

# DE LAUNE

*News*



# DE LAUNE C.C.

FOUNDED 1889

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February 1999. No. 801-70<sup>th</sup> Year

OFFICIALS		
PRESIDENT	SECRETARY	TREASURER
<b>MIKE PEEL</b> 56 Bourne Way Hayes, Bromley Kent BR2 7EY 0181 462 2505	<b>KATIE CHOWN</b> 13a Elsinore Road Forest Hill London SE23 2SH 0181 291 6663	<b>STEVE CARTER-SMITH</b> Winchelsea Upper Hartfield East Sussex TN7 4AN 01892 770245

Sorry there is no Peel's Keyboard this month, having just returned from a skiing holiday and now moving home Mike has not been able to find time to give us a report.

It going to be a small issue this month, but a long awaited article from Adam Glasser, with a promise of more to follow has helped to fill a couple of pages.

Now that club run have started again how about some one letting us have a report on ~~how~~ on some of these.

It is with much regret that we have to report another death that of George Starsmeare who died on the 25th January age 74. His funeral took place on Monday the 8<sup>th</sup> February at Tonbridge Wells crematorium. Among those attending from the club was Don & Berly White, Derek Boon and Eddie his brother together with his daughter Yvonne.

May we offer our condolences to May, Eddie and all of his family.



*Dear Mark.*

*19<sup>th</sup> Jan.*

*Would you please through the De Laune magazine give mine and my families thanks to you, Tony and Brian (Titch) for attending Dads Funeral, also the cards of condolences and donations (which went to Swaffham Cottage Hospital League of Friends, £132.00).*

*Also to you Mark for the obituary you wrote in the Magazine, also Malcolm Adams.*

*As you know Mum and Dad named their cottage "De Laune", well my cousin has bought the cottage and we would like the club to have the sign, in memory of Mum and Dad. I could bring the sign when I come to London or if anyone is this way anytime (they would be made welcome) they could pick it up.*

*Amy and myself are hoping to attend one of your social events so I can meet some old friends whom I haven't seen for many years. (I now hear they have booked for the supper on the 20<sup>th</sup> March, Ed)*

*If it's possible I would love to become a social member of the club, please let me have details.*

*I received a letter from Mike Peel this morning to say he had received the donation Dad left to the club in his will.*

*My thanks to everyone.*

*Yours Sincerely **Jean***



## OUR NEW ADDRESS

**JAMES PECKHAM**

29 Marcus St.  
Wandsworth  
London  
SW18 2JT

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Correction----Don White Lives at No. 12 and not 14 as stated last month, he also has a Fax No. 01737 217565 and is thinking about getting a computer, so may soon have an e-mail address.

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New e-mail address for **JOHN KAVANAGH**  
[john@kavanagh44.freemove.co.uk](mailto:john@kavanagh44.freemove.co.uk)

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**ADAM GLASSER** can be found at  
[Adamglassr@aol.com](mailto:Adamglassr@aol.com)

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**MIKE PEEL** new telephone number **0181 462 2505**

# Matt Goodes: A Story of Hillclimbs - Chapter One

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by Adam Glasser

The story begins last July 23rd. The perfect evening for an evening 10. When Matt Goodes arrived at the lay by above the ski ramp of the Q10/19 he looked no meaner or fitter than usual (which is pretty mean and fit!) But his 21'52" ride - 2 seconds slower than his PB - was a sign of the form which would last to the autumn and which would take him to a magnificent double victory in the Catford and the Bec Hillclimbs. Not since Ken Fuller's storming ride up Titsey Lane in 1962 had a De Laune member triumphed in one of these regional classics. Thirty six years later Matt Goodes putt the Club's name at top of the list once more.

Before divulging a few secrets from the man himself, I would like to describe to what it is like to be passed by a rocket. Back to that evening last July. I was about to race my first time-trial since Aug '93 when Chris Boardman and Graeme Obree beat me by twenty minutes in the Ards 25 near Belfast, Northern Ireland. The smell of wintergreen wafted across the lay by above the ski ramp of the Q10/19. There was a good De Laune turnout led by President Peel, and including Bill Wright, Charlie Curtois, Alan Rowe, Tony Miller, Peter Jenn and of course ... Matt Goodes.

I had been training fairly seriously since May, on a wonderful new Cougar road bike ( thank you Michael Rice and FW Evans). You know that feeling when you come back to racing, a bit fit, on a new bike. You think you can do anything. No sooner had I dashed down the ski ramp, when the head wind made me feel like blowing all the way to the turn, though I was able to gradually catch the number 6 who had set off before me. I powered up the ramp to the turn on the inside lane, climbing out of the saddle at full strength. Just as I blew round the roundabout, Matt swept past me pushing a huge gear, moving like a satellite off into the distance. It was impossible to even contemplate riding at that pace. As I flew round the turn I noticed Ken Fuller sitting on a milestone, I shouted hello and then waved to Dot as well. It was good to see them.

Later in the car park Matt described riding a road race at Chillum where he was at the bottom of a climb with two others and just blew them out.

Finishing alone at the top. That is the dream way to finish. I knew we were in for a serious autumn.

On the first Sunday of October, the morning of the Club Hillclimb, I rode out alone to Titsey Lane. I arrived at the lay by to see Matt and Tony Millar already spinning away on their turbos. Soon after Bill Wright arrived, and Jeremy Briggs. Matt wasn't sure what to think when he saw me.

Was I here to race or what? On that Sunday morning, Matt and I stood at 4 victories each in this event. My reign lasting from 1989 to 1992, there was a brief interregnum of Chris Gordon-Coker's win in 1993 before Matt's first victory in 1994. "Ha!" I chortled, " Did you think I would let you get a fifth consecutive club Hillclimb victory without a fight?!" Matt grinned back, unfazed. This was not a man who looked worried about his prospects that day. Then I told him I wasn't riding - I had to turn round and get straight back for work at lunchtime. But I had to come out and wish the lads luck. By the end of the morning, Matt had made it 5 consecutive ClubHill climb victories.

To be continued:

## O.M.A. NEWS

**A REMINDER FOR ALL MEMBERS**  
**20<sup>th</sup> MARCH - - - BLACKHEATH CLUBHOUSE**  
**7.00 for 7.30pm SUPPER**

The numbers are growing fast for this popular venue the usual @early birds' have already booked their places - so if you want to be there - phone me now and secure your place.

Look forward to a great turnout of all members and friends. Don't miss a good social evening.

Cost appox. £12.00 p.p.

DOT----- 01689 851241

J Briggs is calling for trophies to be returned now for engraving for the 1998 prize presentation.

## A LITTLE BIT OF HISTORY

### “Electrifying Transport”

The original “Underground” railways of London had been of “cut and cover” construction, using adapted steam trains to link the main railway termini while minimising the cost of compensation for property they traversed. The first true “Tube” line, and the first to use electric power, was the City and South London Line, linking King William Street to Stockwell through deep tunnels. The line opened in 1890, and carried 165,000 passengers in its first 2 weeks. It rapidly gained popularity for being quick, clean and cheap, with a flat fare of 2d.

Sidings were originally sited on what is now the Stockwell Gardens Estate. Steep ramps were provided to raise the rolling stock 12 meters to the surface level for maintenance. Early proposals for branches to Brixton and Loughborough Junction were not followed up, but the line was extended southwest, first to Clapham Common (1900) and on to Morden in 1926. It was linked with Hampstead and Highgate Railways in 1924, becoming the Northern Line in 1937.

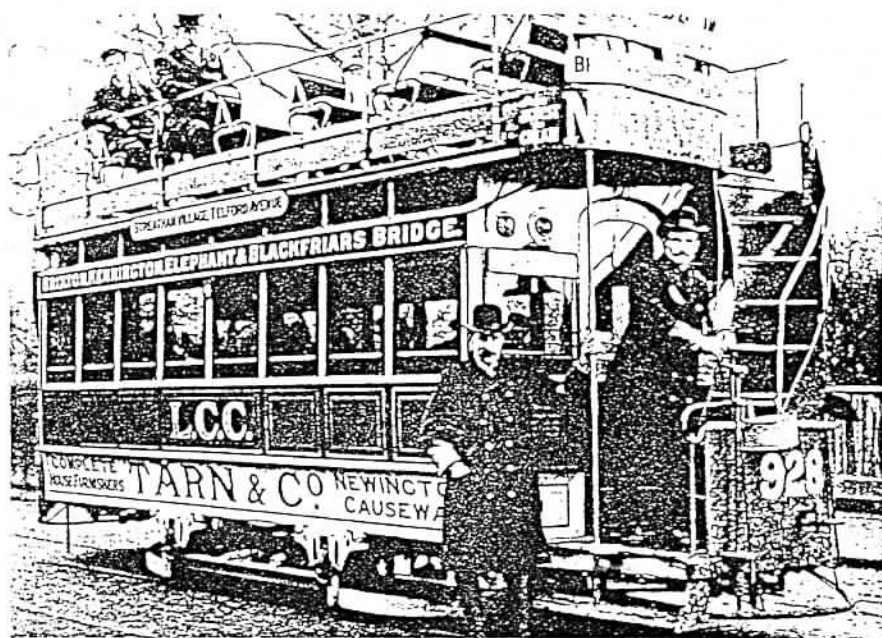
The first surface-level railway line to be electrified was the South London Line between Victoria and London Bridge, in 1909. This used 6600volt overhead cables, and local access was at East Brixton Station, the line passing over the main Brixton Station at high level on its way to Victoria.

The first electric trams in London were introduced on the route from Westminster Bridge to Tooting, running along the Clapham Road through Stockwell. The Prince of Wales (later King George V) inaugurated the service on the 15 May 1903. The electric current was supplied through

a narrow conduit laid in the road between two rails. The same method was the logical choice in the following year to replace the cable drive on the Brixton Road route. However overhead wires were installed on some existing tram routes, including via Gresham Road and Coldharbour Lane to Loughborough Junction. They were also used for the last line to be completed in the area, linking Brixton to Herne Hill via Effra and Dulwich Roads in 1912.

## AND NOW THE TRAMS ARE SOON TO RETURN

*One of the cable trams that ran along Brixton Road before the route was electrified in 1904*





## FOR SALE

1997 8-speed Ultegra Groupset  
Chainset 53/39 rings, 175mm arms  
Rear mech  
Front mech  
STi Levers  
Front and rear brake calipers  
Bottom bracket 68mm British thread

all vgc. Will sell items separately if required. No hubs or casette

**£175 the lot**

Contact James [LyonJ@cardiff.ac.uk](mailto:LyonJ@cardiff.ac.uk)  
or 01222 231483

## FOR SALE

Pair of wheels – Mavic open 4CD SUP rims, Sachs hubs, hardly used.

**£95 ONO**

21" Holsworth Road Bike, Shimano 105 brakes, 600 front and rear mech,  
Campag chainset, Look pedals, includes wheels (Mavic rim and Shimano  
600 hub and Campag rim and hub).

**£150 ONO**

Call Dot Fuller 01689 851241

## **DATES FOR YOUR DIARY**

<b>OMA SUPPER</b>	<b>20<sup>th</sup> March 1999</b>
<b>PRIZE PRESENTATION</b>	<b>2<sup>nd</sup> April 1999</b>
<b>AGM</b>	<b>17<sup>th</sup> June 1999</b>

**SEE INSIDE FOR TT & MTB DATES**

**Please let us have your dates for 1999**

**THE LAST DAY FOR COPY TO BE INCLUDED IN  
THE NEXT ISSUE IS WEDNESDAY  
17<sup>th</sup> MARCH 1999  
THIS SHOULD BE SENT TO US AT**

**MARK BALLAMY  
41 MAYES CLOSE  
WARLINGHAM  
SURREY, CR6 9LB**

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