

DE LAUNE CYCLING CLUB

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De Laune News **January 2001** No. 822 -72nd Year

www.delaunec.org



NEWNHAM

The Church of St. Peter & Paul has stood in its commanding position in the middle of Newnham village since the 12th century. This is where members and friends of the De Laune gather each year in November to remember those members who gave their lives in the two world wars. On the wall of the church is a memorial plaque to those that we gather to remember, and each year since 1920 members have attended a church service and placed a Poppy wreath below the plaque.

WE WILL REMEMBER THEM

OFFICIALS		
PRESIDENT JOHN KAVANAGH	SECRETARY PETER HARRIS	TREASURER STEVE CARTER-SMITH

40 Beverley Road Barming Maidstone Kent ME16 9JP 01622 726959 01622 726959	91 Ashbourne Road Ealing London W5 3DH 020 8997 7852 020 8997 7852	Winchelsea Upper Hartfield East Sussex TN7 4AN 01892 770245 01892 770245
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THE PRESIDENTS REPORTS

Firstly I would like to thank all of you who attended the church service at Newnham to pay your respects to the members of the Club who fell in the first and second world wars. This year we decided to give you a little bit more information on the members who died.

This was all down to our Club historian, Brian Saxton who came up with the idea that we should visit the graves of the five lads we lost in France and Belgium in the First World War. He wanted to know if members of the club had ever visited the graves. Perhaps some of the older members might know? Bill Miles have you any information?

Brian decided that a report should be compiled of members who fell, giving more information; Mark Smith OMRS WFA did this in 1993. If you would like to see a copy, please get in touch with Brian.

With this information we decided (that is Brian Saxton, Tich Shambrook, and our old friend Gordon Gibbons of the 29th Wheelers) to look for the graves. It is not easy I can tell you. On our first day we only found Arthur Williams of the Buffs, who was born in Lambeth and died of wounds on 22 March 1918, aged 33, who is buried at Dernancourt Cemetery, Albert, France. Arthur's grave, like all the other graves we visited, was immaculate and well kept.

The next day we went further south to the Somme, to look for Bill England of the 7th Battalion The Queens, who was killed in action on the 16th of March 1918, aged 36. Like Arthur, he was from Lambeth. Bill is buried at The Grand Seraucourt British cemetery, at St Quentin, Somme, France.

We were told how bad the Somme was, with the never-ending rain and mud. We found out the hard way. We could see a cemetery we thought was Seraucourt, but it was in the middle of a field, with a small track leading to it. We drove about half a mile down the track, and then got stuck in the Somme mud, and it was raining. The Citroen car we were in has a suspension that will go up, thank God. It was push, push, all the way back. Thanks Gordon.

The last day of our three day visit, was Ypres, for the service which is held each year on the eleventh minute, of the eleventh hour, on the eleventh day, of the eleventh month each year to remember all who fell. Worth a visit, I can tell you.

We did not find the grave of Frank Reed, of course, as he has no known grave, but we did find his name commemorated on the Menin Gate Memorial, Ypres. Frank was from Mitcham and was killed in action on the 17th of June 1915.

Just down the road from the Menin gate, we found John Tibbels' grave in the Potijze war cemetery. It was not like the other graves, which tended to be in the middle of nowhere, but in the middle of town and, again, like the other graves, was immaculately kept. John Tibbles,

was in the 16th Battalion of the Queens Rifles and was killed in action 22nd October 1915, aged 25. John was from Kensington.

The last one of the lads was Walter Webster of the 4th Battalion The London Regiment who died of wounds on the 10th February 1917 and is buried in the Rue-Petillon Military Cemetery, 3 miles from the village of Fleurbaix, Armentieres, France.

An act of gallantry was recorded for Walter, when a time-fused mortar landed in his trench. He rushed forward seizing the shell, and flinging it over the parapet, where it immediately exploded. For this gallant act 2nd Lt Webster was awarded the DSO.

After the service we all made our way to the George Inn for lunch. It now has a new owner, Martin Perkins, who he did us proud with the food. He and his staff did well considering we must have had about 35 members present.

The Vicar was pleased to see us all again this year (this was our 80 year) He was a little disappointed when he passed around the bag for the collection and only received £1.20. He did say he had counted his blessings as last year he did not even get the bag back!!

Merry Christmas to you all.

Kav.

PS The Vicar for next year will be nailed upon the church door!

Those of you who attend the service at Newnham in November may have noticed that the church is appealing for donations to their restoration fund. Urgent repairs and maintenance are going to cost £20,000, if any member would like to make a donation then please send it to:

The appeal co-ordinator,
Roger Moate
Calico House
Newnham
Kent ME9 0LN

O.M.A. NEWS

NEWNHAM 2000 - we were lucky to have had a dry day for our trip down to Newnham, 32 of us arrived in time for the 10.30.a.m. Service. President Kav - in the Presidents' Chain of Office - Terry did get ii to him - just in time for the walk to the Church! After the Service we gathered in the churchyard by the Memorial Tablet on the church wall where 'Kay' gave a good 'potted' history of our club members who gave their lives in the 2 wars, we found this very interesting (no doubt you will read elsewhere in the DLN about the visit to the War Graves by Kav and Co.) We were all invited back into the Church for refreshments provided by the church ladies, this is always very welcome, and. it gives us a chance to talk to some of

the local people who were at the Service. Then it was back to the George for lunch, the new Landlord and staff made us very welcome, I think we were all very satisfied with our lunches.

It was good to see so many out to the Remembrance Service, a first-timer was Brian Dacey, who seemed to enjoy the day, we missed some of the regulars- of course- Bill & Doreen (Dor is still in Hospital) we were all thinking of you and wishing you well, also Lez & Tib, and Beryl Williamson who was on her way to Australia - lucky you. No one made the journey by bike this year- not even the "old faithful's", Malcolm, Alan, Len Brown; they all arrived by 4 wheels. Alan I noticed was carrying a black hold all type bag - I thought he had stayed overnight at the Pub - but - no, out came a video camera, so from start to finish we were all on candid camera. As I mentioned previously - something about a nail in the wall of the church for the wreath - and wondering if Kav would find it - well, he actually got up at the crack of dawn, went down into his garage to look for a hammer - nail - just in case - and he arrived extra early to creep up to the church before anyone else arrived - just checking - he said as he wouldn't have liked to have come unstuck on his first Official job. Well that's about all for this year, hope all members have a good Christmas and a Fit and Happy New Year. See you at next years get together's...

All the best to you all

DOT & KEN

Please insert into the DLN Christmas Greetings and a happy new year to all the club from Garry. Also, could you include that I will be in the UK from the 26th Dec until the 6th Jan and hope to meet up sometime with all my friends, either on a club ride or around some warming fireside bar in a favoured hostelry.

Regards
Garry

ANOTHER MARGETTS

You will recently have read that Geoff Margetts, an ex-member of the club who now lives in Germany, has re-contacted the club via the Internet. It was with some surprise, therefore, that we received a letter from a Mr. George Margetts, who lives in Polegate, East Sussex. Although at first it seemed somewhat of a coincidence that we should receive correspondence from two Margetts within a couple of weeks of each other, it turned out that George is, in fact, Geoff's father.

The letter that we received from George was so interesting that we thought it worth including in the De Laune News. George started off by requesting a copy of "A Century Awheel" and went on to say: -

"So pleased to learn of the book's existence, I look forward to its arrival with great interest, even though I might have to wait for Christmas Eve and Santa Claus".

Born in Kennington in 1907 I knew your original birthplace well, when Braganza Street was New Street and also the name of the underground station as well.

When Kennington Theatre (next to the park) was in being repertory companies found digs locally there and in the main road - a mighty epic on there 1914-1918 - "SEVEN DAYS LEAVE" helped us to win that war - melodrama, chat stirred the nation.

Never a "pukka" racing man (too much like blooming hard work) although an avid follower of the "Bath Road 100". I rode a Maurice Selback - Wyld finish both for touring and racing, sprints and Constrictors wrapped round my shoulders - I looked good but never thought my Max Wall black tights and alpaca suited me or indeed showed me in my best light, my "times" were shocking, there has to be a last man and I could always be depended upon.

I was, naturally, an NCU and CTC member, Bank Holiday Herne Hill fan, I cheered "Bill Bailey", pedalling like mad, around the track going nowhere but breaking records.

Claims to fame, I knew Jack Lauterwasser of handlebar bends fame, on nodding terms with the Holdsworths of the Kentish Wheelers, said "Hello" to Reg Harris at the Cycle Exhibition (Olympia and Earls Court), toured with Harrison (Westerly Roads CC and eventually BAR in 19??). Met F W Southall, Norwood Paragon at Bales near Epsom and kept up with him at least for a quarter of a mile. Later saw him, after retirement, at his shop at Vauxhall, which somehow did not make the grade.

Coincidences up to the end. 1939-1945 saw me in khaki, working for a pittance, posted from Europe, I became a member of an RASC Troop Carrying Company in the 7th Armoured Division (Desert Rats) carrying of all troops, the 7th Queens Royal Regt (badge the Pascal Lamb and Flag) known to us as "The Mutton Lancers" - headquarters at New Street, Kennington, adjacent to De Laune Street, now known as Braganza Street. It's a small, small world.

Fraternally

(Signed) C E Margetts

PS: Social life today is hospital, clinic, and doctor. I'm so thankful that I have so many, many happy memories - cycling has been kind and given to me such a fund of treasured memories to draw upon.

I have spoken to George on the telephone and find it quite incredible that a chap of his age - 93 - should be so full of enthusiasm for the bike game after all these years. As a young man he had been a boxer and had been "warned off" by his trainer against doing too much cycling "as it would not do his legs any good"! George was a member of Kennington Wheelers, flying wheel as their badge, and the Kennington Wheelers in those days always looked upon the De Laune Cycling Club as the toffs of the local cycling world.

Brian Saxton

Hill Climb Round-Up
Report by Ben Neville and Alaric Lester
(Hope we've got everyone's results. If not, send them in to DLN!)

Results

Severn RC (Hinton Hill, UH90), 30th September

1 st	Sam Ward (Knaresborough RT)	2:04.1
10 th	Alaric Lester	2:23.5

Wigmore CC (Hollingbourne,QHC/11,1400 yards), 8th October

1 st	Gary Baker	3:00.8
9 th	Ben Neville	3:26.0

Catford CC (Yorks Hill, 660 yards), 15th October

1 st	Gary Baker (Angliasport)	1:57.01
5 th	Ben Neville	2:09.38
9 th	John O'Brien	2:15.80
16 th	Alaric Lester	2:26.71
Team	De Laune	6:51.89

Bec CC (Titsey Lane, 700 yards), 15th October

1 st	Gary Baker (Angliasport)	1:53.96
6 th	Ben Neville	2:05.15
9 th	John O'Brien	2:12.51
17 th	Alaric Lester	2:22.84
Team	De Laune	6:40.50

Sigma Sport RT (Ranmore Common, 1,100 yards), 22nd October

1 st	Gary Baker (Angliasport)	2:26.4
8 th	Ben Neville	2:44.1
11 th	John O'Brien	2:50.2
21 st	Alaric Lester	3:03.3
Team	De Laune	8:37.6

National Hill Climb (West Close Hill, 1.22 miles), 29th October

1 st	Jim Henderson (Terry Wright Cycles)	5:00.5
2 nd	Tom Anderson (Holme Valley Wheelers)	5:11.9
3 rd	Iain Stott (Blackburn & Dist CTC)	5:22.7
26 th	Ben Neville	6:14.5
45 th	John O'Brien	6:32.9
60 th	Alaric Lester	6:56.3
Team	Blackburn & Dist CTC	16:30.3
	De Laune	19:43.7

Severn RC Hill Climb

Alaric:

I was visiting family in Bristol, so I thought I'd try this race for my first open hill event. Hinton hill is a relatively easy climb, with a short 1 in 7 section at its worst. I rode a 63" gear to 10th place, halfway down the field and less than twenty seconds behind the winner. Every rider received a prize, a nice touch from the sponsors. Overall, a gentle introduction to the harsh world of vertical time trialling.

Wigmore CC Hill Climb

Ben:

1400 fun packed yards at an average 1 in 8 gradient. Overnight rain had cleared to a sunny morning but the course was still very wet. After locking the keys to the car in the car (doh!) - causing Charlotte and my step dad to have to drive back to London in my parents' car to get the spare set and so miss the whole event - I wasn't exactly mentally prepared for this one. Riding a fixed 59.6-inch gear the lower slopes felt fine, but at the 1 in 5 kick towards the end it was very hard going. I rode gears last year and was 3 seconds faster, so, what with this and a disappointing club HC time my brief flirtation with a fixed wheel came to an end.

Catford and Bec Hill-Climbs

Alaric:

I had a sense of trepidation as I drove to Yorks. With Matt sidelined through illness, Ben and Jonno were relying on me to complete the De Laune team. I mulled over my excuses: been ill all week, just my fourth ever hill-climb, only been racing again for a couple of months, I'm too tall... which one to use first? It was a fine day, though the road was still damp from the mist. A good crowd had formed on the hill, including quite a few De Launites. Riding gears, Ben stormed to fifth with 2:09.38; Jonno, on 54" fixed, managed ninth with 2:15.80, and my effort, 2:26.71, on 51.5", and was good enough for the team award. On to Titsey lane for more pain. Ben recorded 2:05.15 for sixth place, a personal best for him on this climb. Rumour has it he's on a very strict diet to enhance his power to weight ratio. Jonno was ninth again, with 2:12.51, and perhaps a little disappointed to have reversed places with Ben in the space of a fortnight. "Never mind, I beat him in the club hill-climb, and that's what counts!" He said afterwards. I finished nearly fifteen seconds faster than I managed at the club hill climb, and De Laune won its second team prize of the day. Gary Baker of Angliasport won both races in style, but would have been pushed far closer had Matt been fit to ride. This was my first outing ever to these events, after more than fourteen years in the club. I can't wait for next year, though. Let's hope we can get an even better team out in 2001, and a similar level of support. I did notice that the Bec event started a few yards further up the hill than the new mark on the road (see November DLN). Rather than go with the new mark that has been

chiselled out, the Bec officials chose the same point that they claim to have been using for many years. I know it's been said before, but until the RTTC go out and agree the exact start and finish points on Titsey, we really can't be sure whether riders are doing a comparable climb or not. Records become less meaningful as people forget which trees were used as markers in which year (and when said trees disappear). I, for one, would certainly be happier if we chose the same start point for the club event that the Bec use, especially if we can persuade the RTTC district to make it official. Thanks to everyone who encouraged us up those nasty steep sections. It makes a big difference to hear our names being shouted out and to see a good contingent of people in club colours. See you next year, I hope, and can you give us a sneaky push next time?

Ben:

Back on the (geared) shiny team issue M4, slightly modified for weight loss - not that it weighs much anyway. It felt like I was flying - I do like gears! Yorks Hill is always a pleasure to ride, as when you reach the steep section the crowd get right behind you. They part in front of you whilst shouting encouragement, just like Pantani/Alpe d'Huez on the telly. Well..., almost. Well placed and the team prize. A big thanks to all the shouters, especially Katie. The Bec, up the 'old faithful' Titsey Lane, was another good ride. A personal best and De Laune stormed home to the team prize. An excellent days riding all round.

Sigma Sport RT Hill Climb

Alaric:

This is a funny hill. There's a long, shallow drag for the first three-quarters, then a ninety-degree hairpin with a gradient of 1 in 3 at its steepest point, before a final rise to the finish. It had been raining all morning, and there were a few leaves on the road, so I chose 58.5" (probably too small for this course). Jonno and Ben rode gears. I was first De Launite off. I span out a bit at the bottom and rode the long, easy way round the hairpin to clock 3:03.3. Jonno finished soon after me in 2:50.2, and Ben, looking far more comfortable than either of us on the hairpin, got into the top ten with 2:44.1. We scooped the team award comfortably from the South Eastern RC and Sigma Sport RT (Sigma Sport had seven finishers, an excellent turn-out). Ben confessed to having eaten some sausages a couple of days before this race, thereby breaking his strict diet. I reckon he needed the extra energy.

Ben:

Never touched 'em ref!!! A badly bruised lower back caused by a mid-week crash (I must try and avoid those stationary vehicles) put paid to any attempt at the higher placings. I stayed in the saddle and span until the hairpin and then endured as much pain as I could to the finish (thanks for the compliment Alaric, but believe me, it didn't feel very comfortable). A very creditable eighth and the team prize again. Celebrated with coffee and cake at the top of nearby Box Hill (no, we drove up. We're not that mad - are we?)

National Hill Climb

Alaric:

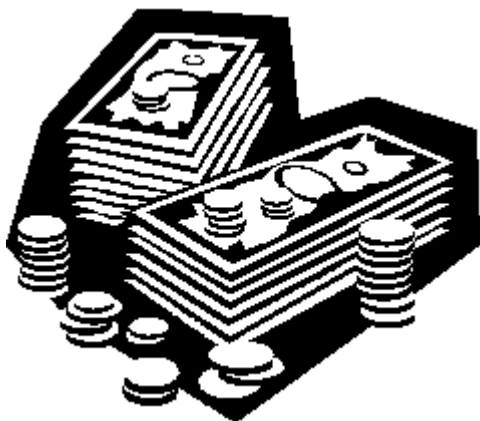
West Close Hill runs parallel to Cheddar gorge and up the same escarpment. It rolls unevenly for the first half, with a small section of downhill, but rears up near the end for a one in five finish. It raises approximately 180 metres along its 1.22 miles. The national championship

was the inaugural event for this hill. Jonno was second man off. Riding his preferred fixed wheel (didn't note what gear) he came close to catching his minute man. 6:32.9 meant he was leader on the road and course record holder briefly. This elevated status lasted almost 51 seconds, until the rider behind him knocked him off the top of the leader board. I was off 22 minutes after Jonno. I went well at the start, and felt really good, even on the downhill section in my 59.7" gear. Around halfway, though, my legs started to feel heavy, and my chest began to burn. I had gone out too hard. I tried to recuperate before the one in five, but I had little left and went painfully slowly at the end. Still, 6:56.3 was more than a minute faster than I had done in training. Once I had recovered, I could watch the rest of the field suffering. The riders went past us, some slowly, some fast, pain and determination etched into their faces and snot dribbling from a few noses. Not pretty! Ben wasn't enjoying himself towards the end of the climb, but propelled himself to an impressive 6:14.5 to finish fastest of the De Laune trio. Like Jonno, he chose to lie in the ditch for a while afterwards. There were some very impressive riders, as you would expect from a national championship. Jim Henderson was in a class of his own, accelerating hard up the steepest sections where others appeared to be dying, and winning the event by eleven seconds. The Blackburn & District CTC had awesome strength in depth and thoroughly deserved the team award (they don't look like tourists to me!). Well, that's my first hill climb season out of the way. I don't think it'll ever be my best event, but I'm aiming to improve next year and to get a little closer to Jonno's times. Best wishes to Matt for a speedy and full recovery, and we look forward to seeing his name at the top of the results sheets in 2001.

Ben:

Drove down the day before as we (Johnno, Tracey, Steve - my driver - and I) were staying overnight at my Dad's house in Wincanton. Arrived to check out the hill on Saturday afternoon in horizontal rain and a gale force wind, scotching any attempt at a few dry runs! Not a good omen. Sunday dawned bright and sunny but with a very stiff following wind so I had a chance to ride up a few times before it all got under way. As Johnno was second off I was able to get some valuable information on how to arrange your prostrate body on a desolate grass verge properly, I'm glad I practiced! In the last few hundred yards the phrases 'anaerobic threshold' and 'there goes my...' were very close at heart, legs, arms, shoulders.....

After recovering I managed to catch Jim Henderson (not that way - dream on) and he looked awesome. A well deserved winner. Roll on next year!



**DON'T FORGET
YOUR SUBS ARE DUE
ON THE**

1st JANUARY 2001

Hello Mike.

Well, I suppose that it just goes to show how ordering a book can cause a chain reaction. First of all, the book was a delight to read from start to finish, but no wonder you thought that my name seemed familiar. There I was - plastered all over pages 167 / 168 in the description of a "typical"(?!) Jack Young club run. Don't believe all of it, though - The boulder leapt out and attacked me. I mean, I'm not stupid enough to ride straight into a boulder and wreck a wheel !. Mind you, if it wasn't wrecked before I tried to straighten it, it was afterwards :-)

As a result of my e-mail appearing in the November DLN I got a great, long letter from Malcolm Adams, which I'm in the middle of replying to. As I said, I've managed to find a few pictures that I've had copied. I suppose that the best person to send them to would be Brian Saxton, wouldn't it? Would you let me know his address, please? Also an e-mail address if he's got one?

As a result of all this - finding the web-site, reading the book, getting in contact again, getting Malcs' letter - I'd like to apply for membership again. After a "small" gap of 31 years, I suppose that it's about bloody time! I know whom I'm going to nail for proposer and seconder AND I still ride a bike :-) Who should I send the application form to? Should I address it to anyone specific or just send it to the clubroom?

If you would let me know I'll get the form off ASAP. Best regards

GEOFF.

De Laune CC Open London Cyclo-Cross Championships 2000

After all the meetings about the clubroom and general angst of the last few weeks and months, I was really pleased at how many people came out to help with the Open London Champs. Mainly because it wasn't just that people turned out, but that everyone helped to put on a really good show - well oiled and smooth-running, and I've had nothing but compliments since.

We celebrated the Club's 111th anniversary by giving a £111 first prize to the winner, Stephen Wearmouth, who had travelled down from Durham for the occasion. The pre-race favourite, Stuart Blunt was suffering with a cold, and only managed 5th, but still had a worthwhile day out, retaining his London Champion title, and also won the £20 1st lap prime and his share of the team prize.

The total prize money amounted to £1,111, thanks to generous sponsorship from Evans Cycles, Cycling Weekly, and my employers Cyclone Courier Co. We hope that it will put the event into people's diaries for future years. There is a really good report up on www.madformountainbiking.com, with a link from our website, www.delaunecc.org .

I'd like to say a very big thank you to James Lyon, who made the tip back from university at Cardiff to give me phenomenal help all day Saturday and Sunday, and organising everything to do with the course without a hitch. So many others did sterling work too, including Andy & Sue Lyle in the canteen, Mike Peel as chief marshal, Pete Harris, Roy Savery, Stack, Tich,

Alan & Natalie Male, Ross Fryer, James Peckham, Ian Cleverly, Cliff & Carol Steele, Quil Forbes, and our venerable president, John Kavanagh. All these plus a wealth of people from outside De Laune - Colin Docker and Brian McCracken organising the judging, assisted by Joan & Brian Potts of the Eastway Supporters League, Mark Wyer as commentator, Kelvin Hoy was Chief Commissaire, Amanda Tuke and John Mullineaux from the newly-formed London Phoenix CC Roly Crayford from San Fairy Ann, and Peter Baird from Gravesend CC. I hope I haven't forgotten anyone - I didn't mean to, but huge thanks anyway!

BILL WRIGHT



IN DAYS GONE BY

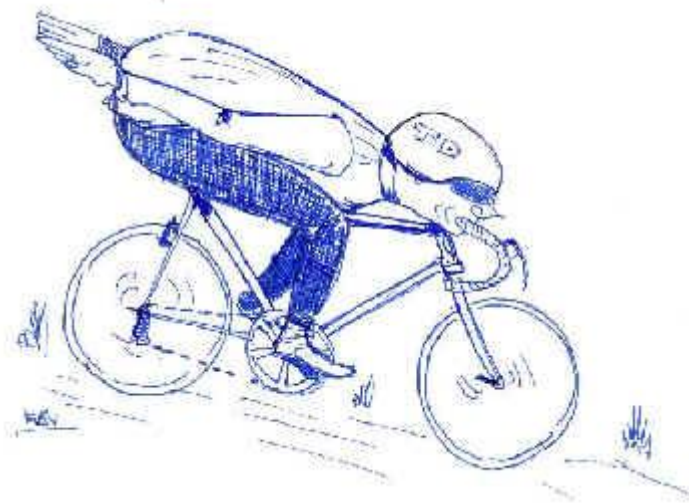
The Simpson chain versus the plain chain matches at the old Catford track in 1896 caused a tremendous sensation. The inventor of the Simpson chain claimed that by a leverage principle in the links the rider's thrust on the pedals was more effectively transmitted into driving the rear wheel. He challenged the plain chain interests to a test and thousands of pounds were spent on pacing arrangements. The results proved nothing, for although two of the three Simpson chain riders won, the truth ultimately had to be acknowledged that energy cannot be created by mechanical means.

This picture shows the Simpson chain rider, J. Michael, who retired in his event.



This is a bicycle of the late 1890's. This picture shows a bicycle of over 100 years ago. It may be noted that just over 10 years after the Rover rear-driven safety of 1885 had set the fashion to the world, bicycle design had developed until we see the standardized construction generally as we know it to-day. (1939). The frame was bigger than that of the modern light- weights and, in consequence, the long head was a typical feature. Although the freewheel was applied to the bicycle in practical form in the 1890's, this machine presumably had a fixed wheel; when coasting down-hill the rider put his feet on the foot-rests fixed to the front fork blades. Note the unusual feature that the drive of this machine is on the left.

THE CLUB FREE WHEEL COMPETITION SUNDAY THE 3rd DECEMBER



Yet another good turn out for the Free Wheel competition at Godstone. Another win for its organiser, Terry Deeley. Well done Terry and Carol for organising the event at the last minute.

First man down was Alaric, who made it on to the main Godstone road! It was going to be a fast day. Alan Rowe, who was not riding, was heard to say, " another good morning I have missed "

Down came John'O, who tried, but failed. Down came Bill Wright,

Adam Glasser, Danny (Rhino) Haynes, tried but failed. Down came Roy Savory, he did not try, but still failed.

Down came the maestro, Terry Deeley. He had set the standard. Mike Peel started to move close to Terry's chalk mark, but Rhino, on his second glide, pushed for second place. A rider for the future.

Other riders of note, Brian Saxton, who said he had a speed wobble half way down, and had to abandon. Brian, I am a bit of a bull shitter myself, but I do appreciate an expert. Last man down was Brian Dacey (he was late) who stopped on the downhill bit. He must get those cones adjusted.

After the event, as normal, it was down to the pub; it was good to see John and Marion Dods out. Our Treasurer, Steve Carter-Smith was out to support, but I think he was looking for club subs. It is that time of the year. Another face from the past was John Carr, who used to race with Dennis Tarr. He saw our club on the Web. I hope you got some subs from him Steve.

See you all soon, Kav.

PS. Terry has at last given me the secret of how he wins this event every year (see illustration) Knees must touch the top tube. Hands must point to the back. You must steer with your teeth, and a big bottom helps to break up the eddies. You must not try this at home, he is a professional.

A BLAST FROM THE PAST AT THE DOWNHILL

No not Terry Deeley winning YET AGAIN!!!, but John Carr a member of our second most successful road team, along with Dennis Tarr, Bernard Start, and later with Brian Dacey (Jun), Terry Owen and Joe Jones. It was good to see John again after 40yrs. and we had a long chat mulling over old times as you do.

John has been retired now for 10yrs. but keeps himself busy in Kenley where he lives walking and interviewing businessman gathering data for several publications. He doesn't ride a bike these days but still owns one and is still in touch with Terry Deeley so maybe Terry can persuade John to get back on his bike, or at least to come along to some of our social events I know there would be several people who would like to have a chat to him, so how about it Terry.

John started work as a watchmaker in West Norwood and was soon joined by an apprentice Dennis Tarr until Dennis went on to start his own business. Also to join John was Terry Deeley who completed the chain of De Laune members who all went on to become very successful businessman and cyclists (there must be a moral there somewhere, attention to detail perhaps.)

Anyway it was good to see John again and I hope we see some more of him now we have made the contact.

Oh! and by the way Mark John reckons you sold him a bent frame many years ago when he was a junior. (*Sorry Alan must have the wrong person I never had any dealings in bent goods! Ed.*)

ALAN

South London Roller League Report from your new rollers secretary



A day or two after taking on the job of roller racing secretary, I made a couple of phone calls to find out - shock horror! - the league had already started, too early for me to get a feature in the last DLN. Ben Neville and I managed to get to a few events, though. We also had guest support from Quil Forbes, Bill Wright and our very own rollers guru, Pete Jenn.

Seniors rode 2 x 750m each round, vets, juniors and ladies 2 x 500m. Each night, 20 points went to the rider with the fastest aggregate time, 19 to second and so on. Total points were taken from each rider's four best performances plus the final. Round 1 had to be cancelled when the owners of Redmon CC's clubroom announced they wanted to sell it, but everything went relatively smoothly after this.

Ben was riding rollers for the first time and turned some excellent performances for a novice, riding three different bikes along the way. More importantly, he improved throughout, so watch out for him in 2001. Unfortunately, he missed two events, which lowered his points score somewhat.



In the veterans' competition, Paul Tunnell of the Addiscombe was undefeated. The senior event was much closer, with Ian Bedford of the Redmon and I both level on points going into the final night. In a tense final ride, he edged me out by three tenths of a second, but I had done just enough in ride 1 to secure victory. My first win since 1995! Provisional results are below (awaiting confirmation from the League secretary). If anyone wants the full results, including times, I should have them soon.



ROLLER RESULTS		Round 2 Addiscombe	Round 3 Surrey Roads	Round 4 Old Portlins	Round 5 Bec	Round 6 SERC	FINAL Redmon	Points *
Seniors 750m								
Alaric Lester	De Laune	0	18	20	20	20	20	98
Ian Bedford	Redmon	20	20	19	0	19	19	97
Jon Frost	Redmon	19	19	0	19	18	18	93
Ben Neville	De Laune	0	0	18	17	17	16	68
Keith Coffey	Bec	0	17	0	16	16	15	64
Jim Hughes	Bec	0	16	0	18	0	17	51
Veterans 500m								
Paul Tunnell	Addiscombe	20	20	20	20	20	20	100
Peter Stamp	Redmon	19	19	19	19	19	19	95
Doug Conroy	Redmon	0	18	0	0	0	18	36

* Total points taken from best 4 performances plus the final

The next - and probably final - event on the rollers calendar is Ron Beckett's famous Bec CC Grand Prix of London. I don't yet have confirmation of the date or venue, but expect it to be in mid to late January. Spectators, if you haven't seen a roller race before, I can recommend it for atmosphere and close racing. Riders, if you haven't done rollers before, why not? OK, it hurts a bit, but it's indoors in the warm, the races are nice and short and you don't need to be particularly fit. What you do need though, is speed, the ability to turn the cranks quickly and smoothly.

The club competition rollers will be set up for practice sessions until after the Grand Prix, and I'll endeavour to be at the club each week for anyone who fancies a practice ride. We can easily set up club track bikes that for roller racing, so come and give it a whirl and join us at the GP next year. Phone or email for more info, or speak to me on club nights.

Alaric

Photos of the Final 4th December 2000

1. Alaric winning up the revs.
2. Alaric warming up
3. Ben's warm up
4. Ben all out!



Track Ramblings

from the new track sec.

I admit it's been a while since I was a regular at Herne Hill. I rode the regional track champs in September and was soundly thrashed, but I hope to remedy that in 2001. I've heard that we had a few regulars during 2000 (Danny Rudd and Matt Baker spring to mind) and a few more occasional riders at Monday Comp, but fewer than when I was a regular in the late eighties and early nineties.

Winter isn't necessarily the time when people's thoughts turn to the track, but it is the time to consider the season ahead and to set goals. On a personal level, I'm aiming to win a race or two at Monday Comp and to acquit myself favourably at the Nationals in August (even without my now illegal Condor low-pro - thanks to UCI regulations). As track secretary, I aim to get more De Launites onto the track, enjoying themselves and forming the basis of a successful track squad. If things go well, I hope we can pull together strong teams for the team pursuit and Olympic sprint at Manchester.

Even in the past month, there has been an excellent level of enthusiasm down at the clubroom at the possibility of getting a track squad together. Pete Harris has also kindly offered to organise a training weekend at Calshot in March (details should be in this DLN). Less than a month before Good Friday, and at the time of year when speed and higher intensity work become more important, this is a great chance for roadies, trackies and testers alike to have a quality session indoors.

We have three or four track bikes at the clubroom that we can readily lend out to anyone who fancies trying track. We have experienced riders (past and present) who can advise on tactics, gears and training. We've got an excellent history on the track, with plenty of national medals to show for it. With a bit of luck and a bit more commitment, more success is just around the corner.

As for roller racing, please contact me with any questions, ideas, requests for equipment or to express your interest in being part of the squad.

Alaric
020 8693 3951 home
0771 252 8615 mobil

RESERVE YOUR COPY NOW

I have ordered 10 copies of 2001 RTTC Time Trial Hand Book Cost £4.00 available in January.

They will be on sale down at the clubroom but members should contact me to reserve one if they wish.

John O

TRACK RACING

During its December meeting, the committee decided to form a track racing squad.

De Laune has a long tradition of track racing, due in part to the proximity of Herne Hill's velodrome. Of course, times are not what they were. There used to be far more tracks (Paddington, Slough and Harlow in the greater London area alone). In the 1950's vast crowds would go to Herne Hill to watch the likes of Reg Harris. BUT, track is currently enjoying a comeback. There are British Olympic and World champions. It's off road. It's the most spectator friendly branch of the sport. The bikes and equipment are relatively cheap. The races are short and fun. You've got more chance of winning. There are no hills. You don't race in the rain. It can even be done indoors. In other words it's cycling perfection.

The basic idea of the squad is that the club should form teams capable of entering and racing competitively in the National Championships. This would involve preparation for the Team Pursuit and Olympic Sprint events, as well as the individual disciplines. Initially there will be no limit on numbers in the squad, and all levels of ability and all categories would be more than welcome.

The outline plan is to quickly get a winter training programme underway: stretching exercises, weights and roller - one or two nights a week at the Clubroom; a week-end training camp at the Calshot indoor track, Saturday morning training sessions at the Herne Hill, some follow up sessions at Calshot which will be day trips only. There will be a racing programme based around Monday Comp and the Wednesday Open Meetings. In addition, for those who have high aspirations the squad will go to the major meetings, Good Friday, and the Sprinter's League meetings. There will possibly be an overseas foray. The season will culminate with the Nationals.

Nobody is expecting instant success, but organisation, enthusiasm and hard work will go a long way. The idea is to accommodate everyone's goals, whatever their level, although the premise is that we are here to race and winning is fun. All riders from the novice to the champion will be encouraged to their optimum performance. We are looking at a five-year

plan, with the target of winning medals, although no-one will object if the results come sooner.

It goes without saying that we not only need riders, but we also need people to deal with all the other aspects of bringing our trackies to the fore: supporters, mechanics, soigneurs, masseurs, coaches, timekeepers, managers, team car drivers, etc, etc.

So, all those who are interested contact Alaric Lester 020 8693 3951, Bill Wright 020 7735 9605, Dan Haynes 020 7277 8648, or Pete Harris 020 8997 7852.

Evans Sponsorship for 2001

If you would like to take advantage of the sponsorship agreement we have with Evans and Specialized, and be allocated a Specialized frame for 2001, phone Bill for an application form.

As in previous years there are 8 frames available, and we need to make a selection as soon as possible in the new year so that the frames can be ordered in time for the start of the season. Anyone can apply for either a road frame or a mountain bike frame, and selection will be made on the basis of 1) ability, 2) potential, 3) enthusiasm, and 4) need. So just because you may not be the quickest rider around doesn't mean you won't get a frame. In this way the whole of the club's membership gets a chance to take advantage from the sponsorship, not just the top boys.

TRAINING SESSIONS

Get fit for Racing

Stretching Exercises; Weight Training; Roller Training; Performance Evaluation.

Coaching advice; weight training supervision; dietary advice; training programmes

Tuesday nights - starting 2nd January 2001 - 8.00 pm

For further information phone Dan Haynes 020 7277 8648

Clubruns

Just because you've done a time trial - you don't have to ride alone all of the time.

Try a Clubrun - Ride with your Mates - Have Fun

They are open to all members, all ages, all minority groups (even OMAs), all sexes, all categories.

They're Happening!!! Every Sunday 9.30 am at Crystal Palace

Come along - bring a friend

Details John O'Brien 020 8674 7611

CALSHOT TRAINING CAMP

March 10th / 11th 2001

Serious preparation for the 2001 season

There will be a training camp for De Laune members at the Calshot Velodrome

Riding on the excellent 142m indoor track (built by Ron Webb) in Southampton

8 hours track time. Qualified Coaches. Overnight accommodation including bed, breakfast and lunch.

All levels catered for including separate sessions for novices

Track bikes available for those without

Only £40 for the weekend

(price excludes travel costs, Saturday evening meal, bike hire)

You know you want to do it!

There is a limited number of places, so it's first come first served. Everybody welcome. £10 deposit secures a place.

Contact Pete Harris 020 8997 7852

or

Alaric Lester 020 8693 3951

WANTED

Road Race Organiser for the De Laune promotion in the South East Road Race League

The club is promoting a road race on 1st April 2001 to fulfil its obligation in the South East Road Race League. We need an organiser. It's not a particularly onerous job, and it won't take a great deal of time over an above the commitment to the day itself.

The League's officers take care of most of the tasks that normally fall to the organiser. They fix the date, enter it in the BCF handbook, book the changing rooms, deal with advance entries, arrange race officials and prepare all appropriate documentation.

The race organiser needs to round up a sufficient number of recruits to man the event on the day. He has to make sure that two or three of them have vehicles that can act as lead and following cars. He organises all of the equipment from the Clubroom (flags, direction and warning signs, first-aid kits, etc).

It's your chance to do something for the club. It's highly rewarding. It's an opportunity to get involved in race organisation. It's suitable for old or new members, experienced hands or the novice. Indeed if somebody wants to try race organising for the first time, there is plenty of advice and guidance (not to mention hand holding) available.

Don't be shy. If you want to help the Club, phone Bill Wright on 020 7735 9605 or Pete Harris on 020 8997 7852

THE LAST DAY FOR COPY TO BE
INCLUDED IN THE NEXT ISSUE IS
WEDNESDAY 17th January 2001

THIS SHOULD BE SENT TO:
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WARLINGHAM
SURREY CR6 9LB

Phone & Fax 01883 627809 - e-mail
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