

DE LAUNE NEWS



James P grabs a well
deserved 40 winks in
The early morning sun

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AUGUST2006



1889

DE LAUNE
CYCLING CLUB

2006

SPECIALIZED

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CLUB NIGHT

**FIRST THURSDAY
OF EACH MONTH**

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

PRESIDENTS REPORT

Hi everybody. How are you all coping with the heatwave. Hope you are all managing to keep cool.

I began last month's article by mentioning the Tour de France. I am so glad that Eurosport televise the race, What a spectacle every day! It was so exciting, and if you couldn't watch it live during the day, there were the highlights and "behind the scenes" programme in the evening, which showed the conditions the cyclists race under. For me, the heroine was the lady who looked after the welfare of the boys of the Confidis team – she really mothered them. Bradley Wiggins completed his first Tour for this team, and hopefully he will do really well in next year's Prologue in London.

For me, and many others, the star performance of the Tour was by Floyd Landis. What a fantastic ride, and what determination, one day finishing 10 minutes down and the next day he rode virtually solo over the mountains to finish over 6 minutes up. What an effort. Everyone was amazed. The day before I had felt sorry for him (a doctor said he believed he had suffered from heat stroke), but the very next day he did what he had to do if he wanted to win, and he did it in style. What a gutsy rider. His personal story is very moving. When he was young his family didn't want him to ride a bike, but he had a dream of becoming a champion, and believed he could make that dream come true. Well, he's certainly succeeded. More about the Tour from Kav in this mag.

Well, what's been happening over here. Bill Wright, helped by some club members, put on a very good mountain bike event at Eastway. There's a full report from Bill in this mag. Well done Bill. Great effort.

On Thursday, 26th June, I had my first go at derny pacing. It was a bit hairy at first, but I've got used to it and since then have had my own session, meeting at Herne Hill and having an hour doing speed training. Exhausting, but great fun.

On Sat. 1st July I was 4th in a road race at Outwood, but on the 9th I had my first win at Dunsfold aerodrome. On the 16th at Dorking (you have to ride up Norwood Hill four times!) I was 4th again. The week after at Newbury I was again 4th – Brian Dacey got away in a break and won the F category (65-69yrs) age group by over 5 minutes. At present he is first overall in the South of England White Jersey Series, and I'm second – which I am pleased with as last year I was getting dropped a lot in my road races.

I hope all is well with all you members. I'm looking forward to hearing how Georgy Wood did in his sponsored swim.

Monthly quote:

Dennis Waitley. "Forget about the consequences of failure. Failure is only a temporary change in direction to set you straight for your next success."

Speak to you all next month.

Roy

MEMBERSHIP

We welcome Marie Brunborg, who lives in London SE1, not too far away from Jayne Wadsworth. Marie works as an architect in Central London and got to know about us through the website. Her mother lives in Norway and Marie recently visited her to assist in painting the garage door; she also goes over in the winter to clear the snow from outside the garage door! Kav's ears pricked up when he heard that Marie had Norwegian connections and I understand will be E-mailing her to find out how many people her mother's garage can sleep, as it sounds like a good ski venue!

In her article in last month's DLN on the Brighton lunch, Dot mentioned the names of members who received their engraved whisky tumblers commemorating 50 years' membership of the club. To add to this list should be the name of Michael Moore who received his award on Tuesday, 13th June after the club's Crystal Palace Circuit Race promotion. The idea was that after the last event, on what we thought would be a beautiful summer's evening when there would be many riders and officials still present, Michael would be presented with his 50-year tumbler, and also receive a bouquet of flowers for his wife, Beryl, who has, of course, supported him over many years in all his cycling activities. Due to weather conditions, a couple of events had to be cancelled, with the final race ending in pouring rain and one of the riders crashing on the penultimate lap breaking his collar bone, by which time half the crowd had dashed to their cars for cover and the other half were attending the injured rider. Thus, it was all a bit of an anti-climax but President Roy Savery was able to make the presentation to Michael with a short speech thanking him for all his years of service to the club; without people like Michael, Herne Hill would have died a death many years ago, likewise promotions such as the Crystal Palace Circuit Races owe much to Michael's hard work behind the scenes. As a matter of interest, Michael joined the club on 23rd July 1954. Thanks, Michael.

Brian Saxton

CHAIRMANS REPORT



We are back from France to report to you, our members, on how the Tour of France went. It was hell in that heat but someone had to do it, especially as the air conditioner in my car gave up working.

Firstly we conquered the Eurotunnel automated check-in machine on our first attempt and, in fact, we got a round of applause from the other five cars that could not make the machine work!

We made our way to Alp D'Huez via Clif and Kay Pendleton's place in the Savoie, not far from Grenoble. They made us all very welcome. Thank you Kay you are super cook. After our meal Stax brought out his big bag full of De Laune clothing and sold Clif more De laune gear, including the last of the De Laune dressing gowns (see picture)

Guess what? Clif left Kay with the washing up so he could dash back to the UK to ride a vets 10 in Kent!

We arrived at our hotel at the top of Alp D'Huez on the Tour rest day. I have never seen so many caravans, camper vans and tents in one place at one time in my life. Every space was taken including the roundabouts.

The next day we saw the riders come up the long Alp D'huez climb. It was great but I bet you saw more on your telly than we did. The next day the idea was to go down the hill to see the start at le Bourg d'Oisans but due to the mass exodus from Alp D'Huez which was still going on, we could not make it.

Titch and Stax would not be beaten. They hired a microlight plane from the small airport at the top of Alp D'Huez to fly them over the start. I wish I had their money.

Brian Saxton likes to be known as a minimalist. He will only pack one of everything. One shirt, one pair of shorts, one pair pants etc. As it was so hot you made sure you sat up wind from him in the restaurant. He took the

hint and washed his shirt in the washing up liquid but unfortunately when he perspired he had bubbles coming out from under his armpits!

On Friday we saw the bunch come through on the way to Macon but the best day was the time trial at Montceau. You know the plot. Landis has got to take 31 seconds out of Pereiro to take over the yellow jersey. At 19k he had made up 19 seconds and going like a train. You then dash to a bar with a telly to find out the result and have a few beers of course.

We were in the village of Blanzay with all the locals who were half sloshed especially the guy with a full size blow up doll with only a yellow tour vest on. The mind boggles what he did with it. Roll on next year!

Sunday the 30th of July we have the Fred Peachey open 25 on the Chilham course. A good field of 95 riders with 9 from the club. Look out for our own Nick Butler who did a '54' a few weeks ago. Good to see Danny Rudd back with us. You never know the team prize could be up for grabs.

Our Event Secretary, Val the Peach, has, as normal, done a good job rallying the members to ride or marshal, so I know she will look forward to seeing you all on the day.

Kav.



Hi Mark

Many thanks for your autobiography I've filed it in my De Laune folder. It is strange that we seem to have followed a similar path in some ways. Just after I retired I was invited to join the Wareham Rotary Club which I did and made many new friends and enjoyed the many fund raising activities they ran, but having just retired and found my freedom I did find it rather restrictive with meetings every Tuesday. I stayed with them for a year and then resigned, but I do admire the wonderful work the Rotary Clubs do.

About a week ago I was out on one of my cycle rides when having to stop at traffic lights in the centre of Wareham I pulled up by two *real* cyclists, husband and wife team, we chatted as we continued our ride for half a mile or so, he said that they had recently joined a club in south London, a club he said that offered more than just meeting at race venues. The club

The De Laune CC and were both very happy with their membership. I wish Mr and Mrs John Archdeacon many happy miles with the club.

Best regards

Alf Wason

Dear Mark

Re London to Bath and Back Photo in June's DLN

This photo was taken on Sunday March 7th 1954, it rained all the way to "Macks Cafe". Stayed in Macks for about one hour with Ron Wyllie, rain stopped so decided to carry on.

We then did bit-and bit until we caught up with the De Laune Group. The rider behind me is Ron Wyllie, I never rode in 1951 or 1952.

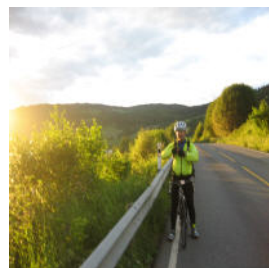
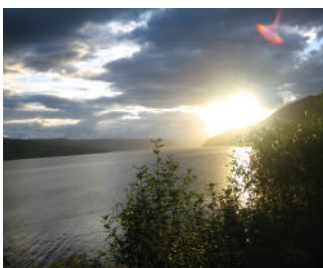
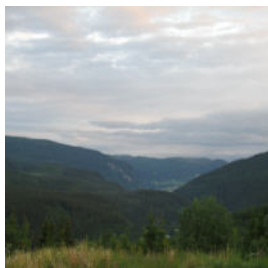
Geoff Sinnett

23.-25. juni 2006

www.styrkeproven.no



Trondheim - Oslo · Lillehammer - Oslo · Eidsvoll - Oslo



Styrkeproven June 23rd

After weeks of taking part in all of the Sportives that I could find around the UK in preparation for the ride across Norway the day had finally come. We had been due to fly out to Trondheim on Thursday, the day before the ride, but unfortunately the airline could only carry 4 bikes per flight and 2 places had already been taken so myself and Richard had to fly on the Friday morning due to arrive in Trondheim around 4pm, not ideal and we had everything crossed that the bikes would arrive with us with no damage. Everything was fine except for a slight delay in Customs as Bob Geldof was on our flight so we had to wait for his entourage and all of the publicity shots and interviews. Quick bus ride into the centre of town where we met up with our other 2 friends Gary and Clive. We quickly unpacked and assembled the bikes and then out for pasta and a quick snooze before departure.

Unfortunately with 4 of us in 1 room uncomfortable dozing was all that was possible before we got up at 11pm to meet the midnight start which we in fact missed due to too much faffing by some members of the team! This was a bit disappointing as we missed all of the hype but had greater implications when we discovered the only officials left did not speak great English and thus could not really give us any directions out of town!! We did luckily though manage to find the lorry which was taking all of the luggage to Oslo.

So we set off following the sketchy directions, there are no sign posts, route maps or marshals, all seemed OK until we passed a road sign which indicated no bikes were allowed on the road we were taking, it was a motorway, we hadn't seen any other riders so turned back to re-trace our steps and hopefully find some clue as to where we should be going. Luckily a guy in a car stopped and confirmed that we had been on the right road, the E-6.

At last we were confident that we were going in the right direction and organised ourselves into a chain gang and quickly picked off the back end of the group. Then it was straight into the 100mile climb up the Drivdalen Valley crossing the Dovrefjell mountain chain. The climb was not a big one just a very long drag really which felt more like you were riding into a strong headwind so you had to work hard even when the road appeared to be descending. It was twilight rather than dark, sunsets at 11:30 pm and rises at 3:30am at this time of year, so we could still see the surrounding green and lush countryside. By the time we got to the top of the climb it was cold and I was starting to suffer from sleep deprivation although I didn't feel tired through my body I was struggling to keep my eye-lids open, so at the feed station took the opportunity to take a 30 minute nap whilst the guys re-fuelled and adjusted their clothing! The food laid on was quite a disappointment as rather than being served up the pasta and soup we had been promised there was just bread topped with their famous brown cheese, not great I have to say.

From this point the four of us split up with Gary riding off the front followed by myself and Richard & Clive bringing up the rear. Again I fell into trouble with my eye-lids and found myself trying to see how long it would be possible for me to ride with my eyes shut with my better judgement kept urging me to open my eyes!! Eventually I gave up the struggle found a picnic table at the side of the road and settled down on it for another 20 minutes of shuteye, not ideal but the best I could do. Clive and Richard caught me here and expressed their concerns over my state but I thought I would be OK. I tried to ride with them until the next feed station but had to keep slowing down for them so they had to ride on. At Dombas following a long argument I agreed to use the sleep station and bed down for a couple of hours. Clive and Richard left me

there after more bread and cheese. The sleep station was in a school hall where mattresses had been laid out with a blanket for all those who needed it. After a good sleep for 2.5 hours I was ready to go again and collected my bike to find I had a puncture but thankfully mechanics were on hand to fix it while I tucked into bread and jam. On then to Lillehammer.

Leaving the feed station I agreed to combine my efforts with a Norwegian rider who told me that the teams would be along soon, they had start times from 7:00am on the Saturday morning. Sure enough along they came and we managed to ride in with a team and a police escort which was great, after proving that we could take our turn on the front they did not seem to have a problem with us tagging along. The teams had different feed stations than the solo riders as the teams are between 15 and 30 riders strong with full support required lots of room. The team we rode with had 5 or 6 solo riders who had hooked up with them so as they pulled off we would form a chain gang until our designated station and then we would re-join up with them as they came past. The pack riding required some serious concentration as not only did I have to be alert to all of the riders around me but also I had no idea what the shouted instructions / communication was between them!

With the teams they suffered considerably on the hills so just outside Lillehammer I found myself alone again and at this point received a call from Richard informing me that he was pulling out with knee problems and a cracked frame. When I arrived at the feed station at about 11pm Clive and Richard couldn't quite believe that I was there, having calculated that following my sleep I would be 50-60 miles behind them, their faces were such a picture – team riding I love it!!

Leaving Lillehammer I rode with Clive to the next feed station, it was twilight again and the scenery was stunning as we rode on the east side of lake Mjosa with the sun setting behind us reflecting off the lake, see middle picture above. After this feed station I agreed with Clive that I would ride on and he would make his own way to the finish a mere 150km further up the road. Again I re-joined the team I had been riding with earlier with whom I had some kind of rapport, they told me I was a very brave lady (or perhaps stupid!)

etc which only makes endurance rides seem longer.

17km from the finish in Oslo we turned on to a dual carriage way on which 1 lane had been closed off to all traffic, and up another long drag to the finish which seemed to go for ever. The team I was with at his point drew back to re-group so as to finish as a complete team. At last the finish was in site and the signs were counting down the distance. Gary was there to meet me on the finish line, thank goodness. We packed down our bikes and then I fell asleep on a pile of bike bags whilst we waited for Clive – glad to have stopped pedalling, total ride time just over 25 hours. For me it was a great ride and fantastic experience in which I had no negative emotions at all, Gary found it to be one of the loneliest rides he's ever done, Clive struggled with the head wind and Richard was disappointed to have not been able to finish.

FAQ's:

- Would you do it again? - Absolutely but rather as part of a team than solo
- What would you do differently? - Try for a Saturday morning start time and get a good nights sleep before leaving
- How was the course? - Not technical at all, smooth motorway roads.
- Do you like rhubarb soup? - Don't know I missed that on one of the later feed stations!!
- How was the bike? – very comfortable throughout which is a must and only 1 puncture, amazing.
- Did you ache afterwards? – I only had tight quads making getting up difficult.
- How long did you sleep afterwards? – only about 5 hours, well we had to be up to watch England in the World Cup!! It took me days to properly catch up afterwards and didn't make it to the Eastway TT the week afterwards!
- Are you mad? - Probably, I've got my eye on the 508 ride next year 508 miles through Furnace Canyon in USA!

Cont.

Results for: Jayne Wadsworth

Race No.	87	Team	De Laune CC
Nation	United Kingdom	Age	35
Sex	Female	Distance	Trondheim-Oslo
Category	Women 35-39 years	Startgroup	30-40 timer

Location	Time	Split	km/h	min/km
Dombås 200 km	10:52:09	10:52:09	18.40	3:16
Lillehammer 350 km	20:32:30	9:40:21	15.51	3:52
Eidsvoll 480 km	26:30:23	5:57:54	21.79	2:45
Oslo 540 km	29:04:35	2:34:13	23.35	2:34
Official start time	0:11:00	Gross time	29:04:35	

Rank: Category **23** - Over all **1676** - Total number of entries **4668**



PHOTOS FROM THE PAST



From L to R: Chip Chippingdale, Ricky Hansen, ave Bedford,
 Tony Peachy, John Barber, Charlie Carlton, Mark Ballamy,
 George Starsmeare, Eddie Staremeare, Frank Wynn, George Wood,
 Jack Young
 Front row: Peter Gunnell, Pete Martin, Roy Banham, Tom Bray.

Fallen Comrades.

Brian Saxton, Brian Shambrook and I have made it a task to visit all the graves of our fallen members from the first and second world wars. We still have a few more to visit.

I read an article about an air crash in France in 1944 in which ten lost their lives. One was an Air Chief Marshall of the Royal Air Force, Sir Trafford Leigh-Mallory, the younger brother of George Leigh-Mallory, who died 20 years earlier heading for the summit of Mount Everest.

The story is that Mallory was flying from Grenoble, France, to Italy but the York plane he was flying in ran into a snowstorm. The pilot flew up the Valley de la Coche but failed to clear the top by 100 metres and crashed. It was reported that the villagers in the valley heard a plane go over but that was all. The Germans did not report shooting down a plane in that area.

It was not until the spring of 1945 when the snow had cleared that the wreckage of the plane was found. I have known of this story for many years but as the crash site was not far from Alp D'Huez we had to make the visit.

We did not find the crash site as it had been cleared many years ago, but we did find the village cemetery with all the graves including Mallory's wife who was also on the plane. It is a beautiful spot just down from the village by the river.

There is also a small museum dedicated to Mallory and his crew
Cont. Page 16





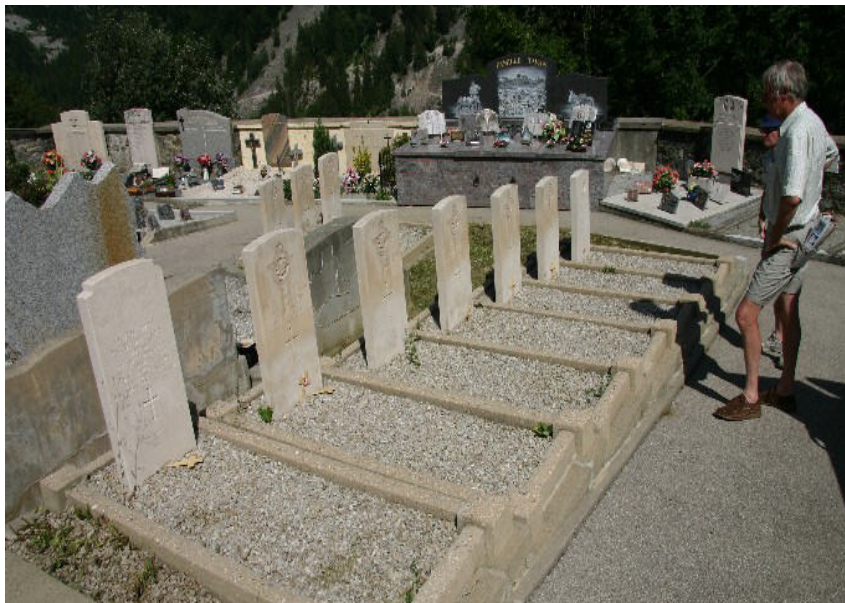
THE PHOTOS OF THE TOUR
BY
KAV

THE PHOTO ON THE RIGHT
IS JAMES LYON
RIDING THE GRASSY DESERT
SEE FULL REPORT PAGE 17



in the village. Well worth a visit. You will find the village d'Allemont on the D526, which is north of the Alp D'Huez.

Kav.



Brian Saxton & the shadow of Tich Shambrook

***WHAT HAS HAPPED TO OUR TRI MEMBERS THIS
YEAR CAN WE HEAR FROM YOU***

From Dulwich to Dunwich (and back)

by James Lyon

120 miles through the night from Hackney to Dunwich on the Suffolk coast, 9pm depart. No fees, no support, and very little organisation, the Dunwich Dynamo has actually been running for the last 14 years; I'd done it a couple of times early on in it's life when it was a proper organised thing run by Mosquito Bikes with full support and an all important broom wagon too. It's now become a sort of cult, almost underground, event similar in style to something like the Critical Mass.

However, this year it seemed to be getting a fair bit of publicity on several cycling forums and Sam Fensterheim had put up a thread on the De Laune notice board asking for any other fools to join him. I fitted it in around a trip down to London and Ross Fryer, Jayne Wadsworth and James King joined us too. Unfortunately, Sam was taken ill the day before the event which knocked the numbers back down to 4.

For reasons best known only to me, I'd elected to ride the Dynamo on my singlespeed road bike, a Specialized Langster fitted with an 81" gear. Ross and Jayne turned up on their all-singing, all-dancing carbon Tarmacs, while James K turned up on his winter training bike, something for which I was thankful...it meant he was less likely to be setting a silly fast pace! We met up in Dulwich Village and rode up to the starting point at The Pub On The Park in London Fields. There were hundreds of bikes lying around the place of all shapes and sizes...recumbents, tandems, couriers' fixies, high zoot road bikes, touring bikes, cheapo mountain bikes (they'd be in for a tough ride...) even two nutters on unicycles!

I bumped into a few friends I knew from Beastway and also from one of the cycling forums. Jenn Hopkins, the solo winner of the recent Mountain Mayhem 24hr was also there, she was riding a battered looking fixie road bike. Bill Wright also turned up to wave us off, he'd been working just round the corner at Eastway. We sat around on the grass for a bit and consumed some all-important nutrition kindly supplied by Ross from behind the bar of the pub. Crisps and a Coke, the food of champions!

At about 9pm, as if by some unseen signal, people started drifting out of the park and setting off. We waited until about 9.20 before setting off but we were by no means last. Getting out of town was a little

mad, streets clogged with bikes and cars; bemused locals, some derisive and some supportive, cheering us on our way. Once we got into Epping the roads were amazingly quiet, just a line as far as we could see of little flashing red lights. We were rolling along at a decent clip, helped by the tailwind and we passed a couple of hundred riders, all settling into their own pace.

We'd picked up a printed sheet of directions but I remembered some of the route from many years ago and there were enough other riders in front of us for us to simply follow the trail of lights. We pushed it along pretty steadily, pretty flat to slightly rolling hills took us out to the roughly half-way point where a village hall was opened up for us with some refuelling laid on - £3.50 bought you a plate of pasta salad. So far things were going well, even the singlespeed wasn't particularly hard work, the gear was ideal for the slightly rolling terrain.

40 minutes later, suitably refuelled, we set off again. By this time my super bright headtorch was beginning to die, and it had started drizzling slightly. We put on showerproofs and continued on our way, tapping along at a steady rate. It wasn't cold so even the slight dampness wasn't a problem. However, we rounded a corner some-time later and found that a car had gone off the road on a wet corner, smashed into a tree and caught fire, it had only just happened because the scene was complete confusion. The Fire Brigade turned up a few minutes later followed by the police who promptly closed the road and directed us another way around. Ross managed to slip past the burning vehicle but Jayne, James K and I were turned back, we almost immediately got lost, my light died then James' swiftly followed. We established contact with Ross and after a few minutes of faffing, retraced our steps, found that the road had now been re-opened and we met up with Ross again a mile down the road where he was sheltering under a bridge. A quick break later while Jayne shared out a pack of Jelly Babies and we were once again on the way, threading our way through the dark lanes and sleeping villages of Essex.

As we approached the coast there were a few more serious little hills. The legs were starting to feel it a little more by this stage and the on-off rain showers had dampened our enthusiasm somewhat. By this time, it was light and we found our first signpost for Dunwich. The final few lanes passed in a blur, we could smell the sea ahead of us and we arrived on the beach at about 5am. We'd ridden 120 miles

in exactly 7 hours. The little beach café had opened especially early for us and we were among the top 50 or so people there so there wasn't much of a queue. In no time we were sat in front of a steaming pile of sausages, eggs, beans, fried bread and bacon, while 2 cups of coffee kept the tiredness at bay for a while longer.

We had been planning to ride back home (what idiot thought of THAT plan?!) but on setting off from the beach we quickly discovered why we'd made such good time on the way out. The tailwind that had pushed us there was now a persistent headwind and, to add insult to the conditions, it started properly raining. A quick debate under the shelter of a tree followed and we all quickly agreed to ride to Ipswich (a mere 35 miles away...) and get the train home.

We tucked our heads down and slogged away. After an hour or so, the rain eased off, the sun came out and we made better time. Jayne punctured by the side of the main A-road into Ipswich and a completely shattered James King made the most of the 5-minute break by curling up on the wet grass and falling asleep while Ross and I fixed the puncture. Eventually, we rolled into Ipswich at about 8am and spent the next 20 minutes trying to find the station. After several missed turns, we pitched up at the station, bought a ticket for the next train and Ross bought the entire contents of the stations coffee bar. We also met up with my forum friends, they'd cunningly got a lift to the station in a friends van. The train journey to London passed quickly, James fell immediately asleep, and the rest of us shared stories from the ride.

The entire trip was 150 miles, 120 to Dunwich then 30 miles from there to Ipswich. We'd done the ride in bang on 9 hours. From Liverpool Street station we split up, Jayne heading off to Elephant and Castle; Ross, James K and I went south via a McDonalds (essential post ride food!) back to Dulwich. An excellent night out!



TIME TRIALS

WLCA "30" 01/07/2006

1	S Walkling	A3CRG	01:04:18	
	A Priddy	De Laune	01:16:56	+17:'46"

San Fairy Ann CC Open "50" TT 09/07/2006

1	Gary Chalkley	Kent Cycles R C	01:59:01	
10	Alan Priddy	De Laune	02:15:09	

Bec Cycling Club "10" 08/07/2006

1	M Hutchinson	In-Gear Quickvit	00:20:12	
9	Nick Butler	De Laune	00:22:40	

V C Elan "10" 08/07/2006

1	Pete Tadros	In Gear RT	00:20:10	
24	Alan Priddy	De Laune	00:23:19	+7:36
39	Alan Rowe	De Laune	00:24:43	+6:47
51	Malcol Adams	De Laune	00:25:49	+5:41

Farnham RC "25" 24th June

1	L. Harding	Agiscoviner	00:50:55	
6	Nick Butler		00:54:46	

GS Invicta "10" 22/06/06

Alan Rowe	De Laune	00:26:38
Malcolm Adams	De Laune	00:27:??

I have just started back into competition, and have ridden two events, the first was GS Invicta 10ml. My time was 26.38, but I did get 1st. prize for the fastest over 61yrs. Then I rode VC Elan 10ml. on the Thanet course and managed 24.43 and picked up 5th. on age standard, Alan Priddy was second on age standard from an actual time of 23.19, Malcolm Adams did 25.49 and if there had been a vets team prize we would have skated it.

Alan Rowe

Kent C.A. "10" - 15-07-06

1	Ben Ward	San Fairy Ann	00:22:19
23	Alan Rowe	De Laune	00:26:13

34th Nomads Open Track Meeting : 24/7/06

Elimination race

1	John McClland	Agiskoviner.com
2	Simon Lewis	VC Londres
3	James Holland	Agiskoviner.com
4	Dan Rudd	De Laune CC

Race 7 - 10 lap Hare & Hounds

1	Ms Jo Tindley	VC Londres
2	Simon Lewis	VC Londres
3	Dan Rudd	De Laune CC

Crystal Palace Circuit League : 24/7/06

3/4/W

1	Erick Rowsell	Corridori
2	Max McCalla	VC Londres
3	Quentin Tring	Brixton Cycles
4	James Lett	De Laune CC

Brixton Cycles/Torq Bar Beastway MTB Series : 20/7/06

Round nine of the Beastway Series held on July 19 & hosted by Oscar Bravo CC

1	Sam Phillips	Beyond MTB /WDMBC/Specialized	00:57:46
2	Stuart Lockyear	Blackheath CC	00:58:59
9	Cliff Steele	De Laune CC / Evans	01:02:53 5

The 2006 Saab Salomon Mountain Mayhem
24hr Mountain Bike Race
Eastnor Castle, Ledbury, Herefordshire, June 24th-25th

De Laune CC has an excellent track record in this event, the world's biggest 24hr mountain bike race, an event so popular that it sells out within 3 days of entries opening. For the 3rd year running it was held at Eastnor Castle in the Malvern Hills. Both the previous years the course had borne the brunt of some seriously bad weather but for once the Gods were smiling as the summer solstice weekend dawned with a beautiful blue sky and the 7.8-mile course was bone dry and dusty. Within a few hours on Friday, the arena went from being a big empty field to being a vast tent city, with trade stands, huge pro team buses, kids entertainments and refreshment stalls all crammed in. Beyond that was the main campsite with thousands of tents of every size and colour as the 2200 riders and another 3000 or so spectators and helpers all set up their little areas.



Andrew in full roadie guise

The course wound its way through this organised chaos, starting in the main arena, disappearing off over the back through some lovely wooded singletrack then re-appearing on a grassy S-bend descent, doing a small loop of the lake and then heading out through the campsite up a 2-mile grassy climb to an obelisk, perched on the summit overlooking the castle and the surrounding hills. From there it undulated for a short while through some grassy doubletrack before plunging down on some tight singletrack for another mile back into the arena and the handover pits.

The team for this year consisted of James Lyon and Ross Fryer, (both returning for their 8th consecutive SSMM), James Peckham and Andrew Mock, a friend of Ross' who'd stepped in to fill the gap left by Bill after he was unable to race due to a recurring injury. Bill was there but in a non-riding role as team helper.

For the last 7 years, I'd managed to avoid doing the start line run so it seemed only fair that I was volunteered for it this year. I lined up towards the front of the grid at about 1.30pm on Saturday and gradually the arena became more and more crowded as all the spectators gathered to watch the carnage of having about 600 people all sprinting round a course of about 800m to get to where the bikes were parked. 2pm and the start line whistle was blown...I surprised myself by getting a decent run and coming through in the top 50 or so to grab the bike and by the time the course widened out and dropped back towards the campsite I'd recovered my breath and was going quite well. The rest of the team gave me a cheer as I passed the tents and headed off up the big climb. It was here that I made the most time gain on other riders and I came back into the arena somewhere up in the top 25 or so to hand over to JP. From then on, we alternated laps which gave each rider about 40 mins of riding followed by 2 ½ hrs of rest time before heading out again. This worked well and the position of our tent right by the side of the course made it easy to keep track of riders. James' wife and 2 young daughters turned up on Saturday afternoon as well and joined us in our campsite for a while, Katie and Lucy encouraging James' efforts with screams of "COME ON DADDY!!!"

James P crosses the line



As night began to fall we swapped to our tried and tested formula of 1,2,1,2, 3,4,3,4 which allowed the non-riding duo a bit of time to catch up on some much needed sleep. JP and I took the first stint through to about 2am when a well rested Ross and Andrew took over. The night laps were lovely, almost peaceful, there seemed to be fewer people on course and conditions were excellent so the times were only a minute slower than during the day. Nighttime is when the most gains are made on rival teams and by the end of the night we'd moved up into the top 12. The psychological barrier of nighttime over, it was time to swap back to our

1,2,3,4 formula and hope for the best. Sunday was once again a stunning day, even by 9am it was very warm and the course was becoming very dusty and quite rutted where the braking bumps had formed on the descents. JP was suffering the most as he was on his S-Works hardtail while the rest of us were riding full suspension.

With the end in sight, we really began cranking up the pace. My last lap was actually the fastest one I managed throughout the race although a large part of that was due to me hooking up with British Olympic rider and Scott team pro Nick Craig half way round the lap. I stayed with him all the way up the final climb before he dropped me on the descent but the extra pace on the climb knocked a good couple of minutes off my average lap time! There was just time for me to hand over to JP for the final lap, he left the arena at 1.45 (15 minutes before the bell) and absolutely nailed it, he really was cranking when he passed the tents. It was those final two laps that saw us leapfrog from 9th place to 7th by the time James crossed the finish line to shake the hand of the race organiser, Pat Adams.



James L on the hill clime out of the Arena

Perhaps more surprising was that no one had had a mechanical fault, not even a puncture. We'd ridden a collective total of 295 miles in just over 24hrs, with a total of 32000ft of climbing and finished 7th out of 245 teams in the Sport Men category.

We'd had a really good time; it was a thoroughly enjoyable event, helped by the perfect weather, the great family atmosphere and our good result!

Perhaps more

Here's to SSMM 2007! (the 10th anniversary of the race)

Lap	Number	Rider	Time	Speed
1	778	James Lyon	00:37:29	12.01 mph / 19.32 km/h
2	779	James Peckham	00:36:04	12.48 mph / 20.08 km/h
3	780	Andrew Mock	00:34:52	12.91 mph / 20.77 km/h
4	777	Ross Fryer	00:37:29	12.01 mph / 19.32 km/h
5	778	James Lyon	00:35:59	12.51 mph / 20.13 km/h
6	779	James Peckham	00:36:22	12.37 mph / 19.91 km/h
7	780	Andrew Mock	00:35:41	12.61 mph / 20.30 km/h
8	777	Ross Fryer	00:38:07	11.81 mph / 19.00 km/h
9	778	James Lyon	00:35:34	12.65 mph / 20.36 km/h
10	779	James Peckham	00:36:24	12.36 mph / 19.90 km/h
11	780	Andrew Mock	00:37:00	12.16 mph / 19.57 km/h
12	777	Ross Fryer	00:38:34	11.67 mph / 18.78 km/h
13	778	James Lyon	00:37:09	12.11 mph / 19.49 km/h
14	779	James Peckham	00:36:43	12.26 mph / 19.72 km/h
15	780	Andrew Mock	00:43:05	10.44 mph / 16.81 km/h
16	777	Ross Fryer	00:41:31	10.84 mph / 17.44 km/h
17	778	James Lyon	00:38:48	11.60 mph / 18.67 km/h
18	779	James Peckham	00:39:33	11.38 mph / 18.31 km/h
19	778	James Lyon	00:38:30	11.69 mph / 18.81 km
20	779	James Peckham	00:40:15	11.18 mph / 17.99 km/h
21	780	Andrew Mock	00:41:47	10.77 mph / 17.33 km/h
22	777	Ross Fryer	00:41:25	10.87 mph / 17.49 km/h
23	780	Andrew Mock	00:39:05	11.51 mph / 18.53 km/h
24	777	Ross Fryer	00:42:02	10.71 mph / 17.23 km/h
25	778	James Lyon	00:39:20	11.44 mph / 18.41 km/h
26	779	James Peckham	00:39:53	11.28 mph / 18.16 km/h
27	780	Andrew Mock	00:39:50	11.30 mph / 18.18 km/h
28	777	Ross Fryer	00:39:16	11.46 mph / 18.44 km/h
29	778	James Lyon	00:37:45	11.92 mph / 19.18 km/h
30	779	James Peckham	00:36:40	12.27 mph / 19.75 km/h
31	780	Andrew Mock	00:37:24	12.03 mph / 19.36 km/h
32	777	Ross Fryer	00:38:28	11.70 mph / 18.83 km/h
33	778	James Lyon	00:35:42	12.61 mph / 20.29 km/h
34	779	James Peckham	00:37:44	11.93 mph / 19.19 km/h
35	780	Andrew Mock	00:35:44	12.59 mph / 20.27 km/h
36	777	Ross Fryer	00:38:18	11.75 mph / 18.91 km/h
37	778	James Lyon	00:34:30	13.04 mph / 20.99 km/h
38	779	James Peckham	00:37:59	11.85 mph / 19.07 km/h

Cont. over

James Lyon

Laps	10
Best	00:34:30 (13.04 mph / 20.99 km/h)
Average	00:37:04 (12.14 mph / 19.53 km/h)
Worst	00:39:20 (11.44 mph / 18.41 km/h)

James Peckham

Laps	10
Best	00:36:04(12.48 mph / 20.08 km/h)
Average	00:37:45(11.92 mph / 19.18 km/h)
Worst	00:40:15(11.18 mph / 17.99 km/h)

Andrew Mock

Laps	9
Best	00:34:52(12.91 mph / 20.77 km/h)
Average	00:38:16(11.76 mph / 18.92 km/h)
Worst	00:43:05(10.44 mph / 16.81 km/h)

Ross Fryer

Laps	9
Best	00:37:29(12.01 mph / 19.32 km/h)
Average	00:39:27(11.40 mph / 18.35 km/h)
Worst	00:42:02(10.71 mph / 17.23 km/h)

Event Results by [Singletrack Magazine](#)



Ross riding fast at the start of his dusk lap

Ross takes the down hill shift



DATES TO REMEMBER

Diary Social/Club for 2006

Friday		3-Nov	Belgium Night	Blackheath Clubroom
Sunday	10.30	19-Nov	Memorial Service	Newnham

Club & Inter-Club Events for 2006

Saturday	07:30	19-Aug	OMA 10	Harrietsham Q10/20
Saturday	06:30	9-Sep	Open "10"	Q10/19
Sunday	07:40	17-Sep	Autumn 25	G25/53
Sunday		24-Sep	Down Hill	Tilburstow
Sunday	11.00	1-Oct	Hill Climb	GH 31

SEE MESSAGE BOARD to keep UP TO DATE

<http://mikepeel.proboards67.com>

CLOSING DATE FOR THE NEXT ISSUE 26th AUGUST

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