

DE LAUNE CYCLING CLUB

Founded 1889

OUR ONE HUNDRED AND THIRTIETH FIRST YEAR

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CHRISTAIN RUDOLF

SEE PAGE 10

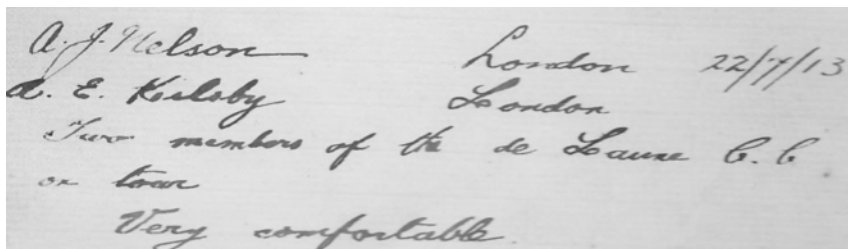
SEPTEMBER 2020



Dulwich and Streatham

Hello, my grandparents, kept the Railway Hotel Wells next the Sea in Norfolk and this entry is from the visitor's book which I thought you might be interested to see. Just wondered if you might have any more information relating to these two gentlemen? Probably not.

Peter Thatcher



A. J. Nelson
A. E. Keselby
Two members of the de Laune C. C.
on tour
Very comfortable.
London 22/7/13
London



Built 1846 in anticipation of arrival of the railway.
Referenced as being at Tinklers Corner 1851 & 1861
Renamed TINKERS HOTEL in 1967 following closure of the
railway and full take-over by Watney Mann.

**CLUB NIGHT
SECOND MONDAY
OF EACH MONTH
HERNE HILL VELODROME
104 BURBAGE ROAD
LONDON SE24 9HE**

**1889 DE LAUNE 2020
CYCLING CLUB**

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Presidential Ramblings



Well, the club event competitive season started more with a splash than a bang. We enjoyed weeks of tropical weather of temperatures up in the 30+ degrees range only to endure torrential rain on our first club event of 2020. The Isle of Grain course was almost cut off by floods stretching from kerb to kerb. Riders were given the option of continuing with the event or going home and it was a resounding 'we want to ride'.

We had sufficient entries of 5 however, one of these pulled out before the day and only 3 turned up, of these three just 2 finished. For the record Steve Carter Smith was fastest with 26.42 and Peter Jenn was second with 32.30. Terry Deeley started but threw in the towel (literally) half way to the turn when overtaking cars soaked him. He realised that he was supposed to be enjoying this pastime and the lure of a warm car was extremely strong.

Personally speaking from my racing years (a very long

time ago) I would never start an event in the rain, if it rained during the event that was fine. So in my day I just would not have got out of a warm car just for a soaking up the road !!

I did not escape the rain as timekeeper – in fact some inconsiderate drivers were determined to make my job even harder. Just on the painted white line finish was a slight indentation in the road surface. As the heavens opened this indentation gradually filled up with water and I became aware that some drivers were changing their driving line to go through this new puddle with the sole intention of soaking me standing on the pavement. I was not impressed, especially as I could not move too far back otherwise I would have been in a ditch !

For the record we had just 3 riders sign on, 4 marshals consisting of Pat & Len Brown, Stack, and Kav plus Tony and myself as timekeepers and Alan Rowe who placed all signs etc.

Lets hope the OMA will attract (1) a bigger field of riders and (2) some sunshine.

Very few local open events have taken place but those that have survived have produced some very quick times, no doubt Zwift has had something to do with these results.

It is a strange world we live in on the professional racing scene. Geraint Thomas runner up last year in the Tour de France and a winner the year before doesn't warrant a place this year ?? Clearly those in the know do not think he is still a winner and as the 'new' team are only interested in winning, past performances do not seem to count. It did seem strange to be reading a 3 page article on Thomas in Cycling Weekly and how he was looking forward to riding the Tour to hear the next day that he was not included in the team. As for Froome, I can understand that decision more as he didn't shine in the Dauphine and Lombardie, clearly still recovering from his crash last year, older bones take a little longer to heal. Not sure who to shout for this

month with no front runner Brits included. However reading through to injured lists of all teams things might well change again.

The Peachey family have enjoyed a week long visit of Claire and Ian this month. Having lived in Skye for over a year now they have become accustomed to wet windy weather, imagine their shock of enduring 35 degrees down here, day after day. Whilst they were with us, we had a lovely afternoon chat followed by an evening meal with Ann and Mike Hartley, very much enjoyed by all. Claire and Ian began their journey back on the morning of the club event 10.

For those riders who are competing, don't forget to send your results into Alan Rowe and Malcolm Adams. Malcolm produces the end of year results for the various trophies, don't leave it to Malcolm to scan through all the relevant screens of CTT website to find out just what you are doing.

Entries for the OMA 10 on 12 September should be advised to Alan a week before the event – it is not helpful just turning up on the day as an ad hoc entrant, we need to know beforehand whether it is worth mustering all the marshals, helpers and timekeepers to warrant a journey.

Val & Tony

**An Ex De Laune
Member from the 60's
found on Facebook.,**

**Chris Slater
Riding a Don Louie bike**



THAT WILL BE GREAT

BY IAN SILVESTER

"Yeah, that'd be great, be really good to catch up after so many years". Several "chats" later, via private messaging, and we were both in Applecross on a sunniness morning and looking forward to the 65 odd miles and over 5,000 feet of climbing during which we could reacquaint ourselves after far too many years of non-contact.

Facebook can be a marvellous thing if used in the right way and it's via Facebook that I found out an old friend of mine, Rob Kennison of the Medway Velo, was doing several stages of a round the coastline of Britain ride.

The GrandTour UK 2020 is the third running of a charity bike ride round the whole of Britain, hugging as much as the coastline of this wonderful country as is feasibly possible. It's 6,700km in total, it raises money for charity and anyone can do it whether it's every stage, some stages or, as was the case with me, just one stage.

I'd noticed that Rob had posted a Facebook message that he was in Carlisle on the west coast and about to head over to the east coast to join the ride in Inverness and do all in stages between Inverness and Carlisle. Over the two weeks he was doing the tour he'd go up the east coast, along the top of Scotland and



right down the glorious west coast as far as Carlisle. I'd noticed one stage started in Applecross and finished in Armadale on the Isle of Skye. Claire and I now live on the Isle of Skye so it seemed such a good opportunity to

meet up with Rob, have a good old catch up, ride some roads I know well but have only ever driven on and to also do at least one of the Tour's stages.

So, after working out the timings, logistics and finer details we found ourselves with a 4:30 alarm clock wake-up ready for a drive to Applecross.

First things first.....muck out and feed the two horses, have breakfast, load the car and then away from the house by 6am for the almost two hour drive to Applecross for an 8:30 start. Claire dropped me off, she had a chat with Rob, then she headed back onto Skye for a decent walk on her own before meeting up with me at the stage finish in Armadale for our drive back home.

What I forgot to mention earlier, and something I didn't know initially, was that Pippa York was also doing some of the stages, namely Edinburgh to Glasgow. As Robert Millar, Pippa was one of the best European pro's of the 80's and, amongst many first class wins, won the KoM jersey in the Tour de France but I don't need to go into any great detail of how successful Robert was. You all know that anyway.

So, not only was I catching up with Rob I was also going to be riding with one of THE great road racing stars of the 80's - a brilliant double whammy.

One thing this whole ride isn't and that's a race. It is a tourist ride with coffee stops, lunch stops, photo stops and, yes, call of nature stops, all as and when required.

We set off at around 8:40 with the sun trying to break through and, within seconds, we were already starting to climb over Bealach na Ba (the "Pass of the Cattle" in English), Britain's highest road pass at just over 2,000 feet and, from this direction, 5.5 miles of continuous climbing, some just steady climbing, some very steep.

As we ascended the cloud thickened and it started to drizzle. Not chuck it down but enough to get cold and damp at the top while we waited for everyone to get to finish the climb before the long, wet and cold descent. I know from

personal experience the view from the top is stunning but, today of all days, you could see absolutely nothing, zero. Hey ho.

We again regrouped at the bottom, took off waterproof tops and gilet's (as we descended it dried up, the clouds broke and the sun poked out its head) and we headed for Lochcarron for a coffee stop, around 20 miles covered.

I had a chat with Pippa, got to know some of the other riders (around ten in total), enjoyed the coffee and 45 min's or so later we were on our way again.

From here to the bridge onto Skye the road is very, very hard. Relentless hills, some short but extremely steep, some very long but less steep. But what goes up must come down so there was some fast and long descending to be done too.

Everyone rode at their own pace, some on their own, some in groups of two, three or four but no one got left behind.

The whole ride (all 6,700 km of it) has a couple of cars following it. Clothes can be put into and taken out of them as required, as can panniers and such like if you were doing several stages. They also have food and drink plus lunch which is all free (presumably courtesy of Tour sponsors) and, as lunch stops approach, the cars race ahead, open up the boot and, as riders start to arrive, everything is ready for you to tuck into. Nothing elaborate, and all make it yourself, but there was rolls, cheese, ham, pork pies, pickles, mustard, butter, fruit pies, chicken drumsticks, water, juices and such like. More than enough to get you through the day.

Lunch stop for today was in Kyle, just two minute's ride from the bridge onto Skye.

Now, from Kyle to the day's finish at Armadale is maybe 25 miles. The next day's stage was from Mallaig to Oban. Mallaig is on the mainland. You get to Mallaig via a 30 minute ferry ride from Armadale. The group was booked onto the 15:45, and last of the day, ferry and it was gone 13:30 by the time

Rob, Pippa and myself set off from Kyle. The rest of the group had set off a few minutes before us as we all knew there were time constraints ahead, what with the ferry schedule. Us three were still chatting with support crew. Wise move on the early leaver's part, not such a smart move on ours.

We three had around two hours to catch the other riders and cover the 25 miles to Armadale (you need to be at the ferry at least 15 min's before sailing time). Ordinarily not a problem. However, Rob was on an extremely heavy touring bike, Pippa and myself on mountain bikes with 32mm road tyre's and they, too, were very heavy. Also, the road is not flat. Nothing steep, but not flat in anyway, shape or form. And, to make it worse, the wind had got up considerably and it was going to be a right in your face head-wind for the last 18 miles.

25 miles in two hours sounds easy. However, one puncture, the need for a call of nature, a mechanical or such like and that initial distance/time scenario suddenly becomes a lot harder to achieve. We couldn't take it easy, not yet anyway.

Over the bridge, drop down onto Skye, right at the one and only roundabout on Skye (there's only one set of traffic lights too) and it is here I found myself doing through and off with Rob with a past KoM winner, grand Tour winner and British RR champion sitting in behind us. We needed to be at that ferry terminal on time, there were no more until the next day.

We bowled along quite nicely at a steady 23/4mph (don't forget we were on MTB's and touring bikes, not racing machines) and kept this up until we swung left at Broadford for the last 18 headwind miles. We caught the rest of the group, who had set off before us, after another mile or so and then the pressure eased off and it was now a nice, steady, easy paced ride for the final 17 miles. We'd now made up enough time for the final few miles to be done at a slower speed but I can now say I've ridden through and off with a star of our sport on my wheel. An honour and privilege. She has absolutely nothing to prove to anyone and she was more than content to let me and Rob take the wind. I rode at the front of the group for several miles with Pippa, had a chat and generally enjoyed the experience. She is a quiet, reserved person

but has a great sense of humour, has many stories and anecdotes to tell (as you can probably imagine) and is just very happy in her new life.

We rolled into Armadale ten minutes to the good, I had my final chats with Rob, thanked Pippa for her company and expressed the pleasure I felt at having met her and ridden with her.

We waited until everyone, plus cars, was on the ferry, waived them all off and wished them luck for the rest of the Tour and we both then drove the 60 odd miles back home, fed the horses and had a cuppa. I had ridden 65 miles, climbed over 5,000 feet, been in some very, very low gears, caught up with Rob, ridden with a cycling super star, ridden through stunning scenery, got wet, cold, warm again, drunk decent coffee in great company and had my most enjoyable day on a bike in years. Average cycling speed was 14.5mph (did say it wasn't a race and was definitely a tour). Claire had walked 8 solo miles, without me to keep up with, so she also had a great day too.

Before the ferry set sail Rob suggested that, as Claire and I were heading south two weeks hence to catch up with friends and family, we should try to meet up for a ride round his home roads of Sittingbourne. He said he could lend me a bike....I only needed my pedals and kit. So, after he'd got back from Carlisle, and as he was only 30 min's drive away, we met up on a Wednesday morning, as promised he lent me a bike, we did 31 miles on quiet roads I'd never been on before, had a decent coffee stop (two each, Americano's with extra shot, mine with a dash of milk in case you're wondering) and vowed not to let it be so long before we meet up again. He wants to see more of Skye and, in his words, "I've fallen in love with Scotland and definately want to visit". I'd like to show him Skye, his wife likes horses of which we have two, we have a spare bed so you just never know.....hopefully the start of a renewed friendship.

As an aside, many, many, many years ago Rob suggested that, when we get to retirement age (and I can't believe it but we're not far from that stage of our lives) we should do a bike tour to America. I've mentioned it to Claire several times in the past that he'd said it. Rob brought it up again at the

ferry port in Armadale without me reminding him that he'd said it so clearly a) he remembers he mentioned it all those years ago and b) he obviously is still keen to do it. I just hope this renewed friendship brings it to fruition. I've got the bike touring bug, even if it was only after one day.



The pictures are of mine, Rob's and Pippa's bikes. Rob's is the road touring bike on the left, Pippa's is the Giant MTB on the right at the back and mine is the Trek MTB at the front.

And me with Rob on the right and Pippa on the left.

Sent from my Huawei phone



*Can I be the cover star
please?*

*Here are couple of photos of
me proudly sporting the club
kit last week in Switzerland.
The road in the background of
the first photo is the descent
from the Grimsel pass. I'm on
the Furka pass.*





Richard Michael Payn
34th Nomad
2 August
Bumped into some of the older
faces from Herne Hill today.
Jim Robinson still
“above ground”
Peter Jenn and Doug Conroy.

Jean Bergin
27 July ·
All three of us yesterday,
smiling after a steep climb.
Bill Wright & Elaine Owen



Hi Mark did you read George Slater had died
Frannie Rudd's father-in-law if I am right, mother-in-law Jan as in
Jans Café at Herne Hill They both used to come to our Belgium Nights.
Here is George with Frannie and Jan to Frannies right

BRIAN (TITCH) SHAMBROOK R.I.P.

Brian died on the 5th April this year, I understand from Covid 19; however I do not know what was shown on his death certificate.

An e-mail dated Friday, 8th May from his nephew, Gary, informed me that Brian's cremation took place the previous week with no one in attendance at Waverley Crematorium near Great Yarmouth (approximately 50 miles from Colchester). Gary subsequently found Brian's will in which he had expressed the wish to be buried in Dedham Parish Churchyard. Gary is making arrangements with the vicar of Dedham Church to conduct a memorial service in the church and to spread Brian's ashes in the churchyard. He hopes that this will take place in late October.

I will keep club members informed.

Brian Saxton



All good things come to an end.

Back in 2017 I wrote an article for the DLN outlaying all my TTs ridden since 1958. This showed 1,260 events, at all distances from 10 miles to 12 hours, with a total mileage of 21,295 miles. There were several seasons where I did not turn a pedal in competition, but since I became a vet in 1979 I have had an unbroken run of 41 years.

Sadly this year sees the end of the run due to the pandemic, as I have been reluctant to ride out alone. With no clear picture of what lay ahead I found myself reluctant to 'climb' on my turbo. So with no real motivation, as to whether there would be any racing this season, I now find myself very unfit and have resigned myself into accepting that my 'run' is over!

Out of interest, I have calculated the statistics of the events ridden as a vet, they are as follows:-

813 '10's, 15 '15's 233 '25's, 12 '50's, 1 '100', 4 12 hours. This gives a total of 1,093 events with a total of 16,165 miles.

The last two seasons (2018, 2019), in which I rode 15 '10's each year, takes my overall total of racing miles to 21,595 miles in 1,290 events.

I do hope I can add a few more to this total before I hang up my racing wheels for good. We will see!

Malcolm

NOT A DE LAUNE MEMBER

Stock Hill in Biggin Hill is steep – it's a 12% gradient. From the bottom to the top it is 0.2 miles or 321.86metres. Make the journey up and then down it is 0.4miles or 643.73metres.. Do that on a bike and it's tiring, very tiring.

Do that uphill and downhill, continuously for 24hrs., it is unbelievably gruelling, but Paul Clark did just that on August 22nd. Setting out at mid-day on the Saturday he made the return journey up and down that Hill an incredible 230 times – a total distance of almost 100 miles before stopping on Sunday at mid-day.

He had hoped to raise £2,000 for Chartwell Cancer Trust but has managed an amazing £18,000 to date.

It's never too late to donate:<https://uk.virginmoneygiving.com/PaulClark23>

**FIRST TO NAME THE 12 MEMBERS IN THE PHOTOS
WIN A BOTTLE OF WINE. ED.**

ONLY ONE MEMBER REPLIED WITH THE FOLLOWING

- | | |
|---------------------|--|
| 1 | 7 Pete Harris |
| 2 Yvonne Starsmeare | 8 |
| 3 Kevin Winstain | 9 Chris Martindale ?? |
| 4 Steve Walker | 10 Garry Birch (don't think so Ed) |
| 5 | 11 |
| 6 | 12 |

GEORGE PLONKA

I was sorry to read in the article penned by Terry Deeley in last month's DLN the report of George's death.

I frequently cycled to work over London Bridge with George, he to Foxes, the upmarket umbrella manufacturers in London Wall in the City, and me to Shoreditch.

George worked for Foxes for 53 years and was highly regarded for his skilled and intricate metal work in gold and silver, and also his problem-solving of repairs (unlike today when a defective umbrella is left at the bus stop or thrown in a hedge!).

Apparently on the day of his funeral the factory was closed in recognition of his passing and even today photographs of George adorn the walls of the company's current premises. Foxes, which was formed 153 years ago) is still going strong; however the premises in London Wall is now a wine bar!

The last time I met up with George was at the late Ken Fuller's funeral.

Brian Saxton

Social Club Events for 2020				
Nov		NEWNHAM MEMORIAL SERVICE & LUNCH		
Club & Inter Club Events for 2020				
12. Sept		OM 10	Q10/24	

**IF YOU ARE NOT ON
THE CLUBS FACEBOOK
PAGE NOW THINK
ABOUT JOINING
DELAUNECC
LETS USE IT**

**Members may like to know that it is now possible to join, or to renew
your Club membership online.**

Simply follow this link

<https://www.riderhq.com/groups/delaunecc/join>

or click on the button on the membership page of the website.

SEE MESSAGE BOARD to keep UP TO DATE

<http://mikepeel.proboards67.com>

CLOSING DATE FOR THE NEXT ISSUE 25^h Sept 2020

Anything for inclusion please send to:

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