

# DE LAUNE NEWS

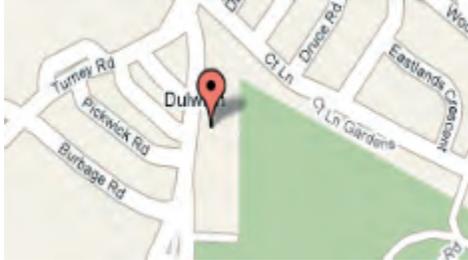


Club Nights and Committee Meetings

are being held in the

Crown and greyhound pub

situated in Dulwich Village  
73 Dulwich Village, London, SE21 7BJ. Tel: 020 8299 4976.



Free Parking in the surrounding roads and Bike parking at the front of the pub.

Meetings are at 8pm on the second Monday of each month, a chance to catch up with each other and find out what's happening in the De Laune.

DON'T FORGET THE  
AGM

THURSDAY 25th FEBRUARY @ 8pm  
BLACKHEATH HARRIERS CLUB ROOM

Is anyone interested in sporting a spiffy De Laune Gilet (see the link for details)? I always find Gilets so versatile and it's a shame to hide the club colours under a plain gilet.

Mel mentioned we need to find buyers for a majority of the minimum order size of 10 when ordering more specialised bits of clothing.

So far 3 people are interested in buying one, so we only need another 5 orders before Mel can send off the order. Approx price is GBP 38 which does not include the club subsidy (is it 20%)?

[http://www.myteangiordana.co.uk/base\\_garments/base\\_garments4.htm](http://www.myteangiordana.co.uk/base_garments/base_garments4.htm)

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



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**PRESIDENTS REPORT**

Hi everybody,

2010 is here, and what has it got in store for us. If you were John Geoghegan, who is in Oz, you would have the Tour Down Under. The GB Sky Team had its first win in the lead-up to the Tour in Oz. While they've had the sunshine down there, we have had the complete opposite. Quite a few Reliability Trials and Sportifs were cancelled, but it didn't stop the New Year's Day walk. About 16 Members turned up, and we had lunch afterwards in the Two Horseshoes in Knockholt, all organised by Kav – a great time was had by all.

On Tuesday 12<sup>th</sup> Jan, our Club night having been changed from the 11<sup>th</sup> because of weather conditions. Only the Londoners managed to battle through the snow, and I only made it by using Gina's ancient but trusty 4-wheel drive car – this type of car may be much maligned, but they certainly come up trumps under those conditions.

January is always a quiet month, so nothing more to report, but we look forward to seeing as many of you as possible at the AGM on Thursday the 25<sup>th</sup> February, at Blackheath Harriers Club Room.



Meanwhile, I'm off to do some training. See you all at the AGM.

Roy

Quote for the month:

*“Our greatest weakness lies in giving up. The most certain way to succeed is always to try one more time.”*

Thomas Edison, 1847-1931, Inventor and Entrepreneur



LANCE ARMSTRONG

Photo by John Geoghegan

## “KAY’S REPORT”

It is Thursday the 13<sup>th</sup> January and I am looking out of the window and saying, “is this snow ever going to stop” When you retire you should never look out of the window in the mornings. If you do you will have nothing to do in the afternoons.

I am thinking thank god I do not have to go out on the bike to get the early miles as I did in the old days. (As I have nothing to report I am going to waffle a bit!) I remember, when I first joined the club, it was in a January, and Alan Jackson said ‘As a club, let us ride the Bath and Back Reliability Trial and get some early miles in’. I, being a sprog, said ‘Yes, let’s ride the Bath and back’. Not knowing the distance, I came unstuck. By the time you rode to the start (I think it was Putney Bridge) and then rode to Bath and home you had done the best part of 250 miles in about 18 hours.

We were not tough in those days but a bit thick. Do you know what? The De Laune carried on the tradition to get the early miles in. It worked, as we would pick up team awards and places until the other clubs caught up with us about Easter time.

The first week in January with snow and ice on the ground I would say ‘Lets ride to Brighton and back and get the early miles in’. If I remember, correctly, a young sprog at the back (I think it was Alan Rowe) said ‘Yes let us ride to Brighton and back!’

At daybreak about twenty riders would meet at the Brixton town hall and set off to Brighton. By the time we got to the top of Brixton Hill we had lost a couple of riders due to lack of fitness or frostbite!

Going through Purley at a bit of a pace someone yelled that there was ice on the road and we all put our brakes on together, and together we all came down in slow motion. With no injuries we carried on.

The Brighton prime was contested and then a dash to the gentlemen’s

toilets on the sea front for a strip off wash in a couple of wash basins and a change of clothing. If I remember rightly, the water was always bloody cold.

The ride back was always into a northerly head wind and it took its toll. I can remember poor Brian Waller hanging on to a lamppost at Coulsdon saying 'Kav, I cannot go on, please leave me'.

It is now Tuesday the 26<sup>th</sup> January and I am still looking out of the window. The snow has gone but it is still very cold. I will have to go out this Sunday and give support to Cliff and Steve who are riding the Hell of the Ashdown. Brave men!

Kav.

I rode the Bath & Back twice once (1953) on a solo with a 66 inch fixed wheel, the second time (1954) on the front of a tandem again with a fixed and Charlie Carlton as stoker the start time was 4am and very dark at that time of the morning, we had not got very far and on the Colnbrook by-pass when suddenly there was a large dark object in the road which we hit this happen to be a horse. The new front wheel which we had fitted the day before was a right off our only option was to walk to Slough and make our way home, but luck was with us we noticed a car coming up the road with some bike wheels on the front - it stopped and lent us a wheel, so we made it to B & B. Ed.



Dear Mark Yes, I must plead guilty - it WAS me who tried to contact Brian Dacey at the Sydney Races, what a disappointment that we missed each other - John Geohegan (who was in Brisbane Qld) sent me an email to let me know that Brian was competing.

While on this email machine - many many thanks for the DLN which I get on Internet each month How I'd like to join you all at Newnham (of which I have fond memories) Also enjoyed seeing the picture of George Wood but how do you account for the fact that he looks so much older than when I last saw him - 1945 !! Kindest regards to all Club mates and have a good racing year in 2010.

Monty Watkins

From the Treasurers Desk see balance sheet attached

## Book Review - Cycling Anatomy

(ISBN-10: 0736075879 ISBN-13: 978-0736075879)

I was surprised to find this book, which was on my “to read” list, in the inventory of my local library so took advantage of the opportunity and borrowed it. I was impressed with the book, hence this review. I think it’s well worth taking a look at.

The author, Shannon Sovndal, was a team physician for the Garmin/Chipotle professional cycling team and also works at the General Center for Clinical Research at the University of Colorado. Previously he raced on the road in the U.S., winning the California/Nevada District Championship and other road races and criteriums.

The book’s full title is *Cycling Anatomy: Your Illustrated Guide for Cycling Strength, Speed, and Endurance*. This pretty much sums up what the book is about – it’s not just a dry academic treatise on physiology but aims to explain how the muscles are organized, how they relate to different aspects of cycling and help you use that to improve performance and minimize injuries.

The book features 74 cycling-oriented exercises, each with clear, step-by-step descriptions and full-colour anatomical illustrations highlighting the primary muscles in action. with illustrations of the active muscles involved in cornering, climbing, descending and sprinting etc, detailing just how the suggested exercises will improve cycling performance and minimize injuries. Alternative exercises are also suggested for variety, so that the muscles are kept challenged. Often the alternative exercises use a different mechanism – e.g. dumb-bells instead of free weights or gym weight machines. Resistance bands are also suggested as an alternative – particularly handy for people who travel a lot or don’t always have access to a gym, The alternative exercises offer the advantage that you could probably set up a home gym sufficient to cover the main exercises at fairly low cost. A stability ball features in some of the exercises and helps to mobilize accessory/supporting muscles by virtue of the instability introduced. As an example, reverse barbell curls are suggested for strengthening the forearms

## Health warning by Nigel

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On medical advice Garmin-Slipstream rider Blake Caldwell stepped down from the ProTour ranks to join the counterpart Felt-Hollowesko-Garmin Under 23 team in 2010. He is fighting to reverse Osteopenia, a form of osteoporosis discovered after a crash last April. Osteoporosis is defined by the World Health Organisation as a bone mineral density that is 2.5 standard deviations below peak bone mass, compared to an ideal average 25-year-old male. Osteopenia is considered to be its precursor, with a standard deviation set between -1 and -2.5 below peak bone mass. The disease is more common among women, but affects nearly two million US men.

Caldwell was based in Girona with Garmin-Slipstream when he broke his hip, in a training ride crash which he felt did not warrant a broken bone. A test revealed he had sub-par bone mineral density and if not treated this could result in more easily broken bones. It is hard to believe that a seemingly healthy 25-year-old male's bones could diminish to the point of crumbling during low impact but apparently the disease is more predominant amongst male and female cyclists than one would think. Caldwell sought several second opinions and found that a professional cyclist's lifestyle was a health risk for osteoporosis if adequate nutrition and weight bearing activities were not maintained. Cyclists, even males, lose bone density because it's a non-weight bearing sport, so it doesn't stimulate new bone growth. Other things like a pro cyclist's lifestyle contributes to decreasing bone mass faster because sitting around and then training six hours a day puts a lot of strain on the body and can affect bone growth. Also, while calorie intake is high to maintain energy balance it may not constitute an appropriately balanced nutritional regime, with adequate calcium intake - calcium loss is higher due to sweating.

Caldwell's broken hip is almost fully recovered; but reversing his bone mineral loss will take months or years. He has been riding for several months and now incorporates running and other weight-bearing activities into his training schedule regularly. He made minor changes to his diet and his doctors prescribed Forteo, a medication that stimulates bone growth.

Obviously this young pro rider had a specific problem, but osteoporosis becomes more prevalent with age so presumably lower training load levels would be necessary to provoke this problem for older and/or female riders. Obviously we should all try to learn from Blake Caldwell's experience, paying more attention to diet and making sure we do some weight-bearing exercise.

and grip (plus the biceps as a secondary aim). The practical application is that the targetted muscles come into play on long, technical, descents or bunny-hopping over obstacles in the road. Alternative exercises include reverse dumb-bell curls and reverse barbell curls standing on stability discs.

There's even an exercise for the sternocleidomastoid – might be important to some of you as that's the muscle you use when you look over your shoulder to see if you've managed to break away..! (Actually, talking about the sternocleidomastoid, don't let the latin terminology put you off – it needs to be there for reference purposes but the illustrations give you all the information you need to perform the exercises and to understand what they are doing.).

One final observation – while performing the exercises, the author recommends visualizing how they would translate to the cycling experience – e.g. when performing a barbell curl, visualize pulling up the bars while pushing down on the pedals when climbing out of the saddle. Also, position hands shoulder-width apart on the bar to mimic the cycling position. (Cycling Anatomy is published in the U.S. but is available from Amazon.co.uk.)



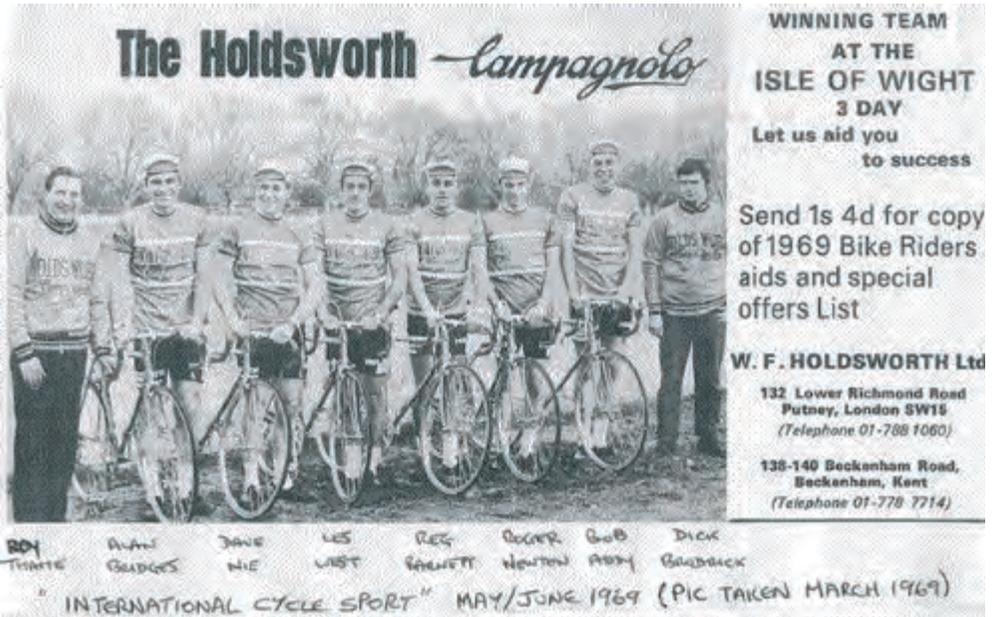
AND NOW AN INVITATION  
THE DE LAUNE CLUBRUN  
SUNDAY 14th FEBRUARY  
VENUE OBRIS FARM WESTERHAM  
11am to 2pm  
STARTING AT WEST WICKHAM LEISURE CENTRE 10am  
(see page 15 for map Ed).

Finding Obriss Farm:

- From the M25, follow the A25 and then turn off at Westerham, following signs for Chartwell and then going slightly further on.

WORD SEARCH - FIND THE MEMBERS NAMES  
RESULT

THE PEACHEY'S	55	First Home
MALCOLM ADAMS	55	Dropped off the Peachey's back wheel 10 days ago
		<i>These they did not find so have another look</i>
THE ROWE'S	54	NIGEL SCALES
LEN BROWN	53	NIGEL SCALES, JON ARCHDEACON
ALAN CONSTABLE	52	LES PYNN, GEOFF SINNETT, WILLIAM MILES
		Alan also found Len Nugret - Rex Scaw & Sara Borne are these paid up members of the Club???????
JOHN KAVANAGH	1	His own name



Reg Barnett 5th from left a then member of the De Laune

## NEWS from our man in OZ

Eileen and I have just had 12 days in Adelaide where we met up with Dot Fuller and Suzanne and Mike Ridding and watched to Tour down Under. It was great.

On the Saturday we watched a 30 lap/50k criterium which is just a warm up for the race but was fast and furious. Lance broke away for about 6 laps with Pereiro so there was the sight of 2 Tour de France winners together, it had the crowd going mad but it all ended in a sprint with the Sky team looking magnificent leading out and eventually getting 1st and 2nd with Greg Henderson and Chris Sutton. One a New Zealander and one an Australian. The 'photo of Robbie McKewen was taken after the criterium and he was just riding off back to his hotel. Some of the riders had their wrists slapped for warming up without crash hats as it is mandatory to wear them in Oz even if you are just popping down to the shops on your bike! On the Friday before the race Eileen and I walked into Glenelg where there are a couple of cafes frequented by cyclists and I photographed the Garmin team 1st. In the 'photo is Matt White the manager, Matt Wilson and Jack Bobridge who is currently world under 23 time trial champion, watch for his name in the future.

I had a chat to the Milram boys and the guy wearing the sunglasses is Luke Roberts, he was Olympic gold medalist in Athens in the team pursuit in a world record and has twice been world team pursuit champion.



He eventually finished 4th in the TDU. Although a local from Adelaide he currently lives near Cologne with his wife, the Milram being a mainly German team. The guy sitting 2 from the right of Luke is finished as as King of the mountains, his name is Thomas Rohregger. They were all quite happy to chat to me.

On the Monday we went to the Hilton where most of the riders were staying, had coffees and a light lunch and watched people coming and going. We spoke to Sean Yates who Dot has known for many years. I spoke to Shane Sutton an Oz who I remember seeing win the Milk Race/Tour of Britain many years ago plus Dave Brailsford who was the Great Britain team manager and is now Sky.(I think). I also chatted to Russell Downing, he said he finished almost last on the Saturday as he had done his bit in the lead out train for Sky and then swung off, last year he won the Tour of Ireland which just shows the team spirit in Sky.

Also saw people like George Hincapie and Stuart O'Grady etc. but no sign of Lance, he flew in in his private jet but I don't know if he was staying in the Hilton or not. We watched 4 stages of the race including the very hilly stage on the Saturday and that is where I got chatting to Graham Baxter, I'm sure a number of club members will know of Graham Baxter tours and would have gone to Europe to see some of the classics or 6 day races. He has sold his business and now lives in Murcia with his Spanish wife and his 2 sons who are in the 'photo. Note you veteran racers that he is wearing the Vets champion road race jersey which he won in 2008.



That day Suzanne and Mike and friends rode out and the 'photo is of Suzanne climbing the big hill with her friend Ann-Marie, in the background are Dot and Eileen, it is a 3K climb. Cadel made a big attack and at one point could have won the race but the Columbia team of Greipel were not going to allow that.

Some of the trams that run from Adelaide City to Glenelg on the beach have some 'photos of the riders all over the sides, imagine that happening on the Croydon trams.



Just thought I would chuck in a 'photo of Dot and Eileen with a pelican, the pelican is the one on the right.

I have to say that the snow did look very "pretty" on the news, I hope it's all gone by now.

Wishing you all a Happy Healthy and Prosperous New Year and safe cycling.

*John Geoghegan*

There are more photos from John which I will hold over till next month, Ed.

WE HAVE A 24 INCH BARNARD ROAD PATH FRAME WITH TRACK ENDS MADE OF TRUSTY 531 TUBING (NO TRANSFERS BUT 27.2 SEAT TUBE ) THIS IS ANOTHER PROJECT THAT WOULD MAKE A CRACKING SPECIAL OR USE AS IS BUT TIME AND SPACE DON'T ALLOW !!!!!

I NOW HAVE A SMALL HISTORY FILE ABOUT P BARNARD AND SON WHOSE SHOP CLOSED IN 1960 AND WERE IN STATION ROAD BRIXTON , ALL BIKES WERE BESPOKE MADE TO MEASURE JOBS AND MUCH USED BY THE OLD KENT CYCLING CLUB . THIS INFO WILL BE PASSED ON TO THE WINNING BIDDER

IT WAS HANGING UP FOR YEARS AND ALTHOUGH I CANT BE SURE THE LUG WORK COULD BE FILED NERVEX , (i have added a picture of the bottom bracket if this helps)

FRAME NUMBER IS 2046 .... DROP OUTS ARE 102 FRONT AND 110mm REAR

I AM WAITING FOR SOME INFO (SEE ABOVE ) ON THIS MAKE AS I HAVEN'T SEEN IT BEFORE BUT THE QUALITY IS THERE AND WITH CHROMED FORKS AND REAR ENDS IT MUST HAVE LOOKED WELL WHEN NEW WITH POLYCHROMATIC PAINT AND CONTRASTING SEAT TUBE , THE FRAME IS STRAIGHT AND TRUE AND HAS THE DOWN TUBE TRANSFERS BUT NO HEAD BADGE OR TRANSFER ???

CONDITION OF THE CHROME IS POOR AND THE PAINT IS SCRATCHED BUT IT IS STILL A PRETTY THING AND THE TRACK ENDS ARE VERY STYLISH

THE BAYLISS WILEY BOTTOM BRACKET HAS BEEN RE GREASED AND ADJUSTED AND THE ALATET HEADSET ALSO

SEAT POST IS ALLOY AND FREE TO MOVE WITH A LACE UP MANSFIELD SADDLE THAT HAS RESPONDED WELL TO TREATMENT AND READY TO USE AGAIN

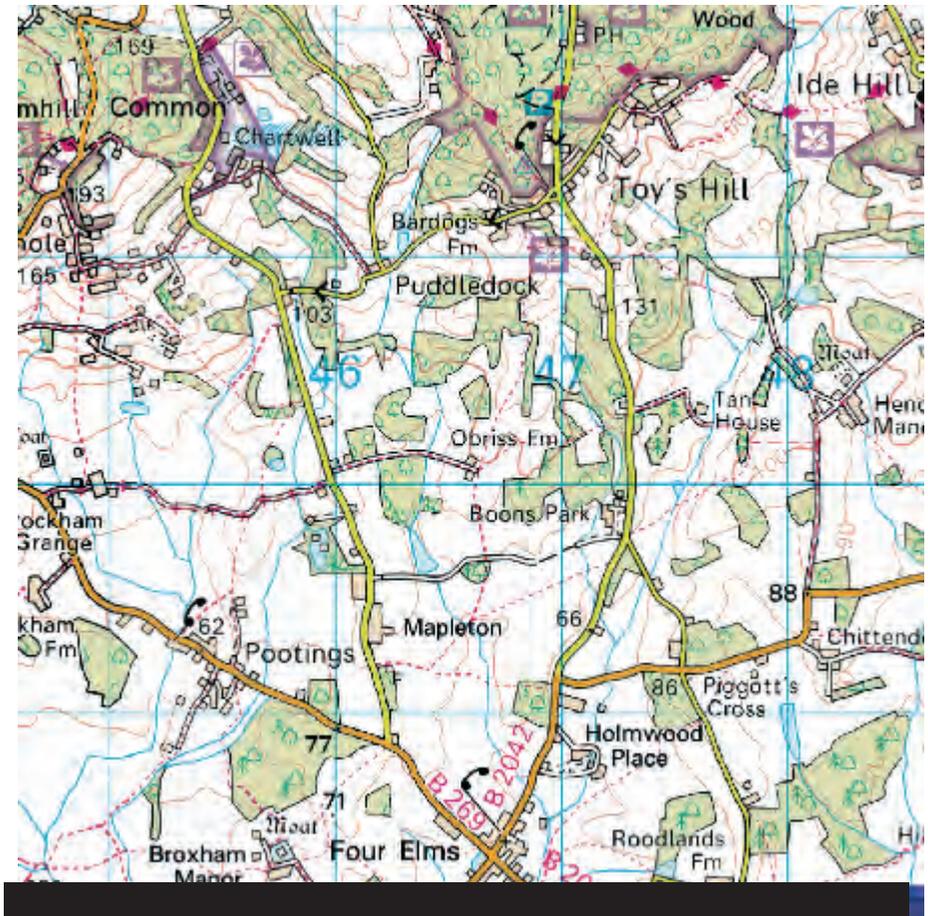
AS A ROAD PATH MODEL THIS FRAME HAS THE MUDGUARD STAYS AND IS DRILLED FOR BRAKES SO WOULD MAKE A FIXER PROJECT IF DESIRED

SO HERE WE HAVE A RARE STYLISH LIGHTWEIGHT LONDON MADE FRAME READY FOR THAT WINTER REBUILD ONCE THE EFFECTS OF THE TURKEY HAVE WORN OFF !!!!!



*I saw this BARNARD frame on e-bay starting bid was £150 so if any of our members still have one you could make 1000% interest on your investment,Ed.*

## OBRISS FARM



## Diary Social/Club for 2010

Thurs-	25 February	Annual General Meeting at Blackheath Harriers HQ	20:00
Sunday	20? June	Mid-Summer Club run & Picnic in Richmond Park	John Kavhagh
Sunday	27? June	OMA Lunch - Brighton	12:45
Sunday	25 July	Max Dods Memorial B-B-Q at Herne Bay	9:00
Sunday	? November	Club run to the Down Hill	10:00
Sunday	21 November	Newnham Remembrance Service	10:30
Sunday	12 December	Richmond Park Christmas Social Ride	09:00

## Club & Inter-Club Events for 2010

Sunday	11 April	SERRL - Road Race	Brenchley	
Sunday	16 May	06:30 Spring 25 & the Club	Chilham	Q25/8
Sunday	16 May	10:00 Ken Fuller Memorial Road	Bletchingly	
Sunday	? May	13:30 Club Track Championships	Herne Hill	
Tuesday	? June	18:30 Circuit Race	Crystal Palace	
Saturday	24 July	07:30 Open '10' TT	Harrietsham	Q10/22
Sunday	1 August	06:30 Fred Peachey 25	Chilham	Q25/8
Sunday	8 August	06:30 Mid-Summer 25	Chilham	Q25/8
Saturday	14 August	07:30 OMA 10	Harrietsham	Q10/22
Sunday	26 Septem-	06:30 Autumn 25	Chilham	Q25/8
Sunday	17 October	11:00 Hill Climb	Titsey Hill	GH/31
Sunday	24 October	KCA Reliability Trial	Details awaited - Phone 01622 726959	
Sunday	? November	12:00 Down Hill	Tilburstow Hill	

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

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

**CLOSING DATE FOR THE NEXT ISSUE 24th FEBRUARY**

Anything for inclusion please send to:

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