

# DE LAUNE NEWS

## *JUNIOR TOUR OF SUSSEX*



**EVANS**  
CYCLES.COM

**ROY PRESENTING THE  
WINNER WITH HIS PRIZE**

**JUNE 2007**

**PLEASE NOTE CHANGE OF DATE**  
**NOW 24th JUNE**

**MORNING COFFEE AT WOODSMILL**  
**ANY TIME AFTER 11.30. ALL ARE WELCOME. LUNCH AT**  
**THE CLUB WILL BE SERVED AT 1.45pm.**

**The date for the 2007 Brighton OMA Lunch**  
**is Sunday 24th June.**

**Usual Venue**

**BRIGHTON & HOVE GOLF CLUB**

**MENU**

**Seafood Platter or Melon with Parma Ham**

**Roast Beef or Roast Chicken or Veggie**

**Lemon Tart or Home Made Trifle or Cheese & Biscuits**

**Kindly contact Dot on 01689 851241 or Trish on**  
**01273.546226 e.mail [triciab60@hotmail.co.uk](mailto:triciab60@hotmail.co.uk)**



1889

**DE LAUNE**  
CYCLING CLUB

2007

SPECIALIZED

PRESIDENT

[www.delaunecc.org](http://www.delaunecc.org)**ROY SAVERY**

Fairwinds  
Goatsfield Road  
Tatsfield  
TN16 2BU  
01959 577745

SECRETARY

**BRIAN SAXTON**

26 Serviden Drive  
Bromley  
Kent  
BR1 2UB  
020 8290 1013

TREASURER

**DON WHITE**

12 Willowbank Gardens  
Tadworth  
Surrey  
KT20 5DS  
01737 217565

MEMBERSHIP SEC.

**BRIAN SAXTON**

26 Serviden Drive  
Bromley BR1 2UB  
020 8290 1013

CLUB NIGHT

**FIRST THURSDAY  
OF EACH MONTH**

**British Legion,  
97 Barry Road,  
SE22**

**PRESIDENTS REPORT**

Hi everyone,

As you probably know, I had a very bad accident on the 22<sup>nd</sup> April, and was in Kings College A & E department with two broken ribs, a punctured lung, and a broken collar bone, which needed pinning. I was told that I probably wouldn't be able to cycle again for 3 months. Well, I got back on the turbo on the 18<sup>th</sup> May and have been gradually building time up. Yesterday I did a 2 hour non-stop session at high cadence, but I cannot pull on the handlebars yet. Today's session, prior to going for physiotherapy, was for an hour – we call it weight training on the turbo, using high resistance, low revs. I feel great, and am looking forward to possibly riding the National Masters Track Championships in Scunthorpe at the end of June, recovery permitting!

I am obviously very accident prone at the moment. When I got on the turbo this morning, I forgot that the day before I had put my gears into small sprocket and small chain ring, so when I started on the turbo the rear wheel had become loose. When I pressed on the pedal the bike parted from the turbo with my shoes were still locked in, so I shot towards our patio windows, and thought I was really going to repeat April's performance and end up back at square one! Thankfully, I got away with it. Once I put everything back I carried on with my session. Earlier this month, I was taken by Brian Saxton to a SERRL event, where I managed to fall into a ditch while attempting to give a motorist directions – much to the hilarity of those around me!

Brian also took me to the Tour of Sussex Junior Stage Race, which the Club sponsored financially and provided some of the marshalls. That finished on Bank Holiday Monday. In Gear was the organisation which ran it, and we donated £1000 .. There will probably be more about this in the rest of the Mag.

Mike Peel has done a wonderful job on the De Laune Rule Book, and should be congratulated for his hard work.

All members who have the right TV Stations, I hope you are enjoying the Tour of Italy. Today's stage was up one of the steepest roads in Europe and was a fantastic spectacle. It made me feel proud to be a cyclist.

I would like to thank everyone who phoned, sent me cards, and visited me after my accident. I am quite touched by your concern. Thank you.

The quote for the month is:

"Stand up to your obstacles and do something about them. You will find that they haven't half the strength you thought they had".

Norman Vincent Peale, 1898-1993, Pastor, Speaker and Author.

Roy

## SEA**FRANCE**

In case you haven't seen the publicity, SeaFrance have a site offering free passage for cyclists travelling as foot passengers with their bikes on the Dover-Calais route during UK National Bike Week (16-24 June 2007). (Either day-trips or up to one week duration.) There's also a 20% discount up to 15 June and 10% off for cars carrying bikes during Bike Week.

<http://www.sailandcycle.co.uk/>

## The Chairman's Report



Our President Roy Savery is on the mend. As reported, Roy had a bad track accident and broke three ribs, punctured his lung and had to have a plate fitted in his shoulder blade and after all that he still wants to race this year!

Stax and I thought we would give his other half, Gina, a rest, and take him out for a beer. Well I lie; we took him out to marshal a road race. We put him in a deck chair with a red flag. Do you know he only stood up for a minute and fell into a ditch? (No more damage done) Roy what are we going to do with you?

Ken Fuller one of our oldest members and a past President is also in the wars. As most of us know, Ken had a stroke a few years ago, which slowed him up a bit. Not to be beaten, Ken would go on long walks with Dot. He would also get on the rollers for a work out most days.

A few weeks ago Ken was rushed into hospital with fluid in his tummy and ankles and generally felt rough. Ken is now out of hospital and back home but has to curtail his activities. If you have always been an active person the worst thing to happen is not being able to get around. We all know how you feel Ken. Keep your pecker up.

At our last committee meeting and we agreed to sponsor the Crawley CC a junior four-day road race. The event would be organised by Ingear in the Sussex area. For our sponsorship we would get our club name put on the jersey of the race leader and other categories jerseys. We would also get our name in the programmes. All good for the sport and most important for young riders but, how ironic, as a club we could not organize the same type of event ourselves. The De Laune was always known for organising big events. Remember Crystal Palace? Do you remember the World Championships at Leicester? Who were the big names on the organising committee? Chippendale and Itter, both De Laune members.

Our next De Laune promotion will be the Fred Peachey open 25 on the 29<sup>th</sup> of July. This will be run by our own Val the Peach. This year we

have given Val extra prize money to attract faster riders and to give better prizes to the vets. I hope we are going in the right direction.

As most of our older De Laune officials are in the departure lounge of life (we cannot last for ever) we do need some of you younger guys to come forward and say “I want to organise a special cycle event” (as young did James King put forward the idea for the Junior stage race) You will be surprised with the help you will get.

Monday the 28<sup>th</sup> May. The wind blowing. The temperature in the 40's and raining. Life is hell for a marshal! The De Laune did its bit marshalling the Ingear junior Tour of Sussex. The De Laune was the main sponsor for this event. The Organiser Alan Denman did a good job considering the problems he had. On the first stage, the Time Trial had to be cancelled due to bad light. Other stages had to be cut short due to the weather.

At the prize presentation our President Roy gave out the prizes with our Treasurer, Don White in the background writing out cheques!! The Organiser said thank you for all



the support the De Laune gave. He also said the De Laune was one of the oldest clubs in the country. I had to laugh, as the front row was taken up by our guys (in De Laune jumpers) and the average age was about 70!

Unfortunately we did not have any riders. Final overall result was

- |                 |                   |
|-----------------|-------------------|
| 1. Andy Fenn    | Liverpool Murcury |
| 2. Luke Rowe    | Recycling.co.uk   |
| 3. Mark McNally | Liverpool Murcury |
| Team            | Liverpool Murcury |



For the full results go to [www.britishcycling.org.uk](http://www.britishcycling.org.uk)

The only comment I have is that if we sponsor the event again, the club name is more prominent on the vests. The weather did not help as most of the riders wore rain jackets and the vest were hidden.



Thank you Don and Beryl White, Brian Saxton, Roy Savery, Mike Peel, Dave Haggart, Bill Wright, Dave and James King for your help. Thanks Guys.

Kav.

*Photos by Kav*

***Podium for  
Sussex Junior  
Mark McNally  
(3rd),***

***Luke Rowe  
(2nd)***

***Roy Savery  
Andrew Fenn  
(1st).***



## Early Season Race Report – James Peckham

Well it is the end of the pro classics and the end of my first racing block of the season, time for the 'classics' report. March began with the remnants of Christmas still present round the waste, a new job and an extra year of age starting to get in the way.



Started with racing at Chertsey with a couple of very good handicaps, the second run off in appalling weather, finished mid bunch in both and even had a couple of digs – well it is basically flat ☺. This proved to be the highlight for March. My first race proper – the Spring Chicken – I was well placed in the sprint one moment then in a hedge the next! 3<sup>rd</sup> cat sprints are always eventful and the lad in front of me was switched on resulting in his front wheel taken out, his injuries where not helped when I T-boned him – broke his ribs. The spectators said it looked good as I catapulted myself down the road. Fortunately I landed on my head, destroying the brand new helmet, and bounced into a hedge – frame dinked and wheel bent, cuts and bruises but all OK.

This seemed to set a theme, next race next crash. The Betty Davies is a lumpy race that never finishes in a bunch sprint due to the 1km 15% finishing climb! Last year did well coming in 12<sup>th</sup> so I had high hopes. Trying my new tactic of saving energy as apposed to riding off the front every lap I was comfortably hidden in the bunch when some loon for no reason switched, and you guessed it, took the guys wheel in front of me out. Again I T-boned him and rode over his bike and catapulted myself down the road. This time not so great as we were coming down a 60kph descent at the time! Fortunately, because of the speed, the chap that first came off slide someway and I managed to scrub most of my speed off before impact, landed on the left buttock ouch!! and then someone clobbered my head, another helmet!!! Got back on and chased back to the bunch but then had to pull because



my back wheel decided to unravel itself, ever get the feeling its not your day☹.

By this stage I was getting nervous in the bunch and hit the Surrey league 3 day like an old woman. My basic tactic was suicidal attacks some way from the finish then, when the bunch catches me, sit-up and slid in at the back. Not a great tactic for winning races but at least I did not crash, of which there was a few. Finished with good form which I took into the Archer Junior race, no crashes yip-pee, seriously quick and very hard racing ensured that the finish was whittled to a small group. Managed 4<sup>th</sup> in the bunch 11<sup>th</sup> overall so best finish of the year thus far.



In to the final two races of the season the AW/Reading 3/4 Road Race and the Noel Jones RR 2/3 in mid Wales.

I made the mistake of continuing to ramp up training intensity in the week leading to the Reading Race. Lap 1 I got carried away and spent most of it on the front of the bunch – I slipped back to my old tactics – drifting back into the bunch towards the top of first climb for a rest. 200m further down the road a horse spooked by the bunch decided to join us. I was in the wrong half of the split . having been close to my maximum for 20min, not good! Chased back onto the front half, on my own (which was a little stupid as the 2<sup>nd</sup> half of the group was only 10sec back from me) and then promptly blew on the main climb! Note to self do not work on front unless in break! The Noel Jones was a more successful affair. A cat 2 100km race this is quite a target for the local Welsh Lads with 80 starters and a fairly lumpy course my aim was to finish in the bunch, last year I lasted until the last lap. After some delays the race got underway in a very aggressive manner which did not change for the next 3 hours. Well I came in around 40<sup>th</sup> at an impressive average speed of 37.8km/hr only 30 seconds down on the lead group of 20 – split happened early in race then the chase was on!

I will then take a couple of weeks off before building back up for the Red Bull. I will be riding, Cirencester CC RR, then the Wessex 3 day Cyclo sportive (along with a few from De Laune I have noticed on the start sheet), then Margam Park NPS to re-acquaint myself to a MTB before finishing off the prep with an Alpine

group of 20 – split happened early in race then the chase was on!

I will then take a couple of weeks off before building back up for the Red Bull. I will be riding, Cirencester CC RR, then the Wessex 3 day Cyclo sportive (along with a few from De Laune I have noticed on the start sheet), then Margam Park NPS to re-acquaint myself to a MTB before finishing off the prep with an Alpine Cyclo sportive with James Lett. This leaves a 2 week taper before the Red Bull. I will post a report on the next stage of the season then.

## **Training with Power – James Peckham**

Rather like buses I have managed to write two articles this month, missed the deadline last month. I suspect rather like my form this will probably be the peak for the season. Following on from my early season race diary I thought I would write an article on my experience on training with power. I changed jobs, again, late last year and now work as a consultant for one of the big 4. This dramatically reduced my training time now having to commute by train as apposed to ride my bike (well 200mile round trips are probably excessive). I had to re-think my approach if I was to have any chance of hanging in there this year. So in early March I took the plunge and bought a PowerTap hub for training & racing.

Training with Power is supposed to be the Holy Grail for training. After determining your personal levels an individual can tailor each ride objectives based on riding within power levels, not using heart rate. My first objective was to work out why I do not win. Well after 6 weeks I can conclude I am not fit enough! Putting the obvious to one side I have narrowed things down to specific zones of power which are areas if developed will make the difference between the front of a bunch and the back (where I have finished most of this year).

To set some ground rules for measurement purposes I have not gone for lab testing – never made a good guinea pig – I spent all my cash on the wheel. I have therefore collated the data from my training, racing and reading an excellent book on Power training. The reference points I am using are power outputs at 5 seconds, 1, 5 and 20 minute and 1 hour. I have normalised the power produced for set periods, which levels out power to reduce the impact of spikes and dips as road conditions change.

My weight over the period has fluctuated between 74.4kg and 75.8kg; I have used 75kg as the baseline. I have used the CyclingPeaks software to record and analyse the data sets.

Well what have I produced as a maximum in my first 6 weeks (all in races).

<b>Time</b>	<b>My Power</b>	<b>w/kg</b>	<b>vs. baseline data</b>
5 seconds	1025	15.3	Low 3 <sup>rd</sup> top 4 <sup>th</sup>
1 min	570	8	Low 3 <sup>rd</sup> top 4 <sup>th</sup>
5 min	389	5.2	Low 2 <sup>nd</sup> top 3 <sup>rd</sup>
20 min	322	4.3	Low 2 <sup>nd</sup> top 3 <sup>rd</sup>
1 hour	292	3.9	Low 2 <sup>nd</sup> top 3 <sup>rd</sup>

Well what does this tell you, well my top end is poor but my base is good. This does explain my results this year. I have comfortably finished all races, many of them I have been very active mid race in breaks of one form or another and the Surrey 3 day my base form improved over the period. However in the sprints I have drifted to the rear and been caught out by crashes in that mid pack nightmare. I have even finished in the main packs of E,1,2,3 races but again not near the front. If my brain could get round it time trailing should suit (to win I would need to produce 5w/kg for hour) – I may have to test the theory out just once!

.....  
1 \*Training and Racing with a Power' Meter H Allen & A Coogan

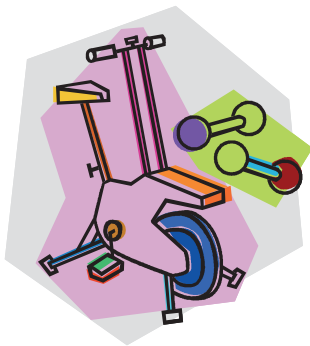
2 This indicates the Threshold which is 290 watts.

As if to prove the point I was at Palace recently and struggled all the way, lasting 20min in the bunch before dropping and rejoining once lapped to complete the race. Having raced just about every mid week crit circuit in the country I can say Palace is the toughest, it is a 1 hour interval session from hell! It is all 1 min efforts between corners or up the hill, no-one effort at 500 watts or more lasted greater than 1min. The difficulty I find is the sheer number of them, about 30 in very quick succession, each one on my personal limit. Incidentally that day I comfortably rode a total of 110km, the previous day I had ridden 120km at tempo averaging 3.1w/kg for near on 4 hours.

As with everything in life it is not quite as simple as more sprints in training. I have broken my right leg several times – don't ask. The most recent break was under surgery in 2002 to straighten it after knee and hip problems emerged. I have always 'felt' my right leg is weaker than my left and now I can prove it. It looks like my right produces between 10 & 20% less power for less time than my left. This is particularly noticeable during sprints and short bursts of power.

Now I know my strengths and weaknesses I am trying to change my programme of training. For each of my mid week rides I will have a specific objective. My aim is to maintain my base threshold levels and focus on the 1min anaerobic intensity. To do this I will be trying to include one interval session (Palace if I can make it). To work on my right leg I will ride set's at tempo focusing on pedal rotation and right leg usage, this will also work on my VO2 max. I will also ride more active rest rides, these are rides of 30min or more at less than 50% power. Work tends to get in the way of plans but if things go OK I will report at end of year if I have made progress.

In conclusion I think I can safely say training with power is the Holy Grail, it has transformed the way I think about my riding. To maintain smooth power levels I have to focus on pedal style, this will help focus effort on my right leg. Over the winter I will try and get into the gym a little more but for now big gear sprints will have to do. I will feel the real benefit until next year after a winter training specifically. When you race its on the limits so much your riding between tends to be at the lower end, so for me its going to be difficult to work on aerobic – Palace here I come☺.



## **SNIPPETS**

According to a report in the Metro newspaper, Researcher Dr. Rui Jiang of Columbia University Medical Centre New York claims that bacon butties may damage your lungs!

Regularly eating cured meats (bacon, ham etc) can damage your lungs in the same way as emphysema. Eating them just twice a week (14 times per month in the study, to be specific) almost doubles your chances of developing chronic obstructive pulmonary disease, a category that includes chronic bronchitis and emphysema.

The reason is that cured meats such as bacon, sausage, luncheon meats and cured hams are high in nitrites - added as a preservative, antimicrobial agent and colour fixative. They may cause lung damage, causing structural changes resembling emphysema according to Dr. Jiang.

(Previous studies also indicated that a diet rich in red and processed meats can cause stomach, pancreatic and bowel cancer.)

The Department of Health says no more than 12-14 portions of such meat should be eaten per week.

The Meat and Livestock Commission described Dr. Jiang's study as "potentially quite misleading" because it suggested that cured meats were the only source of nitrites. Then again, if that's the best defence they can come up with...

Cheers, Nigel

## **SPRING HOLIDAY WEEKEND**

**So the girls, Marie, Jo, Rasa and Jayne will all be heading out to compete in the Tour of Wessex this bank holiday - a 3 day event - with Ross as our chaperone! A full report will be written...**

**Jo has just won her age group in the Lanzarote IronMan and qualified for the World Champs she is absolutely flying on her bike at the moment - so congratulations and good luck in Hawaii.**

Shimano - the beginnings:

Older members who remained active in cycling during the 70s onwards may remember the arrival of the Shimano Crane rear derailleur in 1972, the fore-runner of the Dura-Ace groupset which appeared in early 1973. The only major pro team that used it in 1973 were Flandria for whom Walter Godefroot took the Ruta del Sol and 14 other victories that year. Shimano had to wait 25 years for for a Tour de France overall victory though - 1999, courtesy of a certain Lance Armstrong. I haven't researched this, but I think almost all victories from the 50s onwards were on Campagnolo gears - I know that Roger Pingeon's 1967 victory was on a Simplex Criterium equipped Peugeot machine but I can't think of any other non-Campag victories, the other dominant derailleur manufacturers of the period that I can remember being Huret and Zeus (a Spanish company who made kit that looked remarkably similar to Campag's but was cheaper). Interestingly, the Crane weighed 225 grams, only 45 grams more than the current Dura-Ace!

Nigel



**Max Dod's Memorial Run and BBQ this year will be  
held on Sunday the 5th August**

Arrive at our house around 9am if your bringing your bike, we usually leave around 9.30am.(the ride will be no more than 40 miles.) The more sedate will be doing their usual walk (stroll) leaving around 11am.

The BBQ will kick off around 1pm. don't forget bring your own food.  
We will provide drinks etc as usual.

Please let me know if you are coming or if you need further details.  
(how to get to Herne Bay)

Malcolm & Lyn Adams Tele 01227 373045

or e-mail [jazzymalc@aol.com](mailto:jazzymalc@aol.com)



# A DE LAUNE ABROAD

## Part 3

By Peter Jenn

Last month (April) I recall a lighthouse where a Russian Cruise liner sank, south of North Island, well this reminded me of another unusual event concerning a light house, this time south of South Island - still with me. This lighthouse built on a lonely rock called Stephens Is land in the tempestuous Foveaux Strait “ the lighthouse keeper’s cat kept bring him strange little birds the keeper sent some specimens to the Wellington Museum, the curator was very excited because the bird was a rare species of flightless Wren. The only example of a flightless perching bird anywhere, he set off at once but too late, the cat had killed them all,twelve stuffed specimens are all that remain.

I am now in the Cook Straits on a very large ferry which travels fast, even so the crossing takes over four hours, strong winds from the Tasman Sea on the starboard side. Very windy on deck, these straits can get very rough indeed it must have been very exciting on Capt. Cooks sailing ship all those years ago well not so long ago really - 400 years? Apparently the Maoris have been on the these island’s 1000 years, also a very short time in the history of the world. The islands the self are not very old, there are volcanic mountain ranges that are still being pushed up from the earths

Crust, looking towards the Tasman Sea I realise that if one went due west you would come to the island of Tasmania where I have a friend Joe Doran. How we met is quite interesting, cycling along the Cote d’Azur from Biot to Antibes I saw another rider pushing his bike< well naturally I stopped to see if I could help. Expecting him to speak French, I was surprised when he thank me in English saying he was from Oz, we soon had the puncture fixed and continued on together. He was on his way to the harbour master at Antibes, after concluding his business we chatted away as cyclist do and decided to meet later at 7pm on board his de-mast yacht at Lourent Du Var “Oh! By the way she’s called Sea Quiver he shouted as he rode away. I cooked a meal at 6pm rice and chilly put it in a saucepan and drove to Lourent, 5min. Eventually I found Sea Quiver she looked a sorry sight, there was a large hole aft starboard side and covered with plastic sheeting, no mast, tools rope, planks of wood and

other assorted debris. I was standing there with my saucepan wondering how to get aboard, when up popped Joe looking like Robinson Crusoe, bushy beard and brown as a berry placing a plank of wood at my feet he says "come aboard come downstairs" having negotiated the obstacle course with saucepan in hand I find myself in a very comfortable cabin red mahogany and blue seating, chart table and swinging stove. When I first saw Sea Quiver I never dreamt that one day I would sail her from Jean Cap Ferrat across Eze Bay, but that's another story. Right now I am approaching South Island NZ. Picton is at the end of a long forde dotted with numerous islands, very beautiful, a sight that you would remember all your life. Upon arrival I assemble my Bromton Bike- Bag on front and ride off in the direction of Blenheim I don't get very far when a woman's voice says "are you Peter Jenn" I'm Pauline Max's wife, Max and Derek are looking for you. I must explain,.

I rang Max from Wellington to say I was getting a ferry to South Island but never thought that they would meet me! That was very nice of them, plenty of room in the Volvo Estate (shipped out from England with the furniture). Max and Pauline had bought a very nice Edwardian house 1908 I'd call it a Colonial house very well built. I was given my own room, Max was eager to show me round the town so off we went Derek, Max and I. There are a large number of vintage cars in NZ I must have seen at least twenty the first day. We visited a tractor museum, amazing variety of tractors dating from the 1920's I was pleased to see a Massey Ferguson the same as the one I drove as a 10 year old at Havant, Hampshire.

Max then drove us to White's Bay and Robin Hood Bay, where I found a piece of coral which I put into a shoe box and posted it back to Dulwich, in the afternoon rode on the local cycle track with Derek, I helped him with his starts. He's quite quick off the mark for a 76 year old! Yes he is still racing in the World Masters. The next day more visitors arrived Barry and Marie from Alberta, Canada (with bikes) six for dinner, at which Max explains how he owes his life to a broken gear cable, I'll explain - one day his father was riding his bike through the c shop and a year later to the church! Sunday and Max lends me a racing bike and we meet the local club (Mulbough) at the railway station, the countryside when he came across a young woman cyclist stopped at the side of the road, he fixed the broken gear cable and they road on together to the tea

shop and a year later to the church! Sunday and Max lends me a racing bike and we meet the local club (Mulbough) at the railway station, the stations here look like they belong in the Wild West and so do the wooden houses, wide streets and all single storey, there is so much space here, no need to build upwards. The riders are fit and fast, we ride in pairs at 36kph. About 23 mph, on the big climb to Picton I stay with Derek and halfway up we turn round and go back to base. Back at the house Marie has cooked roast lamb and sweet potatoes, Derek cooks his special Westfield Tart. Monday we all go out for a slow ride we stop at Renwick for coffee, overheard at the coffee shop “see that mountain over there” yes “well there’s a cafe on the top, but you can go Up the flat way”! Up the flat way that’s a good one. Tuesday and I go out for a ride on my own. Very pleasant morning 7 am. Warm and sunny, I’m riding through Mulbough country, famous for it’s wines, some of the best wines in the world are grown here. I follow the Taylor river on the cycle path to Jackson Road and into Old Renwick Road, I stop outside some old iron gates, a woman begins opening the it’s 8.30 gates, a woman begins opening the it’s 8.30 and it’s the entrance to the Winery “ can I



come in” “it’s a bit early” but her smile say’s yes. Would you like a coffee, its a Spanish style house with beautiful gardens and a large chess game with five feet pieces. Coffee was served in a shady courtyard by Frances from Buckinghamshire: gate keeper, coffee maker and wine expert, after coffee I follow Francis for some serious wine tasting! Francis lines up twelve bottles in front of me, Sauvignon Blanc, Riesling, Pinot Noir, Gerwuztraminer, Pinot Gris, Unwooded Chardonnay, Merlot, Methode Trad N/Y, 9am what a way to start the day, I think I missed a couple, but who’s counting. I think I lost count after the Pinot Noir or was it the Pinot Gris - anyway the Sauvignon Blanc 05 was out of this world and so was I, Francis was waffling on about intense aromas and undertones, firm acidity and so not to be outdone I said “theres a complexity to the lingering finish - where’s the Gents” Francis laughed and replied “and when you set back I’ll help you fill in the order form! I

decided to send a case back to Dulwich “No charge for delivery” said Francis and added with a smile “do you realise the Merlot is hand plunged up to five times a day” “ I’m not surprised at £25 per bottle” I said what is she talking about? It was after dark when I got back, I followed the Taylor River a little to closely at times. Derek said I fell asleep in the lounge muttering something about a creamy palate displaying a ripe pear and what a lingering finish. I well I’ve been in Max’s house five days now, time I moved on. It was difficult saying good bye - nice people, bye for now remember always wear a helmet.

To be continued

## MEMBERSHIP

Firstly, we would like to welcome Janette Starsmeare, John’s wife, and their son Adam as members of the club. Adam, who was 12 on the 1<sup>st</sup> June, is our youngest member. Janette and Adam should both have been recorded as new members in last month’s DLN, but I’m afraid I missed the Editor’s deadline – thus the delay.

To bring us right up to date, we must also welcome Ricardo Bonegio, who was born in South Africa but has been living in London for the last 15 years with his wife, Niven and their baby daughter, Olivia. Although Ricardo and Niven started biking about three years ago, since the arrival of Olivia last summer their cycling activities have been somewhat restricted. Ricardo and family live in Streatham and he wanted to join a local club for social riding with the opportunity for some occasional racing.

Jamie Smalley has also joined us. Jamie lives quite near to Bill Wright in Newington Causeway. He is a personal trainer but is new to cycling and is interested mainly in road racing and possibly a few time trials. He got to hear about us through the London Sport magazine and thus the club website.

David Dulake has received a list of books for sale from a Mrs Ethel Brambleby, who lives at Fleet in Hampshire. These books cover all aspects of cycling. If anyone would like to receive a copy of the list, please get in touch with me by phone or e-mail. The reason Ethel is disposing of the books is partly because of her advancing years, but mainly because of failing eyesight.

I have received an e-mail from Monty Watkins in Australia thanking everyone for keeping the club going. Monty says that he still looks forward to receiving the DLN “which comes up perfectly on my computer”. He sends good luck to all members, “especially the racing fraternity and a special hello to my old friends Bill Miles, George Wood, Les Pyne and Tom Bewsey”

On a sad note, we have heard through Tom Bewsey that he recently attended the funeral of Denis Townsend, who died in May at the age of 90. Whilst I was chatting with Tom, he mentioned that Denis’ full name was Denis Francis Warspite Townsend. Apparently Denis’ father served aboard HMS Warspite in the First World War and named his son after the ship! Denis joined the club on the 13<sup>th</sup> February 1936 and was mainly a social member but never raced. He served with the RAF in the Second World War and, in fact, never returned to the club after the end of the war. Tom thought that probably the only people now with the club who would remember Denis would be Bill, George, Les and Monty.

Finally, all members should by now have received a copy of the new Rule Book produced by Mike Peel.

Brian Saxton

# DATES TO REMEMBER

## Diary Social/Club for 2007

Sunday	12.45	24-Jun	OMA Lunch	Brighton
Friday		2-Nov	Belgium Night	Blackheath Harriers
Sunday	10.30	18-Nov	Remembrance Service	Newnham

## Club & Inter-Club Events for 2007

Sunday	07.15	10-Jun	Mid-Summer 25	G25/53
Tuesday	18.00	19-Jun	Circuit Race	Cyrstal Palace
Thursda	19.00	21-Jun	Interclub 21 mls.	GS/311
Sunday	07.00	29-Jul	Fred Peachey 25	Chilham
Satur-day	07.30	18-Aug	OMA 10	Q10/20
Sunday	07.45	16-Sep	Autumn 25	G25/53
Satur-day	07.15	22-Sep	Interclub 10	Q10/19
Sunday	11.00	?- Sep	Down Hill	Tilburstow Hill
Sunday	11.00	14-Oct	Hill Climb	Titsey Hill Gh/31

**SEE MESSAGE BOARD to keep UP TO DATE**

**<http://mikepeel.proboards67.com>**

**CLOSING DATE FOR THE NEXT ISSUE 27th JUNE**

Anything for inclusion please send to:

41 Mayes Close

Warlingham

Surrey CR6 9LB

Produced by **Mark Ballamy**

Phone or Fax 01883 627809

E-mail [mark.ballamy@virgin.net](mailto:mark.ballamy@virgin.net)

Distributed by **Brian Saxton**