

NEWS DE LAUNE



**TERRY DEELEY
IS HE ABOUT TO MAKE A COME BACK**

EVANS
CYCLES.COM

NOVEMBER 2006



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 everyone, my last month finished differently to the way I thought it would turn out. This will become apparent later.

The first event in October was the Club Hill Climb. You will see the full results later in the Mag, but a good ride by John O'Brien. After the Hill Climb everyone came back to my place for beer and lunch prepared by Gina.

On the 4th October one of my previously planned events went haywire. I was due to go into hospital, but because the Consultant had a very bad back, it had to be cancelled, and re-arranged for the 10th. This let me go out to two extra events which I didn't think I could attend. The first was the special Club Meeting to discuss and vote on the re-write of the Club Rules – there will be more information on this further on in the Mag, but I would like to say well done to Bill Wright, who put in a lot of work to explain the amendments in a way which we would all understand. Thanks Bill. The second event was the Club Run in Richmond Park. A great time was had by all of us who attended, except Alan Rowe and Brian Saxton. They both turned up, but did not meet up with the rest of us until the end of the ride! We had three circuits on the slow side, and then one circuit which was a free for all, and got a lot faster. We

finished the event with a lunch in the cafeteria, and a good time was had by all.

I went into hospital on the 10th October for an operation. Everything went well, and after two nights in hospital I came home. I have to take things easy for a while, but hope to be back on the bike in a couple more weeks.

On the 21st October I had a call from Brian Saxton offering to take me out to the Catford and the Bec Hill Climbs, which was much appreciated as I was not allowed to drive, and was beginning to get “stir crazy” staying indoors. Our boys did well. John O’Brien won the vets prize at the Catford event, Well done John. Full results further on in the Mag. The downside was the weather as it poured with rain, but we had fun making a tent from our umbrellas. Because of the weather, we didn’t hang around very long, and were forced to retreat to the Ship pub in Tatsfield, for lunch and a beer or two and a presentation of the Hill Climb trophy to John. After lunch we went over to White Lane (where our Club Hill Climb is held) for the Bec Hill Climb. This year the road was closed, so there were no problems with traffic. There were 46 entrants for the Catford Climb in the morning, but for the Bec there were 89, which is the most they have had for years. Results elsewhere in the Mag, but you will see that Billy Bell, who won in the morning event, also tied for 1st place in the afternoon with Garry Dodds. It was a great event and we old boys had some fun. First prize was £1,000 (which may have had something to do with the record number of entries!).

Next event to look forward to is the Belgian night – hope to see you there.

I’ll leave you with my monthly thought:-

Charles M. Shultz (was Chief Executive for Porsche)

“Life is like a 10-speed bike. Most of us have gears we never use.”

ROY

The Chairman's Report



On Sunday the 8th October, we had the De Laune club run around Richmond Park. Another good turn out for the club. You will have seen Mike Peels photo's on our web site of our members, minus Alan Rowe and our President Roy who turned up late.

Do you know I was only about 10 seconds late from getting changed and it took me half a lap to get on the back? I must have a word with that Jane.

Saxton did not turn up at all. He still has the same problem with shoe cleats and pedals. He cannot get his feet in or out of them (so he tells me) and has to lean on a wall to get his feet in his shoes, which are permanently in his pedals, and of course has problems at traffic lights.

Of our group we had five ladies out, Terry, Jane, Marie and two new members, Jo and Rasa. I lasted three laps (20 miles) and because last year I only lasted one and a half, I must be getting fit! After the race, sorry the club run, we all ended up the café.

Did you know we had the De Laune groupie turn up again! If you remember, over the last few years, we had a little lady turn up at most of the De Laune functions with a tee shirt that said 'De Laune forever' well she is at it again. On every lap you could hear her shouting "Up the De Laune" I think her name is Mary but where she comes from we do not know.

After the event Mike and Terry decided to go around the park in the car and find deer and stags to photograph. After quite some time and a few miles they decided to pull into the car park for a rest. Who should pull in behind them in his car but Alan Rowe.

Alan said he had been following them as he thought they were going home and he was not sure of the park exit. Bless him.

Our President Roy had to go into hospital for a few days for a minor operation (water works) it is good to have you back Roy. Do you know after the operation Roy asked the surgeon how long before he could have sex? The surgeon said, "Are you private or national health? And Roy said national health. The surgeon said, "You will have to wait until you get home"

KAV.

CLUB RULES

You will find with this month's issue of the De Laune News (No 892 - November 2006), a report of the two Special General Meetings held on the 5th October, together with the proposal that the club become CASC-registered.

This is the biggest shake-up of the club rules since 1987 when the then-President, Derek Boon, declared his intention to produce a new club handbook during his term of office. The committee considered this would be a golden opportunity to revise the club rules which had been haphazardly amended over many years and which contained much repetition. A sub-committee was formed comprising Don White, Ken Fuller and Brian Waller with the remit to update the rules. After several delays, a handbook with the revised rules was produced and paid for by Derek in 1994.

A copy of the handbook was circulated to all members and also to those joining the club; however, due to difficulties in keeping the handbook up-to-date (requiring a reprint each year as, of course, the handbook also contained addresses of members as well as updates of winners of club trophies). Therefore, with the introduction of the club website by Mike Peel, the handbook ceased to be circulated as the rules could be viewed on the website.

With the sale of the clubroom and the resultant tax-advantage in relation to interest on the capital sum, it was suggested that it would be advantageous to the club to apply for CASC status. Thus, a sub-committee was formed in April 2006 comprising Bill Wright, Mike Peel, James King and Alan Rowe to update the rules and also bring them in line with CASC requirements. These revised rules were accepted at the Special General Meetings and can be viewed on the club website. If you do not have access to the website, I can make arrangements for a copy to be sent to you.

Although much time and energy has been expended in producing these amended rules, there is sure to be some "fine-tuning" necessary. There-

fore, any observations should be addressed to either Bill Wright or Mike Peel and if any amendments are deemed necessary, they can be dealt with at the next AGM, which will probably be held in February 2007. It is then the intention that the rules be published in book form and sent to all members.

Brian Saxton
Hon Secretary



South East RR League - the champions

The SERRL came to a end on September 24 and the 2006 champion is Julian Clark (Apollo RT) winning the title ahead of Mark Hill (Downland Cycles Canterbury).

Overall SERRL top ten

Julian Clark	– Apollo RT
Mark Hill	– Downland Cycles Canterbury
Ivan Jordan	– Storck UK
Phil Anthony	– Downland Cycles Canterbury
Martin Dunford	– Downland Cycles Canterbury
Andy Meliak	– Storck UK
Sam Fensterheim	– De Laune CC
Rob Kennison	– Medway Velo
William Bell	– Gemini BC
Kevin Tye	– Storck UK

CLUB HILL CLIMB

Sunday 1st October being the day of the hill climb at Titsey and only about 5 miles from my home I thought it would be a good idea to take the latest issue of the DLN to Brian as I knew he would be there, and save him having to come from Bromley to collect them.

On arrival I was greeted by Kav with “are you doing the time keeping” my answer was no but I did have my stop watches in my pocket (always prepared). Five minutes later President Roy arrives to the same question, “are you the time keeper” no - but also had his watches with him (anticipation).

There was no sign of the Time Trial Manager and no organisation as he had not contacted any one other than to say he would be there. So Roy and I synchronised our watches and I set off down the hill to do the start.



***HAVE I GOT IT RIGHT WE
ARE ALL WAITING FOR
THE RESULT***

Another event this morning was the “Ride of the Falling Leaves” this is a Sportive event of some 110km starting at Herne Hill Stadium with 400 riders starting at 5 minute intervals in groups of 20. The route game along Clarks Lane which is the road that run along at the top of the hill climb. We had two members riding this Sam Armour and Cliff Steele another rider Jeff Tan of the Dulwich CC found time to stop and ask for a PTT in our event. The Sportive was very well organised with direction sign at ever junction

Our event had no organiser one guest rider asked me who should he pay I told him to forget it as I did not think anyone had paid, I understand that



*COME ON PRES WE WILL HELP YOU -
DO YOU WANT TO BORROW SOME OF
MY FINGERS*



SAM ARMOUR
*Ride of the Falling Leaves-
Photo by Paul Wright*

our TT Manager did phone after the start and said that he had been to the pictures the night before (the film must have been “The Longest Night”), but I see that he was able to find time to ride a 15 mile time trial, and made it to Roy’s for lunch.

The following member were out to support our riders: Kav, Brian Saxton, Tich Shambrook, Terry Deeley & Wife, Dave King & Wife, Sarah Archdeacon, Bill Wright and my apologies to the member with his back to us on the left of the photo who's name I do not know, and any one else that I have omitted.

RESULT

- | | | |
|---|-----------------|----------|
| 1 | John O’Brian | 02:15.15 |
| 2 | James King | 02:21.96 |
| 3 | Nick Butler | 02:26.12 |
| 4 | John Archdeacon | 02:26.59 |
| 5 | Sam Fensterheim | 02:38.34 |
| | Nigel Scales | DNS |

Private TT

- | | |
|---------------|----------|
| Graham Little | 02:22.15 |
| Jeff Tan | 02:42:12 |
| Roy Instal | 03:36.21 |

Photos by Kav more on next page.



**JOHN O'BRIAN
STILL WINNING**



**NIGEL GOT IT ALL WRONG -
CHANGED UP INSTEAD OF DOWN**



**NEW MEMBER
JOHN ARCHDEACON**



**DID TERRY RIDE THE HILL OR
IS THIS JUST A BIT OF SHOW**

Herne Hill Cyclo Cross

The first of four races held at Herne Hill Velodrome
on Saturday October 7

Seniors

1	Russell Short	London Dynamo/Cyclefit.co.uk	47.00
2	Dan Rudd	De Laune CC	@ 18 secs
3	Matt Seaton	Mosquito Bikes V	@ 29 secs

31st Wigmore Hill Climb

For most riders a target of 4 minutes is the aim and the first to beat that did so clearly. Kirk Jenns (PCA Ciclos Uno) was way inside in 3-47.0 from a starting position of No:21. Not long to wait for an improvement, albeit slight, as No:26 Chris Howard (Southborough & District Wheelers) rose up in a time of 3-46.4. That lasted on the leader board for less than a minute when **No:27 James King (De Laune CC) a first year senior was up in a fine time of 3-38.4. It was his first visit to the event and it was a time that was to see him in an eventual 7th place.**

1st	Rafal Adziej	Team Econmic Energy	3-01.7
2nd	Bill Bell	Gemini Bicycle Club	3-02.1
7th	James King	De Laune Cycling Club	3-38.5

Brighton Mitre Hill Climb 06

October 21 on Steyning Bostal Hill

1	Danny Axford	Arctic Shorter RT	4.04.58
2	Richard Pettinger	Sri Chinmoy CT	4.17.98
11	James King	De Laune CC	4.57.64

111th Catford Hill Climb

Sunday morning saw the oldest hill climb race in the World held on Yorks Hill on the North Downs, Kent. A big crowd turned up to see William Bell (Gemini BC) win in 1.52.3 with Jody Crawforth (Evans Cycles) in second in 1.53.3.

9	Matt Goodes	De Laune CC	2:09.0
17	John O'Brien	De Laune CC	2:16.5
26	James King	De Laune CC	2:35.2

Evans/Pinnacle BEC CC Hill Climb

Once more White Lane became Kent's Alpe d'Huez on October 22 and despite driving rain a huge crowd turned out to see a dead heat!

1st	G.Dodd	V	Sigma Sport R.T.	1.49.17
1st	B.Bell		Gemini B.C.	1.49.17
3rd	J.Crawforth		Evans Cycles R.T.	1.51.5
14	M.Goodes		Delaune C.C.	2.10.2
23	J.King		Delaune C.C.	2.14.7
25	J.O'Brien	V	Delaune C.C.	2.15.6
63	A.Glasser	V	Delaune C.C.	3.00.6

Team Placings 1st Evans Cycles R.T 6.06.8 - **3rd Delaune C.C. 6.40.5**

What a difference a year makes – last year John O'Brien was presented with the Tomlinson Cup by Bradley Wiggins for winning the Club Hill Climb, this year by President Roy at what looks like a Pole Dancing Club somewhere in Kent!



The 45th Annual Three Peaks Cyclo Cross Race

Race report by James Lyon

Known all over the world as the most famous and toughest cyclo cross race around, the Three Peaks Cyclo Cross is a tradition that dates back to 1961. For decades, Yorkshire's "Three Peaks" of Ingleborough (723m/2372ft), Whernside (736m/2414ft) and Pen-y-Ghent (694m/2277ft) have been a testing ground for endurance events.

In keeping with the event traditions, the rules are very strict. No mountain bikes, no flat bars wider than 50cm, no tires wider than 35mm. The race is so tough with such a high potential for serious incident that all competitors must carry an orange survival bag and a whistle. This ain't no hour-plus-a-lap thrash round a muddy field!

The race started at 10am (vets and women had an earlier start of 9.30am) at Helwith Bridge about 2 miles south of Horton-in-Ribblesdale. There was a neutralised road start for the 3 miles of road up through Horton to a turning on the left up to a farm called Gill Garth. After that, it was race on, the track became gravel then grassy moorland and the climbing started. I got a reasonable start, up in the top 60 or so as the 200+ senior riders wound their way up through Horton. It was like a standard road race at first except with a proper closed road and full police escort. Out of Helwith, the bunch turned left and the road flattened out, there was a synchronised "ker-CHUNK" as 200 riders changed up a cog simultaneously. Once we hit the lower slopes of Ingleborough, the bunch thinned out considerably. Mostly rideable early on, the slopes quickly kicked up in a series of false summits with Simon Fell being so steep (getting on for 45° in places) that we were forced to use the fencing at the side of the track to steady ourselves when climbing, bikes over one shoulder. The going was fairly firm; the weather had been kind in the previous few days but as we climbed higher, the mist gradually enveloped us. Riding along one of the false flats near the top, I took off my glasses as they were useless in that fog. Visibility was down to less than 5m. I eventually reached the summit, handed the first of 3 race tags to a marshal then started the descent. Rideable in bits at first, the gradient gradually eased off, we cleared the mist and then it was a fast blast over bumpy grass down to the road at Cold Cotes. There were a few rocky sections to catch out the unwary but I made it down in one piece, still more or less in the

top 60.

Back onto road and I was on the fastest section of the course, the fast downhill to the top of the village of Ingleton. Just as I turned out of Ingleton and began the road climb that would take me to Whernside, I hooked up with a fast-moving bunch of about 8 and we made good time to the next Peak. Whernside is the highest of the three but the climb is so steep that it's actually quite short. Through a farmyard with a neutral feed zone then it was carry-time again as the trail kicked upwards into the clinging mist and drizzle. Carved in a series of packed rock steps, Whernside is just a slog but it's over fairly quickly and the summit is just a long ridge with a sandy surface, easily rideable if you ignore the big drop sucking at your heels on the right hand side. I handed the second tag in to the group of marshals sheltering under their umbrellas and began the descent. This is a broad stone-flagged surface, similar to the pack-horse trails in the Peak District. The rain had made the surface treacherously slippery though and there were a lot of walkers and fell runners out too so the trails were quite congested in places. The slope is quite gradual though and it made a nice (if very bumpy) descent, which brought us out right by the sweeping curve of the famous Ribbleshead viaduct. By now the weather had picked up considerably and it was onto the road again for the 6 miles of tarmac down to the final gauntlet of Pen-y-Ghent. This track is unique in that it is the same route up and down the hill, which makes it a considerable challenge to climb and descend while avoiding other riders descending and climbing! The lower slopes of PYG are easy, even considering how tired all the racers are by this point. Mostly wide gravel double track, with just a few small rocky outcrops, it was a simple enough task to stick to one side of the track while watching all the fast boys hurtle down on the other side. By this point they were about an hour ahead of me. I got to the gate where the main track carries straight on and the summit track forks right. The sun had come out in full force now and depressingly, I could see the summit looming over me. PYG may be the smallest of the Three Peaks but it's also by far the longest climb; it goes on forever in a series of big sweeping S-bends. Mostly rideable at first, the track soon became too narrow to ride safely – a mix of factors including riders descending, walkers being on the track and the heat made it easier to walk with alternate sections of pushing and carrying. I recognised a good percentage of riders on their way down and we swapped

words of encouragement. After what seemed like an eternity, I got to the top, rode the final 200m to the summit and handed in the last tag. I was exhausted but still had the descent to cope with and there were still hundreds of riders coming up. I ran the first part of the descent, over two large rocky sections then hopped back on the bike and started down. After only a couple of minutes, I could smell the brakes as they heated up. I was swerving past climbing riders and walkers, trying to avoid the drainage gullies and trying to make up time lost on the climb when disaster struck. The rear wheel clipped the lip of one of the drainage channels, I was simply too tired to bunnyhop it properly and seconds later I felt the rear tyre slipping and flapping. I stopped, flipped the bike upside down and dropped the wheel out, at the same time grabbing the spare tube and gas can from under the saddle. I had the tube replaced in a matter of seconds but as I inflated it with the gas can, the tyre popped off the rim and I was forced to partially deflate the tube, reseal the tyre and use the last of the gas can to get it re-inflated. It wasn't enough, the tyre was only at 40psi and I knew I still had at least 1.5 miles of descent to go. However desperation won out, I couldn't be bothered wasting more time by topping it up with the pump I had and reckoned if I rode carefully, it might just last. It didn't. Half a mile later, the tyre had once again pinch flattened. I replaced the tube again with my second and final spare. I'd only brought the one gas can so I was forced to use the pump which was sufficient to get up to about 40psi again. At this point, luck finally stepped in – there was a guy 200m further down the trail with a track pump in his rucksack, obviously a helper to one of the other riders. I rode down, stopped by him and he very kindly lent me the track pump to top up the tyre pressure. Back up at 90psi but with 20minutes lost to two puncture repairs, I jumped back on the bike and sprinted off down the last mile of gravel track, dodging a few more riders who were just starting the climb.

I turned out of the track back onto the road, jumped the curb and sprinted off, trying to make up as much time as possible. By this point, most people looked shattered and were simply trying to finish so I managed to pass a few riders as I came into Helwith Bridge, round the final turn and into the field at the end. I'd originally been hoping to finish in less than 4hrs but the punctures put paid to that idea. I finished 124th out of the total 400 starters and 79th out of the 167 in the Senior category in a time

of 4.20.31.

The winner, Rob Jebb (his 6th consecutive Three Peaks win, equalling the record of Tim Gould in the 80's) had finished in a shade over 3hrs!



This was an amazing race, quite unlike anything else I've done and left me feeling as tired as at the end of most of the 24hr mountain bike races I've competed

in. Nothing in training can replicate the Three Peaks; it's a unique event on the biking calendar with an atmosphere all of it's own. Further information on the race can be found at <http://www.3peakscyclocross.org.uk> along with photos and results from the last few years.



Another report on this event can be found at

www.londoncyclesport.com/news/article.asp?UAN=907&SP=&v=2 ----- this is by Ian Cleaverly an ex member of the De Laune



This event was also featured on BBC "Country File" on Sunday 8th October

PASS STORMING

(we were there first)

By Bill Miles

I was interested in the front cover photograph in the October issue of the DLN showing Ross Fryer on the summit of The Galibier.

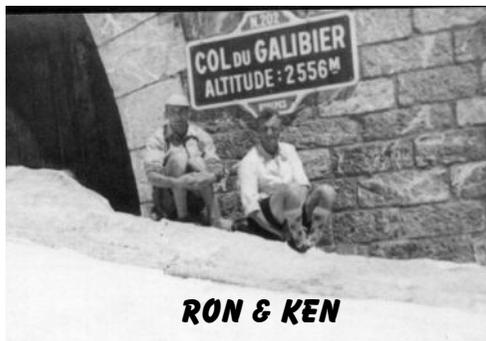


BILL MILES - KEN HILL - RON HOARE

It revised many happy memories of when I was one of the party of club members who when over the Galibier in 1939. It was early spring and the pass had recently been opened after the winter snows and ice in fact we were the second party of cyclists to go over, the honour of being first went to a party of CTC members by a well

known photographer and lecturer who always gave lectures and slide show of the tours at the end of the year. They went over the day before. The Galibier was a formidable climb on our tour of the French Alps being I think the second highest pass in France.

Providing your gearing is right and you are reasonable fit, “no problem” not for one of our party though Jack Ray. It was his first continental tour and members of our party advised him that he most fit gears and travel light, but this well meant advice went on deaf ears. Jack turned up at Victoria station on a single gear and a bike festooned with panniers and saddle bag.



RON & KEN

All went well on the lower slopes of the passes, but as soon as the going got tough Jack was down to foot slogging “see you at the top Jack”. And we would be sunning ourselves usually in some wayside café waiting for him to appear, this physical and mental torture went on for several days but after wearing holes in his shoes Jack called it a day and caught the next train home which was a pity because it was a great tour.



DeLaune Cycling Club 50 Years Membership

Good morning DeLaune! (Sunday 1st Oct)

We have just had a very pleasant visit by John Dods and his lady Marian. My cut glass tumbler and stand are now in my awards cabinet.

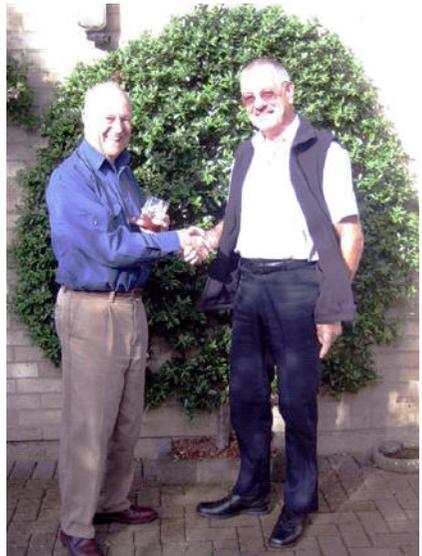
Thank you very much DeLaune members.

Marian took pictures, the sun was bright!

I will now retire to the 'Black Bull' to celebrate, Elizabeth does not drink on Sundays!

Kind regards.

Len Danby



NEWNHAM

The 19th November – which is our annual Remembrance Service at **Newnham** – service at 10.30am prompt. We meet at the “George Inn” from 9.30am that enables us to have coffee and to select our lunch before going to the Church Service. Anyone requiring lunch **I must know by the 10th** so that I can reserve the number of seats we require!

Festival RC 10 23/09/2006

1	Paul Mill	Team Edwardes	00:20:23
57	Simon Lowe	De Laune	00:27:47

VTTA (Kent Group) 15 (Scratch) 01/10/2006

Standard

1	Phil Bull	VC Elan	00:33;24	
11	Alan Priddy	De Laune	00:38;24	2nd
18	Alan Rowe	De Laune	00:41;02	4th
24	Malc Adams	De Laune	00:44;17	10th

Redemon CC 2up 15.4 15/10/2006

1	J Woodburn & J Millard	Maidenhead & Dist. CC/Bouwelse Wielervrienden	00:35:13
22	M Baker & R Jeffries	De Laune CC/Bournemouth Whealers	00:41:11



VETS BAR

Congratulations to Alan in turning the table on Roy this year .28mph is close, although it has been closer in the past Alan Rowe v Peter Jenn. Mentioning these two I am not sure whether our TT manager got in two '25's to qualify or whether Peter Jenn did his usual and is keeping quite! It is a shame Brian Dacey could not find another '10' (he did try) so he could have got in the act. Dave Haggart has yet to give me his times, come on Dave don't be shy.

If there is any other Vet out there who has the required two '10' and two '25's, I would still like to know.

Back to Alan Priddy, I mentioned in my other report (Vets records) that Alan has ridden the required Club BAR distances. They are as follows:-

25 Miles	59mins 25sec.
50 Miles	2hrs 15mins 09secs
100 Miles	4hrs 50mins 49secs

Average Speed 22.6914 mph.

Hopefully, I may be able to finalise the results before the Nov. DLN. goes to press, if not the full result will be in the Dec. DLN.

Malcolm Adams

See over

VETS BAR 2006 (PROVISIONAL)

1st ALAN PRIDDY

10 MILES

Actual 23mins.19secs. (25.7334 mph) **Vets Standard** (Age 64) 30mins 45secs (19.5122 mph)
23mins 22secs (25.6805 mph) (as above)

25 MILES

Actual 59mins.25secs. (25.2449mph) **Vets Standard** (Age 64) 1hr.18mins 55secs. (19.0070 mph)
1hr.01mins.55secs (24.2272mph) (as above)

PLUS ON STANDARD + 5.9619mph

2nd ROY SAVERY

10 MILES

Actual 24mins.34secs. (24.4260mph) **Vets Standard** (Age 70) 32mins.15secs. (18.6047 mph)
24mins.41secs (24.3072mph) **Vets Standard** (Age 69) 32mins.00secs. (18.7512 mph)

25 MILES

Actual 1hr.00mins.13secs. (24.9103mph) **Vets Standard** (Age 69) 1hr.21mins.53secs. (18.3190 mph)
1hr.05mins.04secs (23.0452mph) (as above)

PLUS ON STANDARD + 5.6760mph

3rd MALCOLM ADAMS

10 MILES

Actual 25mins.44secs (23.3155mph) **Vets Standard** (Age 67) 31mins.30secs. (19.0476mph)
25mins49secs (23.2396mph) (as above)

25 MILES

Actual 1hr.11mins.19secs (21.0331mph) **Vets Standard** (Age 67) 1hr20mins41secs. (18.5915mph)
1hr.15mins.11secs (19.9505mph) (as above)

PLUS ON STANDARD + 3.0650mph



hi everyone,

this email is to say , as of today my new email address will be
jrandal1933@yahoo.co.uk

look forward to hearing from you and I will get to answering all my
pending mail now, thank you for all e mails received,

john

Dear Mark,

Did you have a good cycling season ?

We were able to launch three tours across Switzerland this summer and are hoping to get five going for 2007.

I'd like to diversify our groups a bit more since 90% of our guests are from the United States. We're starting to advertise in Norway, Germany, Denmark and Sweden. Still, I don't know where to begin in the U.K.. There are so many types of cyclists and clubs that making a choice of where to begin is difficult. I'm writing in hopes that you (or a friend) can help me promote our tours in the U.K.. At this point, I'm simply looking for ideas: magazines in which to advertise, clubs to contact, etc..

Also, if someone would be willing to help organize a group of 12 or more cyclists from the UK, that person could ride for free. Would you know of anyone interested ?

Again, the price for 2007 is 2,250 Euros. That includes everything (10 nights of premium lodging, all but one meal, wine, transport, high-end bike rental, guides, maps, support vehicle, etc).

Hope you can help me out.

Best,

John Klemme

www.bikeswitzerland.com

P.S.. if you get a chance, take a look at the photo gallery:

<http://www.bikeswitzerland.com/html/album.htm>

**PLEASE NOTE
YOUR EDITOR WILL BE AWAY
FROM THE 12TH TO 23RD NOVEMBER**

**OF TO FLORIDA FOR 10 DAYS GOLF
PLEASE KEEP SENDING YOUR COPY FOR THE
MAG WHILE I AM AWAY**

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 2007

SEE MESSAGE BOARD to keep UP TO DATE

<http://mikepeel.proboards67.com>

CLOSING DATE FOR THE NEXT ISSUE 29th NOVEMBER

Anything for inclusion please send to:

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