

FEBRUARY 2012

DE LAUNE NEWS



THE TREASURER

AGM 2012 - Agenda submissions

The 2012 AGM will take place on March 26th in the large meeting room upstairs at the Crown & Greyhound Public House, Dulwich, starting at 8pm. More details and the Agenda will be circulated nearer the date.

Any members who wish to submit items for the Agenda (propositions for rule changes, or any other items) should ensure they are with the General Secretary, Nigel Scales by 5pm on February 20th.

All club officers have indicated that they are willing to stand again with the exception of Claire Silvester (Time Trial Secretary) and Ian Silvester (Ordinary Member) whose other commitments preclude their continuing in post. I would like to take this opportunity to thank them for their hard work over the last year. Jayne Wadsworth has offered to stand for the Time Trial Secretary position and will relinquish her Club Captain post. Steve Valentine has offered to stand for that position and Juliet Sprake has offered to stand for the vacant Ordinary Member position so we will enter the AGM with candidates for all posts that were filled in 2011. This does not preclude other members standing for election for any post but a "full card" does avoid the situation of deferring the appointments to the Committee after the AGM in the absence of nominations there and allows members to exercise their democratic rights on the club officer posts. Nominations/volunteers for club officer posts should be submitted to the General Secretary by 5pm on February 20th.

Email submissions (to nigel_scales@yahoo.co.uk) are preferred for Agenda items and club post nominations/volunteers and should also be copied to the Chairman, Jon Archdeacon (archdeacon.home@virgin.net) to reduce the risk of non-delivery.

Nigel Scales, General Secretary, De Laune CC

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

1889 DE LAUNE 2012
CYCLING CLUB

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President's Report

By the time most of you read this we shall be into February and the keenest of us will have already reached a 1000 miles by now, (don't include me). Of course the more sedate members will just read the DLN by the fireside (if they've got one), and dream of days gone by when they rode a bike, or going to when the weather gets warmer, I admit this option sounds tempting to me.



I received a phone call from Geoff Margetts, who lives in Germany, early in January, wanting to pay his subs, good lad! Enquiring into his health, he told me that he had an accident in December. He had fallen over a barrel in his cellar and brought down a lot of bike equipment on top of himself. He scraped himself off the floor, no worse for wear, or so he thought. Several days later he had to attend hospital where a scan showed leakage to vertebra in his back. He was given the option of 'resting' and was told it could take a year to repair (maybe not) or have an operation which would hopefully repair the damage. Geoff bit the bullet and is now slowly recovering and should be back on his bike in about 3 months, we wish him well.

The moral to the story is, keep your bikes safely in

Your bedroom, under the bed preferably, where they can't fall on you. Or maybe not, for unless you are single there will, without doubt, be a lot more damage done to you, in the shape of your partner wrapping your bikes over your head. Seems we can't win!

The vets standards are under threat of being changed, (voting was at end of January), and if the proposed changes go through us super vets (as the over 70's are known) can forget winning any further Vets prizes, for whilst the standard times for us oldies are outdated the proposed changes do not affect the younger vet. To put it into prospective a 53 minute '25' on the Chilham course by a 40 year old would require a 75 year old to do approximate a '2'. So Roy you now know what you could be up against, better step up the training!

On Sunday 22nd January I attended the Old Kent Dinner and it was good to see Eddie Wingrave in attendance wearing with pride his MBE medal he received in 2009, with him was wife Ann and sons, Paul and Keith. Eddie worked tirelessly for the sport for, I would say, more than 60 years and I understand he was an official at the last Olympics in London in 1948. Anyone who rode the road or track, right up to a few years ago, will tell you a tale of the time they were reprimanded by him for a breach of the rules. There was no hiding from Eddie, for however small the misdemeanour he would spot it, and there was no point in protesting, rules were made for the riders safety and Eddie ensured they were adhered to the letter.

Eddie himself rode as a professional on the rollers on stage. I hope he makes it to the Olympics this year.



Malcolm

Bonham deLaune Faunce

'De Laune', as Bonham preferred to be known, was born in 1900, he was to become the last survivor of the military Faunces. He was the 3rd to have served at sea. The first was Thomas (2) who fought the Armada and Thomas (8) who commanded the ATLAS during the Napoleonic wars.

De Laune entered the Royal Naval College at Osborne, Isle of Wight as a cadet at the age of 12. Four years later he was present at the Battle of Jutland, the greatest sea battle of WW1, he was a midshipman serving on the HERCULES, which he had joined at Scarpa Flow some months earlier.

In 1916, De Laune, was serving on the VINDICTIVE (a Cruiser converted into an aircraft carrier), he was by now a Sub-Lieutenant. In 1924 he volunteered for a Naval Observers course, in what was then the Fleet Air Arm of the Royal Air Force (between the wars there was dual control between the RAF and the Navy) De Laune had already had some experience of 'observing' having taken a course in air balloons in 1918.

From 1924 until 1936 De Laune served on the following aircraft carriers, ARGUS, FURIOUS, EAGLE, GLORIOUS and COURAGEOUS. From 1928 until 1932 he was with the Mediterranean Fleet, based in Malta. He also served a short period on the submarine M2 which experimentally carried a sea plane. In those early days of flying the aircraft were biplanes with open cockpits and in 1936 flying at 18,000 feet, with no oxygen and suffering a heavy cold De Laune suffered the loss of hearing in his left ear and this ended his seagoing career.

From 1936 until the eve of WW2 he was Chief navigating instructor at Leuchars (Fife) and Salisbury Plain (Neveravon) . The day after war broke out he was sent to Ford on the Sussex coast (near Arundal) to train observers for the Fleet Air Arm (now back in full control of the Royal Navy). Ford was blitzed in 1940 and the training moved to Trinidad.

This letter arrived a day late to get into last months DLN. Ed.

A De Laune abroad.

Only one open T.T this year a VTTA "25" 1:04:18 at Marlow Buckinghamshire, run by ROCO Richardson, who wishes to be remembered to the Peachey Family.

I attended the Bec Hill Climb and spoke to Garry Becket the organiser. He lamented the lack of De Laune entries of late. He also said that he was trying to get the event televised.

Talking of De Laune entries, there were eleven entries for the Redmond GCP this year! A WONDERFUL TURNOUT.

Wishing you all a Happy New Year..

Franky (two Sticks) Jenn at the end of his walk to raise money for his favourite charity the R.N.L.I on his 100 birthday



From an original oil by Peter Jenn

**“Bill’s Miles 100 Birthday Do”
The De Laune’s one and only CENTURION**

Just to let you know we are celebrating Bill's 100 Birthday with a lunch at the Blackheath Harriers clubroom on Saturday the 3rd March. Our super chef Cliff Steel is only too pleased to cook for Bill, bless him.

Bill will be **100** on the 29th February and still going strong. Still ballroom dancing so look out for him in “Strictly come dancing” next year. Bill is our second longest-serving member, with 75 years membership next March. Monty Watkins who lives in Australia beats Bill by a couple of months.

If you would like to attend please let Dot or me know as soon as possible so that Cliff knows how many to cook for. More details to follow.

Phone Dot on 01689 851241.
She will not be back from Australia until the
1st February.

Kav. 01622 726959 or johnkav@blueyonder.co.uk
I know that Bill would like to see as many members as possible.

—————100 - 100 - 100 - 100 - 100 - 100 —————

London lives: 1948 Olympic cyclist Tommy Godwin

<http://www.guardian.co.uk/travel/audioslideshow/2012/jan/02/1948-london-olympics-cycling-audio-slideshow>

1964 - 75th Anniversary



Hello and Happy New Year to you all and the clubmates. This is an old photo from I think 1964-5 but maybe earlier. It was some sort of anniversary do but I can't remember what for. Let's see if someone else can. Cheers Barry Barber

The Photo on the previous page if taken in 1964 this would have been our 75th anniversary, below I have listed the names of all those that I can remember, reading from left to right from the back row down. Ed.

Back row; ????? - Dave Hughes - Alan Piddington - Brian Waller
Barry Barber - Don White - Bert Collins

Bill Miles - ????? - ????? - Alan Jackson - Brian Saxton - John Dods

Tony Peachey - Tom Williamson - Peter Dawkins - Jack Zarfaz
Derek Boon - Graham Crocombe

???? - Ken Hill - Sam Lawrence - Fred Peachey - Harry Thomas Sen.
Jack Young

John Geoghegan - Steve Valentine - Reg Dawkins - Arthur How
Ted Pinched - John Giles Sen.

? ? ? ? ?

**HAVE YOU PAID
YOUR SUBS ?**

? ? ? ? ?

Next Committee Meeting will be at 8pm on February 13th 2012 at the Crown & Greyhound. As usual, if you have an item for discussion please email Jon at jonarchdeacon@mac.com by the previous Friday evening to allow him time to include it in the agenda and distribute it before the meeting.

African letter 2011

DURBAN



Dear Friends

Another year full of surprises on the African continent, never a dull moment especially with our very vulnerable politicians. You may have fun and games with the British Members of Parliaments Parliamentary members but for vagueness and hidden agendas the Brits are a poor second to President Zuma and his crowd.

Millions of Rands go missing in various ministerial departments at almost regularly occurrence. Our police commissioner has just been sentenced to 15 years for taking bribes from a top Drug Lord who has escaped prosecution by giving evidence and now the authorities are talking sickness parole similar to another top businessman, convicted of bribing our now president and although “terminally ill” has after 3 years mostly in hospital has been released on sickness parole who during the last 24 month has regularly been spotted playing on a local golf course. Incidentally our then to be President was cleared of any wrong doing. Another of our Ministers has been sentenced to 15 year for using drug mules getting full pay until she was finally sentenced and so it goes on. With unemployment running close to 50%, the rich are definitely getting richer as the poor get poorer. Strangely enough both classed as the previous y disadvantage and formerly under privilege.

Since the lifting of apartheid the number of Billionaires has more than doubled most of them from the previously disadvantage section of the population, many of them involved with government tenders.

We started the year well with, at long last a cycle Tour of South Africa something we as cyclists and even the public after watching the “Tour” had been looking forward to. Although police cooperation was excellent, unfortunately not all the public could handle the long waits at road junctions

for anything up to an hour for cyclists to pass so at times all hell was let loose. Stage Two was cancelled, the route going through the suburbs of Johannesburg. Now 2012 has been cancelled as the sponsors are not prepared to face a similar fiasco.

After the broadcast of the main races, the "Tour", the "D'Italia" and the "Yuelta" and several of the Classics, plus the World Champs and the Commonwealth Games there has been a great increase in the number of cyclist arondost of them Mountain bikers. Us thoroughbred roadies are certainly having to take a back seat for events and service in the cycle shops. It's like road bikes have almost become obsolete.

The statistics of road deaths is enough to scare even runners off the road let alone cyclist. From December 1 until New Year day more than 1200 road deaths were recorded with 60/70% of accidents African taxis are involved. Now an African taxi is something to behold. The same vehicle as the UK people carrier, licensed to carry 12, 20 or 26 people but often with 25% or more as the norm. In a recent accident 32 out of the 36 passengers were killed and another 12 out of the 16 passenger lost their lives. One taxi loaded with school children overtook a line of cars at a level crossing and tried to beat the barrier coming down, 10/12 kids were killed. At road blocks taxis are pulled over by the dozen plenty without driving licenses or un roadworthy vehicles.

Christmas at the Durban beach front was a no go zone for locals as the whole of Johannesburg come to see the sea. Johannesburg is 600+k from the coast. One day the records showed 80,000 people in the city and between 30-40000 actually on the beach.

Durban beach front has under gone major upgrading (originally for the football world cup) with walk/cycle ways stretching in excess of 5kms and not finished yet. Sunny Sundays sees a great meeting place for all races The Muslims in particular gather with what must be extended families with chairs tables cooking utensils with their women often dressed in their full burka some even with full face veils . What's wrong with that you might ask nothing really but in temperatures 35 degrees and humidity close to 100%----!

Summer this year has been exceptional with few days of rain, our normal rainy period; although when it rains it is generally tropical storms causing lots of damage. The past winter was one of the coldest on record! We even had day temperatures in single figures, unheard of in Natal coastal regions, and some nights down to 5! Please don't laugh that's why we live here.

Like the UK the housing market, our lively hood has been in the doldrums with prices remaining and even at times to sell quickly dropping lower than three years ago.

With affirmative action most jobs employing white people have now been replaced with the local inhabitants of SA. Where we had African people begging at cross roads we now see middle aged whites who previously had "safe" jobs like post office and railways taking their place.

Two year ago we wrote of the change of street names to our "freedom fighters". Now because of a loop hole in the law many have changed back to their original names. How confusing - we finally learn how to pronounce the African names and remember where the streets are, we now for a time have to try to remember the old names. The government has forgotten that after a certain age one has senior moments and can't remember very much that's new!

Remember South Africa is but 12 hours flying time away and with the exchange rate 12.52 to one pound still makes it the best holiday destination for miles. Plus the sun shines here during the British winter.

An excellent new year to you all and may God bless you during the coming 12 months.

Ted & Judi McDonald

**IF IT'S A HOUSE YOU WANT IN SOUTH AFRICA THEN THIS IS
YOUR MAN**

Houses for sale by Ted McDonald Real Estate

DO YOU REMEMBER £sd?

Answer the twelve clues. Each answer is an £, s, or d amount.

The first correct answer to the Editor could win you a bottle of wine.

	CLUE	£	s	d
1	A stone is 14 pounds	14	0	0
2	A bicycle is a Penny Farthing			1¼
3	A man's name is Bob		1	0
4	A singer is a Tenner	10	0	0
5	A kind of pig is a Guinea pig	1	1	0
6	A leather worker is a Tanner			6
7	Part of a chimpanzees' leg is Ape Knee			½
8	The Sun, Moon and Pluto is 3 Far things			¾
9	Royal headdress A Crown	0	5	0
10	50% of panties is Half a knicker		10	0
11	Hit repeatedly is pound	1	0	0
12	Unwell sea creature is a sick squid	6	0	0
	YOUR TOTAL			
	THE CORRECT AMOUNT IS	32	17	8½
ANSWERS				

A bottle of wine was on offer for the first correct answer, well first home were the Peachey's almost before the ink had time to dry. However they were not correct and it took two more goes before the got it right.

The came Malcolm Adams he got all 12 amounts correct but could not add up to the correct amount he was a penny out, he said "what a penny between friends" and I said it looks like a bottle of wine. Ed.



Here we have two De Laune members Dot Fuller & Dave Tweddell enjoying the summer weather at the Tour Down Under.

De Laune Cycling

1967 members included Peter Jaques, Chas Oxley, Len Double, and Richard Portanier,

The OMA 10 was christened J.E.F. Butcher Memorial 10. Allard Motors agreed £100 sponsorship for the open track meeting in July which would include the 50 Mile Madison Championship, a fee of £1 per track side banner was required by Herne Hill Management, the meeting produced a profit of £110. Three Schoolboy meetings were arranged, one of which was rained off, prizes as in previous years. 221 entries had been received for the Open 25, although the event had been a great success a loss of £5 was made as a consequence of having to return entries. A Special General Meeting was called to update the design of the official Club jersey - it was subsequently ruled out of order at the meeting as the design incorporated white which would conflict with Club Rule 1.

Harry Thomas apparently ran out of petrol on the way home from the clubroom but was saved by John Double who came along on his bike, saw Harry's misfortune, and promptly rode to one garage borrowed a can and bought a gallon of fuel in another ! Harry was soon on his way again. John Geoghegan had a long spell in hospital being discharged just in time to get married ! Not sure of the name of the new member who asked Alan Rowe if he had ever raced. Fred Peachey playfully renamed the OMA 10 as Old Mugs Agony 10, this being the first year members competed for the new JEF Butcher Memorial Cup. Sixteen members entered, 14 finished fastest OAS Reg Dawkins, oldest rider Jack Zarfes at 62, slowest rider Les Pyne, fastest rider Alan Rowe, timekeepers Fred & Tony Peachey. Les Pyne made himself a new pair of shoes for the event but had to borrow a bike. Les also made a pair of shoes for Ken Hill but Ken forgot to bring them with him. Brian Dacey picked up a couple of first places in August while Reg Barnett had 2 second places regular road riders were Mick Valentine, Alf Clinch, Dave Rudd, Terry Deeley and Barry Meens. On the running front in the Viking Cross Country 5 mile Brian Saxton finished 2nd, Roy Savery 3rd and John Geoghegan 5th to take the team prize. £50 profit was made by the canteen 'gang'.

1968 started with a bang with the identification by Charlie Carlton of 'The Institute', 93 Choumert Road, Peckham as a possible clubroom premises, currently on offer for £2650 owned by St. Saviours Church. The property was 60/80 years old of brick construction, with a private house on one side and entrance to a yard on the other, guarded by a dog, the front door being the only means of access. Inside traditionally shaped with a high gabled roof, at the far end a small stage beyond which a small kitchen & toilets. Property not been used for 20 years and in poor state though basic structure is sound. There were no plans to redevelop the area, if property compulsorily purchased in the future then compensation would be on current market price. The vicar was personally known to Ken Whiterod and Mark Ballamy who paid him a visit and ascertained the church were keen to sell without delay so that they could effect urgent repairs to the church. It was indicated the vicar would give the club first refusal of the property indicating an offer of £2300 would be acceptable.

Because of the perceived urgency relative checks were made, a solicitor appointed, a Special General Meeting was held in February the sole purpose of which was to inform members of the above property. The vote was unanimous to take steps to purchase the property and to raise further funds or loans as appropriate. As soon as this news was spread around the club numerous donations started to pour in. A letter from 85 year old Charles Condy apologised for being able to make the meeting, professing that he has little funds but 'if there is anything left when I pass on I have left instructions for the old Club to get some part.'

It was deemed a Fund Raising Committee be formed to raise funds in stages for specific issues in order to maintain interest from members. The first venture was to set up and run a 100 club - organiser Mark Ballamy and showed an end of year £350 profit. In light of the anticipated increase in outgoings a Special General Meeting agreed an increase in club subs from £1 to £2, honorary members and schoolboys from 12/6d to £1, the last increase was in 1952. George Staresmeare ruffled a few feathers by writing an article in the DLN suggesting ladies could be invited join as full members instead of just being 'used' to help our promotions. Such a move would boost our income.

Madame Faunce de Laune passed away in March, thus rendering our connection with this ancient family rather tenuous. New members included amongst others, Francis Rudd. Alan & Jean Rowe were married,

Amongst all the exciting happens of clubrooms the club continued to promote a full programme of events and introduce a change of design and colour of the club jersey to light blue with a white & chocolate band with chocolate flashes at the shoulders. Reg Barnett became the 3rd National Champion in the club winning the National Sprint Championship, he was also selected for the Olympic team for Mexico.

The DLN enjoyed its 40th year of publication. Wearing of seat belts in cars became compulsory on 30th June 1968.

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

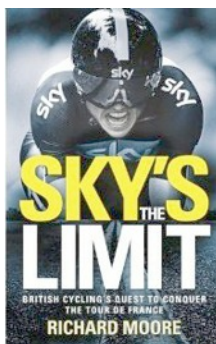
From the Treasury

Well, here we are again, already in the second month of the year, and escaped any sign of snow so far. Hope I haven't spoken too soon.

As arranged the club accounts were audited on 11th January, all was in order and duly signed off. Each member will receive a copy of the accounts with the AGM agenda's which will despatched in due course. Very much dependant upon the arrangements made for the date and venue. Donations have continued to be received by either Dave Haggart or myself, so thank you once again to all those involved there, don't forget that I can claim a small amount of tax from donations made by UK tax payers, so what ever you donate we get a little more in return. As the saying goes, every little helps.

Now that the season is looming fast don't forget your orders for new club kit. Living out here in the wilds of Kent it is extremely convenient for ourselves and cheaper for you if you arrange to purchase on a club meeting night - I say cheaper because you save the expensive postal charges. So try to think ahead a little, if you need kit, let us know before a meeting night and delivery/collection can be catered for.

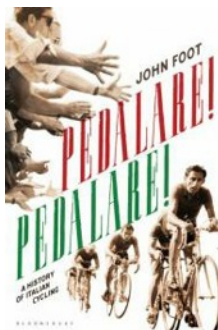
Val the Peach



Books Reviewed by Nigel -

"Sky's The Limit" - Richard Moore

Not an in-depth review, just a recommendation to read this book, which the author describes as Chapter II (Road) of British Cycling's master-plan for world domination (*), following on from "Heroes, Villains and Velodromes" which dealt with the Track side of things. (* - Actually he didn't really say that, but it's what he meant.) The book deals with Team Sky's first year and, while it's not "the authorised biography" he had plenty of access to the key players. Most of the story is fairly well-known but there are many interesting insights. One example actually relates to the track, specifically the team pursuit. Track aficionados may already be aware of this snippet but it was news to me. Apparently it was perceived wisdom for the first rider to put in three quarters of a lap then swing up. Dan Parker, a member of Dave Brailsford's coaching team with no prior cycle-racing experience (he was a former pro footballer, but no-one's perfect) noticed that a peripheral team-member, from the BC Academy - a certain Ed Clancy, was an unusual athlete. He was on the edge of being a sprinter rather than an endurance athlete though he'd gone the endurance route. Looking at his power profile Parker suggested a radical change, that Clancy should ride a full lap and a quarter, allowing him to get up to his full speed and increasing the speed at which rider 2 took over. This proved to save the team 0.6 seconds and the team went on to break the world record by 5 seconds en-route to Gold.. All part of the "marginal gains" philosophy. I found it an interesting book and I heartily recommend you to buy a copy or search it out at the library.



"Pedalare, Pedalare!" - Jon Foot

"Pedalare, Pedalare!" tells the history of Italian cycle-racing. Unusually, the author doesn't have a cycling-related background and this occasionally shows with an unusual turn of phrase or comment. For example he says at one point that real doping products weren't available to the riders in the early days - I'd guess most of you are well

aware that isn't really the case, with the infamous press interview given by the Pelissier brothers after a dispute with Tour de France management giving a window into the pharmacy many top riders travelled with even then. (I suspect he was guided by some of the riders from the early days who may have had sensitivities of their own..)

The author clearly had access to a wide range of sources including former team-mates of Bartali and Coppi and sheds new light on old stories. Where he really scores for me is putting Italian cycle-racing into the political, cultural and economic context - I now understand that the fervour of the Coppi/Bartali fans went far beyond simple sporting preferences (e.g. Armstrong/Ullrich) and involved deeper regional, political and religious elements - Bartali refused to join the Fascist party, transported fake travel documents to help Jews escape the Nazis/Fascists and was a committed Catholic. Coppi's brother was accused of being pro-Fascist and his own (illegal) relationship with a married woman put him at the other end of the moral spectrum in many people's eyes. (Interestingly though, despite not being a committed catholic like Bartali - the poster boy of the Christian Democrats - Coppi also voted CD.) Coppi was also the favourite of more modern, urban, Italians while Bartali found favour with traditional, rural fans. Fiorenzi Magni (the so-called "Third man" to Coppi and Bartali) was an even more controversial figure. He was so unpopular in his home-town after the war because of his alleged involvement in a massacre of partisans by a Fascist militia unit after Italy had pulled out of its alliance with Germany in 1943 that he had to move north for his own safety. Documents released in 2010 and presented by the defence in his trial for involvement in the massacre seem to show, however, that while he was certainly a member of the GNR Fascist militia, he was actually actively involved in the resistance movement. In any event, the allegations prevented him riding the 1946 Giro d'Italia and when the race passed through his home region in 1947 some locals apparently tried to attack him. He was criticised in sporting terms too - apparently, to save energy for later in the race, he had his team-mates literally tow him in the early part of a stage and didn't pedal at all! (Not against the rules in those days.) During his victorious 1948 Giro it got worse. Coppi couldn't understand how Magin had managed to stay within 2 minutes of him on the tough Pordoi mountain stage. It turned out that coachloads of his

supporters had been bussed in and positioned strategically on the toughest parts of the climb to push him up. The race jury only applied a rather generous 2 minute penalty and Coppi withdrew his whole team in protest. Magni was booed all the way through the subsequent stages to the finish in Milan and needed police protection there. To give a more balanced view of Magni, he's also remembered for his courage in the 1956 Giro, where he fell with 10 stages to go, breaking his collar-bone. He put some padding on his bars and rode on against doctor's orders, including the individual time-trial and over the Appennines. He claimed to have worn out 4 pairs of shoes braking because he couldn't brake completely normally due to his injuries. For an uphill TT, his team tied a length of tire to his bars, to bite down on against the pain. He fell again in a later stage and broke his upper arm, but got up off the stretcher to finish the stage in 3rd place behind Charly Gaul - in the snow, on a day when 50% of the field didn't finish due to weather conditions (minus 4 degrees..)!

Politically, apparently the socialists and communists favoured cycling because it allowed mobility to counter-act strike-breaking, mobilise their supporters etc but disapproved of cycle-racing because sport was seen as a tool of the nationalists/Fascists (though they favoured football and motor-racing). The Church's view was ambivalent - at first they banned priests from cycling, later they embraced the sport and organised clubs to counter-act the Fascist power-base. During World War II, the Germans banned cycling at one point because it was being used for communications and mobility by the partisans, but they had to retreat because they found workers couldn't get to their jobs in factories without their bikes! It was also interesting to read that, allegedly, track sprinter and multi-world champion Maspes used to arrange track stands during races (he held the record at one hour at one point) so that he was positioned in front of track-side advertising for his sponsor to increase TV advertising effect!

There's plenty in the book for the racing fan as well as the "facts geek" (guilty!) and the coverage goes up to 2010, with an extensive source list (though if you don't speak Italian many will be of no use!). Definitely worth seeking out at your local library for a slightly unusual view of our sport.

Free to Club-member

Any club-member who still has access to a VHS video-player is welcome to my cycling video collection free of charge. (If you're feeling generous, feel free to make a small donation to club funds – I'll leave that to you.) If our paths don't cross at a club event (AGM will be in March) I'm sure delivery through the De Laune network could probably be arranged.

Titles (number in brackets refers to sequence in the Cycling Weekly/Cycle Sport Classic Collection, where applicable):

Something to Aim At (Tom Simpson); Paris-Roubaix 1896-1966 (15);
The Greatest Show on Earth (1974 Giro d'Italia);
Glorious Goodwood (1982 Worlds Road Race) (11);
Steve Bauer, Inside Out (4);
Tour de Lance;
1005 San Sebastian Classic, An American Revolution;
The Gino Bartali Story, The Fausto Coppi Story, The Stephen Roche Story;
The Sean Kelly Story;
The Eddy merckx Story;
The Mysterious Cycling Champion (Jacques Anquetil);
English Classics of the '50s and '60s (Awheel in Britain – 1953 Tour of Britain, Spinning Wheels, London-Holyhead 1962, 1964) (2);
Keep Going Lapebie (2);
Manpower (1982 Milk Race) (9);
La Course en Tete (Merckx) (12);
Stars and Water-carriers (1973 Giro d'Italia – Jorgen Leth) (3); A Sunday in Hell (1976 Paris-Roubaix – Jorgen Leth) (1);
1998 Tour de France (2);
1992 Tour de France;
1990 Tour de France;
Nissan Classic 1986;
Nissan Classic 1987;
Tour of Lombardy 1994/93/92;
Coppi and Bartali – The Challenge of the Century (6);
The High Life (Robert Millar) (12);

The Tour of Flanders 1913-1973 (13);
The Tour of Flanders 1974-1993 (14);
Beter Fietsen met Eddy Merckx (Better Riding with Eddy Merckx – in Dutch but Eddy's demos of how to change a tubular, ride a pace line or echelon and his descending need little translation);
Eurocycling – Team Motorola 1991;
Felice Gimondi (in Italian);
Vive le Tour/Pour un Maillot Jaune (10);
Eddy Merckx – El Canibal (in Spanish);
Pour un Maillot Jaune (1965 Tour de France).

Contact [nigel scales@yahoo.co.uk](mailto:nigel_scales@yahoo.co.uk) or telephone mobile 07803 940250.

What a great offer, I will add a VHS video-player free if needed to play all these great films. Ed.

Bonham deLaune Faunce, cont.

De Laune returned to Britain in 1943, and with his final promotion to Commander, he took up a staff appointment at the Admiralty where he stayed until his retirement in 1945. He, however, served a further 15 years as Family Welfare Officer for the Fleet Air Arm based at Lee-on-Solent. From the age of 60 until he was 73 he worked with Solent Marine Services (a chandler's and yacht maintenance business) in Gosport, and also with Crewsaver, a newly established manufacturer of life saving equipment of which he became a director. As well as managing the shop he helped design life saving equipment and set up a small factory to produce it.

On retirement from Crewsaver he and wife Alanie moved to Sevenoaks (near their children and families), and after his wife's death in 1980 he moved to Topaz Cottage Wingham, nr Canterbury, across the road from his daughter Sally.

In 1990 the Royal Navy celebrated his 90th birthday by taking him for a day in the aircraft carrier INVINCIBLE. The following year he became a media personality, temporary, when a TV company took him to the scene of the



Catching up on a few past members.

Sue Ridding (Fuller) Lives Aderlaid

A bunch of us are riding in the Challenge Tour on Friday (20-Jan) for Ride for a Reason in aid of cancer research and part of the Tour Down Under week here in Adelaide. My riding buddy Maria Weiland is dedicating her ride to her cousin Rose and has already raised nearly \$3,500 - only \$500 from her goal.

Garry Birch Lives in Dublin, California

Still riding with the The Fremont Freewheelers Bicycle Club
He is there Race Team Director



Ian Cleverly

Is a freelance journalist. A keen competitive cyclist, he is a regular contributor to londoncyclesport.com and roadcyclinguk.com.

Rides for Mosquito Bikes

James Lyon

Events Development Officer - Road, at British Cycling



Bonham deLaune Faunce, cont.

Battle of Jutland for a commemoration of it's 75th anniversary (a German warship also took part).

I have now come to the end of this illustrious families' exploits through nearly, 500 years in Britain. There is, as I said last month, some Faunce's blood still here in Britain and the name perpetuated albeit, sadly, not direct lineage to Thomas Faunce of Cliffe (1525-1609).

There are, however, many descendants in Australia from Alured Tasker Faunce, who arrived in Sydney in 1832. He was the grandson of Thomas (7), Town Mayor of Quebec, who was the brother of our founder's great grandfather. Next month I will attempt to cover the Australian Faunce family but not in such great depth as the British line.



HMS HURCULES

Bonham De Laune Faunce was midshipman on this ship when engaged in the Battle of Jutland on the 31st May 1916 Both the Germans and the British claimed victory, the Germans because they sank more ships, the British because the German High seas fleet would never again venture from their ports for the

rest of the war.

HMS VINDICTIVE

Originally a cruiser her conversion to aircraft carrier involved removal of 3 of her 6in guns and the fitting of a 215 ft landing deck aft with another forward measuring 100 ft. The ship carried six or eight aircraft, depending on their type.



Diary Social Club Events for 2012

SATURDAY 3 March	THE BILL MILES LUNCH	Blackheath Harriers Club House
SUNDAY 24 June	OMA LUNCH	BRIGHTON & HOVE GOLF CLUB
SUNDAY 18 November	NEWNHAM	

Club & Inter-Club Events for 2012

Saturday	31 March	15:00	Club Open 10 Jayne Wadsworth promoter	Q10/24 Grain
Saturday	5 May	08:30	Club 15	Q15/20 A.20
Sunday	10 June	06:30	Club Champ 25 GS Invicta	Q25/8 Chilham
Sunday	10 June	06:30	Club Novices 25 GS Invicta	Q25/8 Chilham
Tuesday	19 June		Crystal Palace Circuit Race	
Sunday	24 June	06:00	Alf Baldwin Mem 50 SCCU	G50/53
Sunday	29 July	06:30	Club Open – Midsummer 25 Ian Silvester promoter	Q25/8 Chilham
Saturday	11 August	08:00	OMA 10	Q10/22 A.20
Sunday	9 September	07:00	Autumn 25 SCCU 25	G25/53
Saturday	13 October	11:00	Club Hill Climb	White Lane

SEE MESSAGE BOARD to keep UP TO DATE

<http://mikepeel.proboards67.com>

CLOSING DATE FOR THE NEXT ISSUE 25th FEBRUARY

Anything for inclusion please send to:

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