

# DE LAUNE NEWS



**IT WAS ALL SMILES AT THE START of  
THE WESSEX 3 DAY EVENT**

## “HOW ABOUT A CUPPA”

Just thought I'd let you know, if you haven't already visited, that we north Londoners have recently been blessed with not one, but two fabulous places for coffee, cycling and cakes. First up is the exquisite Rapha cycle café – unfortunately only around until late July I'm told:

“A combination of gallery, shop and café, the Cycle Club is a meeting place and hub for road riders. Unlike most ‘pop up’ stores, the Rapha Cycle Club will be more than just a retail space. With live screenings of road races and a full calendar of exhibitions and events, the Rapha Cycle Club will be a home for the sport and culture of road racing. This is the ultimate Rapha experience.”

<http://www.rapha.cc/cycle-club>

And a little further east, and a little way up Old Street it's ‘look mum no hands!’, a café-bar-workshop

<http://www.lookmumnohands.com/>

Well worth the trip across the river!

Very best wishes,

Chris Gordon-Coker

[chris.gordon-coker@debeersgroup.com](mailto:chris.gordon-coker@debeersgroup.com)

\* \* \* \* \*

From description of stage 5, Tour de Suisse 2010:

"The bunch eased dramatically after two riders crashed with 30km to go. One Omega Pharma rider went off the road with a long skid, somehow standing up with his brakes locked. He rode into the crowd, which fortunately seemed to soften his blow."

- I'm not sure the crowd would necessarily agree with the use of the term "fortunately"... **Nigel**

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

1889 DE LAUNE 2010  
CYCLING CLUB

## PRESIDENTS REPORT

### PRESIDENT

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Well by the time you read this we will be in July and looking forward to watching the Tour de France and hopefully our summer will be here and those North easterly winds will have abated. The Brighton bash will have gone and the next social will be the Max Dod's Memorial ride and BBQ on the 25th of this month, hope to see lots of you in Herne Bay on that day.

The club was well represented at Les Pyne's funeral (Alan has written a short piece elsewhere) I did not know how talented Les was, as painting and glass engraving were his hobbies and in the living room of Tibb's and his house are 2 fine examples, a picture painted from memory of Newnham showing the church and the George pub also a glass engraved plaque depicting Invicta, the horse which is the symbol of Kent

At last Bert Collins has been presented with his 50 year membership engraved whiskey tumbler. It is a special one though as it has travelled thousands of miles in Stack's van over the last 4 years. I have Mr Geoghegan's tumbler in safe keeping. I'll bring it out to you if the club pays for my flight John! Maybe Vice President Dot can find room in her luggage on her next visit and present it to you.

At this point I would like to thank Arthur How for his

kind words in last months DLN, hope you are keeping well, Arthur. Have you still got your tandem?

I must explain the machine I am purported to have been using to train on. (photo last DLN' by courtesy of Mr A.G.Rowe). The Zimmer is a 'trophy' presented on attaining the age of 70, to be held until the next of our local group in the Thanet area attains septuagenarian status. An extra cycle accessory is added on each exchange, I am contemplating placing a wheel in the centre for more stability for the next recipient.

A brief racing update, Alan Rowe and Chris Cowlard rode the V.T.T.A (Kent) '30' mile TT and Alan did 1.20.48 to Chris' 1.20.47. How close can you get! This is a club vets. record for Alan, who a couple of weeks later did 23.51 in the 1<sup>st</sup> VC Elan event, another record, well done Alan. Congratulations also to Sarah who has reduced her age 40 record, for 25 miles, to 1.08.43. Jon, Sarah and I rode the Gravesend CC event on Saturday 19<sup>th</sup>, cold and windy, so slow times. (details are elsewhere, I hope!) We had a field day Jon was 3<sup>rd</sup> on scratch, Sarah was 1<sup>st</sup> Lady and I was 1<sup>st</sup> Vet on age std. So we're in the money! Ian unfortunately had mechanical problems and did not start.

Val and Tony have spent many hours ploughing through 120 years of the clubs documentation and have produced a A5 booklet (DLN size) containing a complete record of all the clubs officials, Secretaries, Treasurers etc. plus all the club record holders. At present it is in draft form and Mark is going to produce the final booklet which will be available by the Belgium Night to those who would like a copy. This was a monumental task and our thanks to Val and Tony for taking it on.



## “KAY’S REPORT”

If you remember, I took the club run to France last month to a place called Ardres. We had a great time. I did say I was leading a group from the San Fairy Ann CC in June to France and De Laune members would be welcome.

Last Saturday, 26th June, I had a list of 30 SFA riders who turned up at Dover docks to take the trip. The problem was that the names on the list did not correspond to the people who turned up.

When 30 riders turn up at the P&O desk to book in, the office staff think ‘God what have we got here?’ One of the staff said ‘Give them the handle bar tags and get rid of them’. They did not want to look at passports they just wanted to get rid of us. When we got to passport control they also took one look at us and waved us through.

Thank goodness they did not count us as both Steve Valentine and Kenny Legge turned up so I had one more than I should have had. Ken had a free trip but the problem was how do we get Kenny back into the country? His name was not on the list and he had no ticket!

Do you know what? The same thing happened on the way back. When 30 riders, sorry 31 riders, turn up at the kiosk and you have, say, 15 cars behind you also waiting to go through, they just want to get rid of you.

We had one guy who had come off his bike and was bleeding from a lump on his head and that helped to get us through to the first aid office. One lady in our group, in her rush to get past, went straight through the barrier and snapped it off. Well you know what cyclist are like.

The next day we had the Richmond Park club run and picnic. I thought that as most of the guys were racing or on holiday that I would be the only one to turn up! A big thank you to Jon and Sarah Archdeacon, Nigel Scales, Peter Jenn, and Simon Lowe, who made the ride. Simon, unfortunately, had his expensive bikes stolen from his garage that week but like a true cyclist he went out and bought another bike straight away. I wonder if he has told his wife about it?

.The ride around the park consists of three seven mile laps including a couple of lumps. The first year I lasted half a lap before I got shot off the back; the second year I lasted one lap, and this year I lasted one and a half laps. I have worked it out that as I am improving I should crack it by the time I am 80.  
Kav.

P.S. As Kenny Legge did not turn up for the ride I wonder if he did get back into the country?

### Clothing Secretary

Mal Pires, our Clothing Secretary, has indicated that he would like to stand down from the position if someone was willing to take it on since the effort he is having to put in to establishing his business doesn't allow much time for anything else and he was concerned that he wouldn't be able to provide the level of service to members that he thought was appropriate. Tony Peachey has kindly agreed to step into the role and, given the need for the Clothing Secretary and the Treasurer to liaise over orders, him being married to our Treasurer, Val Peachey will obviously be helpful! Thanks Tony! Many of you will be aware of the significant effort Mal Pires, our Clothing Secretary put in to the effort to change the design of the De Laune racing kit for the 2010 season, sourcing potential suppliers, getting samples of their work to assess quality and organising the finer points of the design and the initial order itself. On behalf of the Committee and the membership in general, I should like to formally thank Mal for the effort he put in on that project in particular and on the subsequent clothing-related activities, including the currently-in-progress order.

NIGEL

## De Laune News

A large number renew their membership for old time sake although seldom attend any of the Club functions and rely on the DLN to keep them in touch.

The arbitrary decision not to send paper copies to those who have an e-mail address is it is feared a retrograde step. A request to be posted can, of course, still be made but human nature as it is many will reluctantly accept the situation and look at our website although not bothering to download. As time goes by many will forget the issue date and interest will gradually wane. Unfortunately it is not the same reminder as a monthly copy dropping through the letterbox which in many cases is shared with others in the family.

Production and posting the DLN is costly but this is the main source of communicating news to all members and not just those who are active. By all means encourage those who are happy to look at our website but the impression should not be given that this is now taken for granted. The subsidy enjoyed from investment income has now fallen and if economies cannot be found in other ways then an increase in subs may have to be considered. This has not happened for several years and facilities available are good value.

Other than receiving the DLN those on the fringe take nothing else out of the Club. Dare it be said in such cases, why bother to pay subs if the odd snippet of news can always be found on the web. Just a thought.

Don White



WHAT'S IT TO BE  
THIS or THIS





**THEY TELL ME YOU ARE A RUNNER MIKE WELL  
LETS SEE HOW YOU RUN NOW**



**MIKE MADE IT BACK FROM ALASKA WITH ONLY  
A FEW SCRATCHES**

CORRECTION part of the text on page 10 last month was lost behind the photo, so here it is again:-

I tried to send you an email but I take so long to get the spelling right by the time I want to sent it I'm off line so it's a manual job.

I am doing quite well speech is OK spelling is proving difficult, but I can do 40 -50 miles a week On my bike if I've got time.

I want to wish all the members A .VERY HAPPY NEW AND PROSPEROUS  
NEW YEAR



## *Les Pyne*

On behalf of our family, Tibb, Anita, Jenny and myself we would like to thank the De Laune members for their beautiful rosette and flowers which were sent to dad's funeral.

Dad had a nice send off and it was great to see the De Laune members that turned out from his beloved club. I had a good chat with Malcolm Adams and Alan Rowe.

We were pleased to see Bill Miles, Beryl Williams, Eddie Starsmere, Don and Beryl White, Bert Collins, Geoff Sinnet, Brian Saxon, Brian Shambrook and John Kavanagh we would like to thank them all for coming.

I have attached some photos. (These can be seen on the Clubs web site, Ed)  
Best regards Nick.



Les had a good send off with of course all his family right down to great Grand children. The Club was represented by 12 members including Bill Miles, Don & Beryl White, Geoff Sinnet, Brian Shambrook, John Kavanagh, Bert Collins, Brian Saxton, Eddie Starsmere, Alan Rowe, and naturally our president Malcolm Adams. Malcolm & I went back to the house where Tibbs had prepared a wonderful spread for everyone, and we were all very convivial reminiscing. we then said our farewells and left at 7:00pm.

Attached are a few photos of our group. Also included is a belated presentation of Bert receiving his 50th. year tumbler From our President.

*Alan G. Rowe*

## CLOTHING OFFICER

Due to pressures of starting up his own business Mal Pires has found it necessary to relinquish his post as Clothing Officer.

There being no rush of takers at the last committee meeting to build on the good work put in by Mal I volunteered to take on the job until at least the AGM next year when the role will be up for re-election.

I have only just collected the stock from Mal so need some time to get a working system in place – so bear with me for a week or two. As soon as I have an inventory of the current stock – old and new – I will publish details in the DLN. It was decided at the committee meeting in October to sell off, at heavily discounted prices, any old kit bearing advertising, a list of these items will also be identified in order that they can be made available for purchase to all club members. Clearly this kit is ideal for training and riding in club events but will not be appropriate to wear in open events.

Tony Peachey

Fed up getting dropped on club-runs? Not happy with your 25-mile time? Can't afford EPO, CERA, blood-doping, genetic manipulation etc? Fear not, apparently the solution is at hand - as long as you have the loot, connections and necessary lack of moral and ethical scruples (except where the club-runs are concerned maybe...).

The *L'Avenir* newspaper recently published a story about 'invisible motors' that could be hidden within a bike frame to help to power a bike along. *L'Avenir* gave an example of a mechanism that is currently available in the market, called the Gruber Assist. The motor is inserted down a standard 31.6mm seat tube and connects to a standard bottom bracket axle via a bevel gear unit. It is practically invisible, although the model displayed on its website has an external on/off switch plus a battery pack that is mounted in a saddle bag. The total weight of all of the components is 1900 grams, and can provide 200 watts of power for 45 minutes (maximum load) - or of course less for longer. Looking at the spec, it seems the standard Gruber Assist needs a steel or alu frame (they are working on one for carbon frames), Shimano Hollowtech II axle, and 57cm from centre of crank to saddle height, within provided Truvativ XR double clamp seat post, which probably doesn't pose any limitation on rider size. Obviously there may be other models out there.

Modifications of this or other such devices could presumably limit the external signs of the motor, as a saddle bag would obviously be unusual in pro racing. It suggested that a rider could utilise such a setup to save energy in the first five hours of racing, then change to a standard bike and ride the finale with an unassisted machine. The resulting energy saving

## DID YOU KNOW.

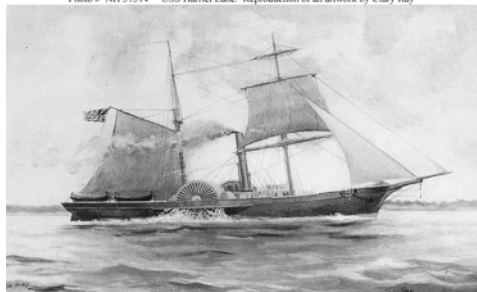
### Cont. Faunce Family in Rochester

Thomas (3), as I previously mentioned was Mayor of Rochester (1635) It was mentioned in 'Burke' that he joined the Pilgrim Fathers at New Plymouth in 1640. This was very unlikely and it is more probable that another Thomas Faunce, son of a John Faunce of Essex was a more likely candidate (researched by a James Freer Faunce when trying to determine his own lineage) Whilst the Faunces certainly went to America, now amounting to hundreds of families (my information shows 350 some 15 – 20 years ago) it is those of the Essex family and at present there is no link to our Kentish family.

One particular Faunce won a place in American history for during the Civil War. Captain John Faunce, US Navy, was commanding a vessel, the revenue cutter 'Harriet Lane'. This vessel was credited with firing the first naval shot in the Civil War in 1861, as a warning, across the bow of the Confederate steamer 'Nashville' as it tried to enter Charleston.

I have digressed, Thomas (3) had three sons, Thomas (4), Robert and Bonham. Thomas (4) is the direct line to our founder, he was a JP of Rochester and he had two children, Yes! Thomas( 5) and a daughter. They lived in St Margaret's Rochester. Next month I will continue with Thomas 4's brother Robert who deserves more than a passing mention, for this was the time of the English Civil War and Robert was a Cavalier.

Photo # NH 57514 USS Harriet Lane. Reproduction of an artwork by Clary Ray



## RACING RESULTS

### Kent VTTA 30 - 30 May 2010

1	Kevin Tye	Data Team Allstars	01:04:29	+19.35
19	Chris Cowland	De Laune CC	01:20:47	+8.27
20	Alan Rowe	De Laune CC	01:20:48	+18.56
	Tony Peachey	De Laune CC	DNF	

### VC Elan 10 - 3rd June 2010

1	Kevin Tye	Data Team All Stars	00:19:50	VET	7.17
37	Alan Rowe	De Laune Cycling Club	00:23:51	VET	8.39
68	Tony Peachy	De Laune Cycling Club	00:31:21	VET	1.41
-	Roy Savery	De Laune Cycling Club		VET	DNS
-	Malcolm Adams	De Laune Cycling Club		VET	DNS

### KCA 50 - 6 June 2010

1	Kevin Tye	Data Team Allstars	01:46:42
29	Chris Cowland	De Laune CC	02:16:13

### VC Elan 10 - 10 June

			LTS	Vet St	Finish
1	Pete Tadros	In Gear	SNR	19.23	20.28
29	Alan Rowe	De Laune CC	VET	22.58	32.30
42	Malcolm Adams	De Laune CC	VET	25.22	32.30
					27.09

### VC Elan Vet Standard League Table

			Race 1	Race 2	Total
Equal 1	Alan Rowe	De Laune CC	100	98	198
Equal 1	Reg Smith	DCB Kent	99	99	198

### Richmond Park TT (Women) - 13 June 2010

The course is a non standard distance course measuring 10.4miles, run entirely within Richmond Park. It is an undulating "sporting type" course on a good road surface suitable for disc wheels.

1	Elise Sherwell	Pearson Cycles	00:27:03
14	Sarah Archdeacon	De Laune CC	00:31:23

### Richmond Park TT (Men)

1	Jerone Walters	Sigma Sport	00:22:57
7	Jon Archdeacon	De Laune CC	00:24:47

### GS Invicta 25 - 13 June 2010

1	David Wheeler	In Gear QuickVit T'sharp RT	00:53:39
35	David Haggart	De Laune CC	01:04:00

### Gravesend 10 - 19 June

1st	£35	Carl Chapman	GS Invicta	22:47
2nd	£25	Tim Bayley	Arctic Premier RT	22:56
3rd	£20	Jon Archdeacon	DeLaune CC	23:15
1st Lady	£35	Sarah Archdeacon	DeLaune CC	28:47
19	£25	Malcolm Adams	DeLaune CC	27:54 04:36

I thought we had a chance for the team award. Had Ian started a 23.09 from him would have clinched it (never been in a winning team in an open event - got one in a 2nd class event back in the 60's). Malcolm

### Farnborough & Camberly 10 - 19 June

1			
?	Mark Wadley	De Laune	??????

### Farnham RC 25 - 20 June

1	Martin Williamson	London Dynamo	00:54:44
?	Dave Haggart	De Laune CC	???????

### VTTA Kent (All Ages) 50 Mile Time Trial Help Needed

The VTTA Kent (All Ages) 50 Mile Time Trial takes place on Sunday 25<sup>th</sup> July using the Q50/11 (Ivychurch – Brenzett - Brookland – Lydd – Brenzett) course. Entries for the event are welcome but the organiser also needs some help marshalling, pushing off, etc.

Contact Mark Gldney: [markgidney2002@hotmail.com](mailto:markgidney2002@hotmail.com)

## FROM THE TREASURERS DESK



Over the last couple of months you may have noticed some articles appearing in these pages outlining some snippets of information and life during the early years of the club. These articles are not meant to reflect a definitive history just a flavour of club life, together with the priorities and running of the club over the decades. I am gradually ploughing through the minutes and DLN reports so that a short article appears for a few months to come.

I have also taken the opportunity to create a record book listing all major officers and time trial and track records established over our first 120 years. Hopefully Malc Adams, your President, will have outlined this publication earlier.

What I have noticed however is that we have about 30 years of DLN's which need binding. This was discussed at our last meeting but because of the anticipated cost involved it was decided to look into purchasing some archive boxes instead. Clearly this will also involve expenditure, but hopefully a little less than binding. At the moment this 30 years of DLN publications are stored in manila envelopes which does not offer a great deal of protection. It would seem a shame if they deteriorated in the manner of the very early minutes of 1889-1900.

A busy time is approaching with the promotion of our two Open time trials looming, together with the joint club morning promotion with the Thanet, Rye & Dist and Ashford cycling clubs. The two open promoters of Jon Archdeacon and Ian Silvester will be chasing you for help and of course hoping we have a good turn out of riders to fly the flag. Claire will also have a whip and catching net for help and riders in the next club event on 8<sup>th</sup> August – we only had 4 riders last time, surely we can muster up more than that for the championship and novices 25. These promoters work hard to put these events on so give them your support.

Val the Peach



## Fixed-Gear

### Nigel Scales

Fixed-gear use generates strong opinions for and against but it's generally accepted that riding fixed-gear promotes development of an efficient pedalling style and trains the muscles to operate at high cadences which allows you to transfer the load from an intense effort to your cardiovascular system while sparing your legs. People can be, however, put off by costs and intimidated by the real and imagined difficulty of riding fixed-gear. The following products might be useful in encouraging some members to consider fixed-gear for road use. (The information below is provided for information only and is not intended as a recommendation or endorsement for the products.)

A2Z have released a single-speed conversion set to switch a Campag 9 and 10-speed cassette for a single cog. £14.95 from Windwave dealers.  
( [www.windweave.co.uk](http://www.windweave.co.uk) )

S3X 3-speed fixed-wheel hub gives ratios of 1:1, 0.75 and 0.625 (e.g. a gearing that gave 72" would also give 54" and 45"). Gear-changing is via a bar-end control – you move the lever, back off the pedalling pressure and the hub changes gear. You can also change when stationary (handy for quick starts at traffic lights). Apparently there is a little play in the hub when you're struggling to keep up with the cadence or put slight back-pressure on to change gear but it's necessary for the changer to function.

Affix Free/Fix hub allows you to have the benefit of the regular fixed/freewheel hub without having to remove the rear wheel to change between fixed and freewheel mode (though you do have to stop the bike). The most obvious uses are for less-confident fixed-gear users, allowing them to switch to freewheel mode for sections of their ride where they are not comfortable on fixed – long/steep downhills, heavy traffic, stop-start sections etc. Even more experienced riders might welcome the ability to easily go to freewheel mode for long downhills when they're not in the mood to work on their cadence...!

The switch is effected by pushing and turning a large ring (about the size of

a disc rotor) on the hub, fitted outside the sprocket. The ring is away from the sprocket and chain so stays (relatively) clean. The hub is lightweight aluminium, with sealed bearings, hollow axle and spacers to fit 120mm, 130mm and 135mm drop-outs. It is currently only available with 14T or 15T sprockets. The hub (32 spoke) with clutch and disc switch mechanism weighs in at 570grams, however although a typical regular fixed/freewheel hub weighs around 350grams and costs £40-£60, you would also need a sprocket, lockring and freewheel, adding about 170grams and about £40. On that basis the set-up weighs about 50grams more and costs something like £70 extra (Recommended Retail Price is £169.99). Bear in mind though that you would also need a rear-brake fitted to be street-legal when the fixed gear wasn't engaged – and for safety anyway. (If you were buying a new fixie winter training bike it would come, by law, with both front and rear brakes fitted anyway apparently.) ( [www.raleigh.co.uk](http://www.raleigh.co.uk) )



Cont from page 10 would make a clear difference in the run-in to the finish, *L'Avenire* suggested, as the competitor would be much fresher and thus have more power than his fatiguing rivals. *Il Giornale* followed up the story, claiming that spot checks are already being carried out, and saying that some of the bikes had been scrutinised at Paris-Roubaix and the Tour of Flanders.

It's unclear whether this is a present or future problem. Apparently there have been rumours about this in the peloton for several months. Enrico Carpani of the UCI said there were no indications that riders had already tried to use such motors in races but the equipment commission will follow this issue very carefully and the UCI is studying the machines to find a method to detect them. The Giro's assistant race director Stefano Allocchio said that he understood the UCI have been looking at the issue since last November but at an amateur level, not a professional level.

Marco Bognetti, a previous member of the material commissions and consultant to Jean Wauthier, the current head of the materials unit at the UCI, told *L'Avenire* "It's all true, there's a suspicion that there are teams and riders who used a 'pedal-assisted' bike," "We were first told about it last July, during the Tour de France. We first heard about it from the USA and it set alarm bells ringing." Talking to *Il Giornale* he elaborated "We've discovered that it could save a rider between 60 and 100 watts, which is an enormous advantage in the finale of a race. Checks are under way, others are planned. Our technicians are working on a special scanner that will discover the hidden motors inside the frames. All the bikes at the major races will soon be checked."

But don't worry, I've done a little checking and there won't be any checking at this year's KCA Reliability..!

NIGEL

## De Laune Cycling Club

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Following on from last month – 1907 heralded the usual activities – over the next few years the August tour was traditionally scheduled to take place to Sharsted, headquarters were found in Newnham or Doddington (Chequers Inn).

A strange winter activity in 1907, a cock fighting championship ! with an entrance fee of 6d. Other favourite winter pastimes were billiard competitions at one time 23 members had enlisted - with prizes set at £1 as 1<sup>st</sup> prize, 15/- for 2<sup>nd</sup> and 8/- for 3<sup>rd</sup>. Football matches against other cycling clubs. A new activity was introduced in 1910 of an 8 mile walk – such was the popularity here that in 1911 the walkers enjoyed success by achieving 2<sup>nd</sup> team in the Waverly 10 mile race. Boxing gloves were purchased – I suspect Queensbury rules were enforced here ! – and of course the regular club runs all paid their part in maintaining general fitness. Mention was made that ‘winter training’ could be enhanced by using the skittle alley for indoor activities. As the varied interests grew a club property box was requested to keep all club property safe. This was provided by a club member, Mr. Harry Carter costing 17/6d.

A resignation was accepted from Mr E. Bull – his excuse – he no longer owned a bicycle and therefore could not fulfil his obligation to attend the required number of 16 club runs. Resignation accepted. Another resignation was accepted from Mr. WC Wadsworth who made accusations of ‘extreme unfriendliness, against him by one or two teetotal members of the committee’ He was encouraged by the then secretary to withdraw his resignation but he declined. Resignation accepted. Just a few weeks later Mr. Wadsworth wrote to the committee ‘expressing regret at the manner in which he had behaved’ offering an apology and asked to re-join – he was re-elected.

Turmoil broke out at the 1909 AGM when it transpired that an active member had circulated to club members a letter pointing out the unpopularity of the current HQ and that a change was needed. The Chairman Mr Will Le Grys took offence at the erroneous wording and although the perpetrator had done all he could to recall/correct his error he was labelled 'the black sheep in the fold'. It was minuted that 'this scoundrel had caused The President Mr. Clay such grief in his thoughtlessness'. The perpetrator had acted in good faith and thought he was helping the club. Extensive discussions took place, only when Mr Clay left the meeting did a meaningful discussion ensue when it was agreed to relocate to the Perseverance Tavern in Vassal Road. This premise had a very good clubroom, room to store bicycles and was the meeting place for the Ancient Order of Druids. Not sure what pertinence that had for the Club except if it was good enough for Druids then it had to be good enough for De Launites. It was left to the Chairman to make the necessary arrangements. After a visit by members of the committee the property was deemed suitable at a cost of 2 guineas per annum. The proprietor even agreed that 'a fire would be lighted whenever the members considered it cold'. The first clubnight would boast a whist drive when 'members could bring their friends along (gentlemen of course)'.

In 1909 when the club celebrated 20 years the first lady performer by the name of Miss Ida Essex featured on the concert song sheet, I wonder if she felt over whelmed being totally engulfed by all men! The dinner menu gave a resume of the club, compiled by Walter Niblett, explaining the winter clubruns and numerous time trials held from Kennington Cross to Clapham Common and back. Competitors were needed to keep aware as to dodge the police and unlucky pedestrians who happened to be near when the competitors came along.

The AGM of 1910 was at pains to point out that the current balance was £19.11.1d represented a profit of £6 but that solvency was gained by the social activities and that 'racing men' should make more effort to support them. It was the social events that was subsidising their various medals and prizes.

Val the Peach

Puzzled by the stories a few weeks ago about the outlawing of the Specialized Shiv TT bike by the UCI? Join the club!

First of all, in February 2010, Astana team leader Alberto Contador received an unwelcome surprise just two days before the final time trial of the Volta ao Algarve in Portugal: the UCI ruled that his Specialized Shiv didn't fully comply with rule 1.3.024, which limits tubes to a 3:1 aspect ratio. That rule is not new, but the UCI announced last year that it would begin strict enforcement in 2010. The Shiv's problem was that it initially appeared to comply, but that's only if you measure the tubes themselves. If you measure the juncture of the head, top and down tubes, the ratio is exceeded at points. The focus of the issue was apparently the Shiv's aerodynamic nosecone, which was bolted on to the bottom of, and extended below, the stem thus effectively increasing the aspect ratio of the head tube beyond the allowable 3:1 and reducing drag relative to a conventional head tube. Until recently, Specialized and other manufacturers avoided problems with the UCI since the deeper section results from two structures not just one. However, regulations also dictate that any aerodynamic frame section be a necessary structural member and for this reason Specialized designers mechanically joined the bottom of the nosecone to the fork crown via a 'carbon strap', saying the assembly was required to maintain adequate strength and stiffness to the otherwise minimally supported stem. The UCI felt differently. Astana had to scramble to switch to seven older-technology Transition frame sets. Even those frames, reportedly required further modification before being allowed to race. You might wonder why the mechanics didn't simply take the nose cones off - apart from invalidating Specialized's argument regarding it being a necessary structural component there was the slight problem that the specially-designed front brake attached to the nosecone, not the fork!

Next, showing an unusual level of consistency, the UCI informed SaxoBank that their Shivs were also illegal and that they would have to find a new TT bike for the World Champion, Fabian Cancellara. As the Astana and SaxoBank bikes were nearly identical, it shouldn't have been too much of a shock...

By the end of March 29 Contador was back aboard the Specialized Shiv at the Criterium International, albeit after the bike had a little nose job. Observers noticed that his Shiv looked a little less "sharp".

Shiv designer explains the development of the Shiv TT bike:

<http://www.testrider.com/fly.aspx?layout=videoindex&taxid=82&cid=212>

## Diary Social/Club for 2010

Sunday	27 June	OMA Lunch - Brighton	12:45
Sunday	25 July	Max Dods Memorial B-B-Q at Herne Bay	9:00
Sunday	31 October	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

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 Sept.	06:30	Autumn 25	Chilham	Q25/8
Saturday	9 October	11:00	Hill Climb	Titsey Hill	GH/31
Sunday	24 October		KCA Reliability Trial	Phone Kav 01622 726959	
Sunday	31 October	12:00	Down Hill	Tilburstow Hill	

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

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

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

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