I know mum will be really chuffed to see them. Brian Clee, her cousin, has telephoned Mum today - her 79th birthday so that has really made her day!! Thanks to you all at De Laune for all your efforts.

We'll encourage Brian's family to try and make the November memorial at Newnham - they took him to Holland to see Bernard's grave a couple of years ago!

Kind regards. Rachel Quirke

Rachel is thanking me for copies of letters that Bernard wrote and were published in the DLN 1940/41, Ed.

Nutrition - an alternative view by Nigel Scales

The traditional recommendation for losing weight has tended to favour things like expensive carbon frames and finishing kit, carbon wheels, titanium skewers for your hubs etc. Well, the good news is, if you have the money, that's still an option that you are free to pursue without anyone telling you it's bad for you - except maybe your partner!

Less of a strain on the wallet is tweaking your diet. Recent thinking has suggested a high carb breakfast but recent research in the US has concluded that a more old-school approach may be more beneficial. A University of Alabama study reported in the International Journal of Obesity by Professors Molly Bray and Martin Young concluded that a full English breakfast is better for the heart, waistline and blood pressure than carbohydrate-rich cereals, breads and pastries.

It is thought that a fried breakfast sets up the metabolism for the rest of the day, making it easier to burn off other meals and snacks.

Cereal, however, appears mainly to prime the body to break down only carbohydrates. The U.S. researchers advocate a big, fatty breakfast for optimum health, followed by a smaller lunch and a light evening meal - 'eat breakfast like a king, lunch like a prince and dinner like a pauper'.

The study looked at the effects of eating different types of food - and at different times in the day. Mice fed a high-fat breakfast stayed healthy. Those given a carb-rich breakfast, followed by a fatty dinner, put on weight and had trouble processing sugar, increasing diabetes risk. Blood tests also indicated increased risk of heart disease and strokes.

Dr Young, said: 'The first meal you have appears to programme your metabolism for the rest of the day. This study suggests that if you ate a carbohydrate-rich breakfast it would promote carbohydrate utilisation throughout the rest of the day, whereas if you have a fat-rich breakfast, you transfer your energy utilisation between carbohydrate and fat.' Professor Bray added: 'Studies have looked at the type and quantity of food intake, but nobody has undertaken the question of whether the timing of what you eat and when you eat it influences body weight.'

As most people eat a wide variety of foods throughout the day, the findings have a clear implication for the human diet.

Professor Bray noted: 'Our study seems to show that if you really want to be able to efficiently respond to mixed meals across a day, a meal in higher fat content in the morning is a good thing.'

The research is not the first to confirm the importance of a big breakfast.

A South American study found that women who ate half of their daily calories first thing lost more weight in the long-term than those who ate a small breakfast. In contrast to the U.S. study, it said eating carbs for breakfast was beneficial, with a sweet treat, such as chocolate, cutting sugar cravings later in the day.

I think I'm going to go with the South American study for now but maybe not feel too guilty if I have a high-fat breakfast occasionally....

Kingston Phoenix RC 10 - 24 April

1	Richard Prebble	Motorpoint RT	00:21:22	V	04:32
3	Jon Archdeacon	De Laune CC	00:22:40	V	03:14
46	Jayne Wadsworth	De Laune CC	00:27:04	W	
53	Sarah Archdeacon	De Laune CC	00:27:37	VW	00:30

Addiscombe CC "25" - 25 April

1	Steve Dennis	East Grinstead CC	V46	00:52:14	+16:48
10	Jon Archdeacon	De Laune CC	V42	00:56:51	+10:09
39	David Haggart	De Laune CC	V49	01:01:02	+9:33
59	Chris Cowlard	De Laune CC	V55	01:03:29	+10:20
88	Sarah Archdeacon	De Laune CC	WY40	01:08:43	+1:21
93	Jayne Wadsworth	De Laune CC	W	01:10:39	
97	Roy Savery	De Laune CC	V73	01:12:45	+11:37



The management of the Radioshack team thought that Portuguese rider Tiago Machado needed to work on his Time-Trialling position so, as he explained they provided him with a cabra (goat) to take home with him, to help get his TT position right for the upcoming Criterium International. Machado's hard work on the goat paid off - he got 10th in the TT behind winner David Millar and took 3 seconds off race-leader Pierrick Fedrigo. Unfortunately Fedrigo still won overall by 15 seconds on Machado and former World TT Champion Michael Rogers put 14 seconds into Machado, beating him into 3rd place overall by 1 second! You might be suprised by this training technique but, in fact, several De Laune members keep a goat at home too, also for use in bringing their TT times down. And not just the ones who live in the countryside either - our Chairman keeps his goat in his London apartment. (For those who haven't already guessed, Portuguese riders refer to their TT bikes as goats because the silhouette resembles a goat!)

FROM THE TREASURERS DESK

Not much from me this month – all fairly quiet on the money front. Club clothing is still moving fairly quickly – thankfully we already have an order in place to replenish depleting stock. We are hopeful of a May/June delivery for the latest order.



Bill Wright is still working on the disposal of bikes & equipment from the lockup cabin at Herne Hill, though I believe many of the stored items have been 'claimed' and money should hopefully be changing hands soon. If you are interested in purchasing any of the bits and pieces advertised please contact Bill asap.

Two promotions coming up both, unfortunately, on 16th May – the first 25 mile club event on Chilham, Kent where we are combining with the Thanet, Ashford and Rye & Dist on a club morning. And an LVRC road race. Clearly our resources will be a little stretched but if you are available to help and not yet offered your services I am sure Claire Silvester for the 25 and/or Roy Savery for the road race would be very pleased to hear from you.

Just 7 subscriptions from members now outstanding, if you are one please contact Brian Saxton or Dave Haggart soonest, we need you !

Val the Peach

Impressed by the array of languages deployed by TV interviewers at the finish of big races? Check out this classic interview with Dane Rolf Sorensen:

Interviewer: "Rolf, we will talk in English, yes?"

Sorensen "OK."

Interviewer: "Well, Rolf, you are here today."

(Long pause)

Sorensen: "Er... it would appear so

De Laune Cycling Club

During the past 6 weeks we have gathered together every individual, team and track club record we could identify covering the last 120 years. Although this is not completely accurate. It was in 1929 that a proposition was placed on the AGM agenda to establish that 'a club record at each distance or time shall be the fastest time or greatest distance performed by any first claim member in any event provided he be riding in the club's name'. This was lost, however the following year 1930 a more definitive proposal was submitted which read 'Club Records may be established in open events and private time trials as well as club events, if the race is ridden in the club name', when the proposition was successful. However, in an endeavour to 'protect' those early performances, all references to 'fastest times' have been included.

This task is now complete and has been forwarded to some elder statesmen of the club to cast their eyes over our 'digging' and to offer any words of advice or further update regarding names.

We have taken the opportunity to build on the records quoted in Century Awheel which lists Presidents, Secretaries and Captains to include all major officers in the club ie Chairmen, Treasurer, Social Secretaries, OMA Secretaries, Magazine Editors, and the individual race Secretaries up to 2010.

Hopefully now that this research has been carried out all records/archives can be updated at regular intervals for future generations.

However during the course of our searches we became engrossed yet again in the evolving story of the De Laune. Hopefully most members will have purchased and read the engaging book commissioned and written by Mike Rabbatts on the first 100 years when he referred to information held in the record books, minute books, the DLN and its forerunner the Budget as his source material. This has tempted the production of a series of articles outlining more of the personal stories and pay tribute to the 'workers' that have made our club what it is today.

The original intention was to use the committee minutes to construct/create this series of articles, and we were 'overjoyed' when Brian delivered four large boxes but our hearts sank when we took sight of the

minutes which commenced in 1892/3 to see how much they had deteriorated. We chose not to even take them out of the folder for fear of destroying them. Later minutes of 1896/1901 are in a slightly better state of repair but not good. We suspect the quality of the paper in early 1900's has paid a significant factor in the deterioration.

However, through the polythene cover you can just decipher that the inaugural AGM of the new cycling club was held on 30th November, 1892 with 14 members present.

Many of the subsequent minutes are difficult to read because of the florid handwriting but it is clear most of the committee meetings were carried out over an extremely short space of time ! The main business being the reading of the previous meeting minutes, election of new members and organising a varied social/club run calendar.

Over the coming months we will include snippets of club life, apart from pure racing, and try to encapsulate the day to day escapades of the early De Launites.

Val the Peach

From the April 15 Cycling Weekly "Hard Nut of the Week" column

Find turbo-trainer sessions psychologically hard to take? In 2006, Marine Brian Kilgannon of the Royal Navy & Royal Marines CA completed 1,017 miles in 60hours on a turbo....



To put the psychological fortitude requirement into perspective, in the same year while competing in his first 12-hour TT he was knocked off his bike by a passing tractor towing a 30-foot trailer. Having no other way to get back to the event HQ, he rode 197 miles to the finish with a fractured collarbone, a large gash in his arm, knee, head and blurred vision. So you can see how he could handle the 60hours on a turbo!

Crystal Palace - History of (Motor) Racing Circuit

We're all familiar with Crystal Palace as a cycle-racing venue - it was the first place I rode a massed-start race, back in the late 60s, on the old motor-racing circuit. It was still used for motor-racing in those days - sports cars and, if I remember correctly, motor-cycles. In fact the Pits area was used for bike assembly, pre-race machine inspection and generally hanging around/storing kit. What I wasn't aware of until today was the background to the establishment of the motor-racing circuit.

In the beginning . . . In May 1899, a group of enthusiasts drove in procession to what is now known as Crystal Palace and, for the first time in the UK, they raced on a closed course. British motor racing was born. Races ran for four years from 1899 over various courses in the park and events at the world's first motor racing venue became fixtures on both motoring and social event calendars. The lap record was set at an average speed of 36mph and very close races were held on a banked oval, plus other circuits running around the park's pathways.. Racing returned, restricted to motorcycles, on the now-traditional May date in 1927, and another new track was constructed the following year for the Glaziers motorcycle speedway team. A quarter-mile oval, it ran around the perimeter of the sports field. Crowds of 30,000 would turn out to watch the action, many dressed in the black and orange colours of the local team. The speedway promoters also brought back car racing, running races for midget cars on the loose-surface oval.

During the great depression the business running the two tracks failed and there was little activity until 1937, when a brand-new purpose-built motor racing circuit was constructed. Its two-mile layout still defines much of the park. The ethos of the track was to escape the elitism of Brooklands in Surrey, which had the slogan 'the right crowd and no crowding'; Crystal Palace, on the other hand, branded itself as 'London's own circuit'. In late April, racing cars took to the new track for the first time. The hilly nature of the course made for some exceptional spectator vantage points; meaning big crowds: something that defined all future tracks at the Palace. All motor sport stopped for the duration of World War II with the exception of a final Speedway meeting; held in 1940 to entertain troops. Racing continued after the war and the new 1.39-mile circuit, opened in May 1953 was to become a classic, regular fixture on the international motor sport scene. The 1950s

saw everything from non-championship Formula 1 races to sports cars and saloon cars; a mixture that would continue into the early '70s. One Whit Monday, no fewer than 100,000 spectators turned out to watch the Coronation Trophy races. A lack of the money needed to bring the track to modern safety standards brought car racing to a halt in 1972.

Sevenoaks and District Motor Club plan to relive the glory days with a two day event featuring classic and modern cars on the weekend of May 30th/31st. Unlike the Tuesday Night Circuit Racing and the Tour of Britain start a couple of years ago, it won't be a free event.

See <http://www.motorsportatthepalace.co.uk/index.htm> for more details.

Nigel Scales.

Lets not forget "The Festival of Cycling" first promoted at the Palace in 1953 by the De Laune when we had about 10,000 spectators and in 1955 some 15,000 attended. Ed.

How many remember the Palace before it burnt down, I can recall being taken there as a child, and also standing on the allotments in Rosendale Road in 1936 watching it burn down, Ed.

The following is from the DLN March 1954
CRYSTAL PALACE CYCLING FESTIVAL

by

"Chip "

At the club's annual dinner on the 5th of December last, Frank Holland, as Chairman, presented Lieut-General Sir Otto Lund K.C.B, D.S.O, C.in C. of the St. John Ambulance Brigade, with a cheque for £306. 14. 11d., on behalf of the club. This represented the final audited profit on the Crystal Palace Cycling Festival, and will shared equally between the British Red Cross Society, and the St. John Ambulance Brigade. An earlier press notice put out by the club, showed the "total cost of the Festival to be £1368.16.7d total receipts amounted to £1675.11.6d, a very satisfactory result for all the hard work which the club put into this particular venture.

Having been asked by the club to organise the Festival, I should like to take this opportunity of thanking all those members who laboured so mightily to make the Festival the success it was, without whose efforts it could not possibly have gone on.

Chief of the back-room boys was Don White, who not only acted as programme Editor, and dealt with all advertisers, but also burnt an enormous amount of midnight oil dealing with general correspondence, and other matters,

Next comes Mark Ballamy who organised the duplicating, and despatch of weekly press notices, and official advises, which were a big feature in building no interest in the Festival, in keeping the non-club helpers, and officials informed, about arrangements. Assisted by his sister Barbara, and I shrewdly suspect, most other members of the Ballamy household. Mark also turned out literally thousands of route sheets, marshalling point lists, instruction notices, etc. etc., so fast that several times we ran out of duplicating paper before ordered stocks arrived. On the day itself he organised the sale of programmes, using the St. John Ambulance Brigade Cadets for this purpose.

On the financial side, Ken Fletcher was a tower of strength whose critical advice, and vetting of all proposals, enabled us to go forward with confidence in the just decision to promote the Festival, and in many subsequent commitments we decided to undertake as opportunities arose, to add to the Festival programme. Ken also took over the organization of the gate Stewards on the day. Those stewards performed a vital, but thankless task, and the clubs thanks are due in this respect to: Dick Ansell, Cyril Arther, Arthur Burchem, Charlie Carlton, Harold Edmunds, Ken Elliot, John Giles, senior and junior, Ron Hoare, Peter Martin, Bill Miles, John Pamphlett, George Pincher, Ted Pinchen, Beefy Russell, Eddie Sharp, Harry Thomas, Les Tooke, Ken Whiterod, and Tom Williamson. Also a special thank you to the ladies, who organised the telephone switchboard and road race message service which was so important to the Festival's successful presentation. Another equally onerous job on the day was the organisation of the car and cycle parks, which was carried out by Jack Young, assisted by Steve Lambie, Roy Banham, Bob Wiltshire, Bert Westbrook, and Brian Drury. Going back to the pre-meeting organisation, a special word of thanks is due to the team of Ken Fuller, Derek Boon, and Alan Jackson, who were completely responsible for dealing with all entries in the circuit massed-start events. This involved the handling of some 500/600. entries,

and entry fees, and the sorting out of the final 260, acceptances. The handicapping of the seniors in four groups was a job which caused them many hours of concentration, but the success of both circuit events, and the complete absence of complaints, proved how well they carried out their task.

Then as ever, no De Laune promotion would be complete without Ken Hill, who laboured mightily between his track meetings to fix up officials and their instructions.

Also present were the road boys in force, and Georgie Wood paused from his open "25 " promotion to help organise the Folkestone end of the Road Race, whilst "Ricki " Hanssen barely had time to print his open "100 " result sheet before setting off into Kent to help tie up a tricky bit of marshalling in the Road Race.

Then there was Johnny Moss, who helped with printing blocks, Johnny Barber, who helped to design them, and who also helped with the press and publicity side, and really so very many more in the club that I must have left out heaps of names.

Apart from actual club members, there was a host of other helpers. These covered some 70/80 specific jobs, such as Judges, Stewards, recorders, and also the hundred odd points which required marshalling along the course of the Road Race.

Without their willing assistance the Festival could never have been the success it was, and to all of them, on behalf of the club, say, thank you !!!



CONGRATULATIONS
To
MIKE PEEL
ON FINISHING HIS
30th LONDON MARATHON
In 5:25:05



Talking about trips I will be going Amsterdam for three days to watch the first three days of the Tour of Italy “The Giro” commencing Saturday the 8th May. I will be going with group of guys from the SFA. If you are interested in making up a car load I will give you the details.

Congratulations to Mike Peel for finishing his 30th London Marathon with a time of 5 hours and 25 minutes. Not bad for an old boy! I was walking with him in the Cotswolds the week before and he was always up the front. What ever Mike does he will always have that competitive streak bless him. Mikes best time for the London is around the 2 hours and 48 minutes so he doubled his time this year but he did stop for a sit down feed at McDonalds.

Mike runs for Blackheath Harriers and a lot of the De Laune guys joined the Heath and ran the first London Marathon. If I remember it was Brian Saxton, Roy Savery, Mike Peel, We all got inside 3 hours. The old competitive streak was still there. Our best runner was Johnny Geoghegan who was around the 2 hours 30 mark. Boy could he go.

Kav

Diary Social/Club for 2010

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

Club & Inter-Club Events for 2010

Sunday	16 May	06:30	Spring 25 & the Club Novice Championship	Chilham	Q25/8
Sunday	16 May	10:30	Ken Fuller Memorial Road	Bletchingly	
Sunday	? May	13:30	Club Track Championships	Herne Hill	
Tues-	15 June	18:30	Circuit Race	Crystal Palace	
Satur-	24 July	07:30	Open '10' TT	Harrietsham	Q10/22
Sunday	1 August	06:30	Fred Peachey 25	Chilham	Q25/8
Sunday	8 August	06:30	Mid-Summer 25	Chilham	Q25/8
Satur-	14 Au-	07:30	OMA 10	Harrietsham	Q10/22
Sunday	26 Sep-	06:30	Autumn 25	Chilham	Q25/8
Saturd	9 Octo-	11:00	Hill Climb	Titsey Hill	GH/31
Sunday	24 Octo-		KCA Reliability Trial	Phone Kav 01622 726959	
Sunday	? Novem-	12:00	Down Hill	Tilburstow Hill	

SEE MESSAGE BOARD to keep UP TO DATE

<http://mikepeel.proboards67.com>

CLOSING DATE FOR THE NEXT ISSUE 26th MAY

Anything for inclusion please send to:

41 Mayes Close

Phone or Fax 01883 627809

Warlingham

E-mail mark.ballamy@virgin.net

Surrey CR6 9LB

Produced by **Mark Ballamy**

Distributed by **Brian Saxton**