

Cleveland Wheelers

SPOKESMAN

Issue 107 Summer 2009



Cleveland Wheelers Youth at the Riverside Stadium

Dates for Diary

Tourist Trial Dates

100 in 8	5th July	Marion Shops 9am
Mountain	26th July	Marion Shops 9am
Rough Stuff Course	23rd August	Ingleby Greenhow 9.30am
50 in 4 Castleton	27th Sept	Marion X Rds 9am

Club Open Events

Sunday 7th. June. 50 mile time trial incorporating Vets national championships.

Headquarter location: Kirklevington. Event secretary: Maureen Daniels

Wednesday 17th. June. 17.5 mile SPOCO time trial.

Headquarter location: Stokesley. Event secretary: Paul Howe

Sunday 12th. July. Mike Binks Memorial Road Race.

Headquarter location: Stokesley Event secretary: Steve Binks

Sunday 9th. August. 10 mile time trial.

Headquarter location: Crathorne. Event secretary: Shaun Joughin

Sunday 4th. October. Hill climb.

Headquarter location: Carlton in Cleveland.

Sunday 11th. October. Cyclo-Cross.

Headquarter location: Flatts Lane, Middlesbrough.

New Rough Stuff Tourist Trial Route

Following requests from some members it has been decided to devise a new Rough Stuff tourist trial route.

This new route is about 1½ miles shorter than the old route but it has only approximately 1¾ miles on road compared to the old routes 7¾ so the distance off-road is about 12 miles and with lots of climbing it should provide quite a challenge to complete.

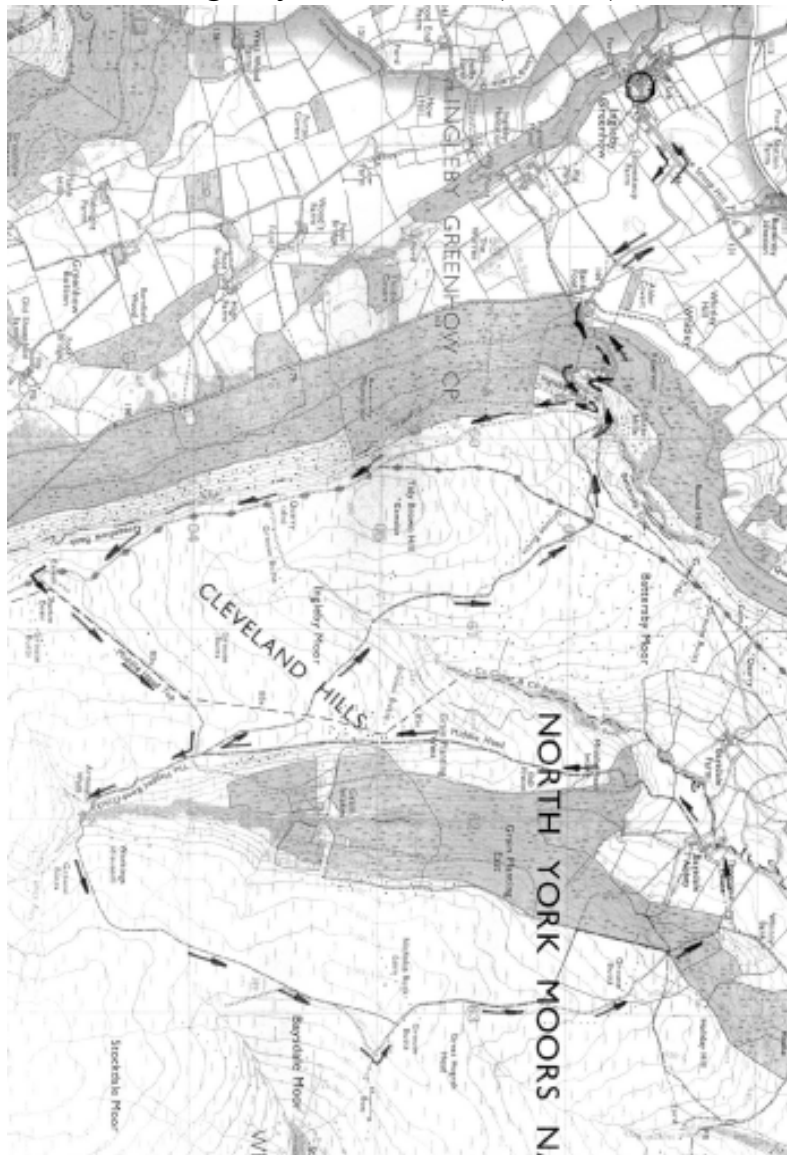
Start and finish point is at Ingleby Greenhow where there is car (pub) parking in the village adjacent to the T junction at the start.

All distances noted in the route are given as a guide only, your computers will probably give different readings to mine but as they say – that is not my problem.

Route

Start at T junction in village, go uphill towards Battersby and having gone over the crest (where the Freewheel competition starts) turn Right (0.3m) towards Bank Foot. Continue and at farm buildings take the Left hand branch leading to a gate at the forest. Enter the forest (0.9m) and carry straight on uphill on track to a gate at the forest boundary, go through gate onto open moor land. Continue uphill again and at a sharp right hand bend notice on your left the metal posts with a chain between and a bridleway sign, hopefully you will return to this point later in the ride. However for the moment carry straight on along the broad track crossing the high point (2.4m) and eventually coming to a bridleway track on the Left (3.6m) take this path which leads onto track Right (4.5m) leading around the head of the valley, contour around the valley and at junction (6.3m) turn Left. Continue to eventually descend to a gate at the forest wall (7.4m) go through gate and drop down to exit the forest, pass farm building on right and go through gate, bear Right to meet farm road

where Left to Baysdale Abbey buildings (8.1m) to the right of the buildings go through the left hand of two adjacent gates, take slightly sunken track uphill bearing Right to enter forest again at a gate (8.2m). Passing through the gate take the Right hand track up through the trees (probably very muddy) to emerge again at a gate onto open moor land. Continue along the track and at a side junction (9.7m) head off Right, to begin with you are almost going back on oneself. When you meet broad track take narrow path in front continuing along and down crossing stream to arrive at the metal posts and chain which you passed on the outward leg (11.6m). Turn Right and drop down through the forest to arrive at Bank Foot and then simply retrace the outward leg along the road to finish back in Ingleby Greenhow (13.4m)



Club Open Events and Racing Round Up

Two events have been held since the last magazine. These were the 21 mile TT and The Youth Criterium which was held at the Riverside Stadium.

In the 21 strong winds made life difficult in places. In spite of this fast times were recorded with the winner beating the previous years time set in better conditions. Congratulations to Dominic Munnely winning with a time 40 seconds clear of second place Simon Baxter. Third place was taken by J Sturman with fourth place being taken by Keith Murray, G Hatcher in fifth place. First Lady prize was won by Ruth Dorrington.

Veteran prize winners were:

40/49. P Stubbs, 50/59 N Trew hitt, 60+ J Tiffany.

It was especially pleasing to see such a hard fought junior competition with J Teasdale winning from M Woods and A Hogarth.

The youth criterium had to be moved from the Police Headquarters due to a drainage problem. A new venue was found at Middlesbrough Football Club's Riverside Stadium.

The first race for Category C, D, and E saw some spirited riding from the start on the 700m tight circuit. Thomas Mein (Hetton Hawks) moving away with team mate Joe Mann and Matthew Worton (Stockton Wheelers) Thomas eventually moving away from them. The rest of the race was fragmented with riders spread around the circuit. Thomas built up a half lap lead by the finish with Matthew just out sprinting Joe for second.

1 Thomas Mein 10.5 Km in 18mins 33 secs (North East Divisional Gold)

2 Matthew Worton (North East Divisional Silver)

3 Joe Mann (North East Divisional Bronze)

The second race was for category A and B riders. This again started at a very fast pace with a number of riders trying their luck early on. This whittled the front group down to a bunch of nine. Harry and Charlie Tanfield, Alex Hopper Adam Martin Jordan Matthews and Joshua Moody (all Hetton Hawks) Joshua

Teasdale (Westbrooks/Scott) Luke Simpson (Leeds St Christopher) and Ned Richards (Leeds Mercury). After 20 mins Adam Martin tried his luck and got a break of around 100 metres for about 3 laps, however this did not last and upon being caught

Harry Tanfield put in a lung bursting attack which in which he opened a big gap and eventually (in 10 laps) lapped his fellow break companions. He was not settled and again put in another attack this time taking Luke Simpson with him. They stayed away to the end.

1 Harry Tanfield 28 Km in 50mins 12 secs (North East Divisional Gold)

2 Luke Simpson @ 1lap

3 Alex Hopper (North East Divisional Silver)

4 Adam Martin (North East Divisional Bronze)

Racing Round up

The League 2000 is this year being organized under British Cycling's umbrella after 12 years with British Schools Cycling Association. The series is a pilot event being run as a Go ride series which is a new initiative by BC to bridge the gap to regular racing for the youth categories.

The first round saw a record entry of 80 riders, followed by 65 and 57 in the next two rounds, the weather was poor though. Round 4 saw 83 riders which BC had decided to do a report and picture report on. Round 5 had 52 riders on the wettest night yet.

The current leaders are William Brown (over 16) Josh Teasdale (U16), Alex Hopper (U14), Matthew Worton (U12), Aaron Preston (U10) and Connor Eyeington (U8)

The Evening Series has also seen a big boost in numbers in the first three rounds. Round 1 had 42 riders Richard Meadows fastest 19.07, round 2 had 40 riders Richard again fastest with 19.35 and round 3 (2 laps) 41 riders Steve Turner coming out fastest with 43.29.

In open events Marcus Smith was 6th in the Phillip Russell Memorial RR. Harry Tanfield has amassed 22 BC points on his travels around the country before 2 crashes in the Hillingdon criterium saw his racing curtailed for a few weeks with a broken wrist.

In the Teesside SPOCO competition a number of members have ridden qualifying rounds. Simon Coates is highest club member with 305 points to date, Paul Howe 254 points and Adam Cumbor 146 points.

Alice's Diary

Alice Woods

January

Too much Christmas and a bad gear setup find me recording woeful times as the roller racing resumes at the Southlands Centre - note to self: buy some rollers and practice.

February

Having done sterling service for over two years getting him to work and into Wheelers events Mark's bike starts to give up and fall apart on him. He takes an executive decision and ends up spending the entire amount of his university books grant on a new bike, justifying the decision with the comment that it's a computer course and hence he doesn't actually need books.

March

The Friday before Sport Relief finds me working my way slowly around country lanes of Hambleton trying to learn pot-holes and bumps in between staring at the scenery and not crashing into Mark doing something similar in front of me. A kestrel hovering over the fields has me looking entirely the wrong way as I go past the point where the chickens live in Seamer, I may come to regret that later. I take the corner at Hilton way too slowly and am really straining on the pedals and gears trying to get up the slope. I almost fall off the bike with incredulity going past the farm gate as I spot a stoat running alongside the road. By the time I get to Hutton Rudby I'm virtually exhausted, collapsing in a heap on the grass verge. I really don't believe I'm going to get round in a time trial. Getting back on the bike I am greeted by the sight of the hill at Skutterskelf, the air turns a shade of blue and my granny certainly would have blushed! I make it up the hill at such a slow speed I could have got a good tow from a passing milk float. Clearly hills are something I need to

practice. At least I'll get a good start, I have to go back up Seamer hill on the way home.

On the Sunday we find ourselves at Central Square, myself taking pictures and Mark trying to stay warm. Highlights of the morning include watching Andrew Howe falling over on the rollers and having nothing to hang onto except Bryan Bevis cycling and then falling over next to him in some sort of cyclists domino effect, the Kingsmill van next door which kindly donated to everyone at least two loaves of bread and in our case a packet of crumpets and getting in some roller work and being held up by Norman Bielby. Norman is a real joy to talk to, he's probably forgotten more than I will ever know, his wealth of experience and sheer friendliness make the roller work far more enjoyable than the mad rides of demon roller racing.

April

Tuesday night on the Seamer circuit finds many Wheelers out practicing for the approaching season. Mark takes a flyer through the village only to be nearly run down by a chicken crossing the road at the farm that clearly didn't heed the 'stop, look, listen' advice. I start on a 'why did the chicken cross the road' joke only to be heckled by a goose and family waiting to cross themselves. I nearly fall off the bike with laughter, and find myself in totally the wrong gear for hill climbing. Why did the chicken cross the road? To save it self from climbing hills I suspect.

My first time trial, I'm still not convinced I'll get round so have to strike a deal with myself that I won't give up until I get to Skutterskelf. I figure by that point the shorter way back is to continue along the course so I should get round eventually and hopefully still in daylight. Unfortunately, I rely a little too much on the marshalling and finding no-one at the Tame Bridge corner carry straight on towards Stokesley. I turn around at the first road sign. Mark misses the turn too and ends up halfway along the High Street before turning round. Bryan has to go and fetch him.

May

Three weeks in to the evening series and it's the first two-lap run. I am spared the insanity by being on marshalling duty. Norman shows me the ins and outs of the stopwatch and helps me through the first few off. Confident that I know what I'm doing and that Mark can cope with pushing off, he leaves us to get

on with it. What Norman doesn't realise is that I'm terrified of pressing the wrong button on the watch and am holding it so tight my hand goes numb after 7 minutes. Katie Howe comes over to ask if she can set someone off, this also terrifies me into thinking that I will mess it all up and I end up being rather rude and asking her to go away - sorry Katie, but approach a nervous timekeeper at your peril!

June

We take a week off from time trialing as the event is being held over on the Stockton course. Despite having been round on many single circuits Mark has never been able to do two laps due to either marshalling duty or attending university courses. I agree to time him on the evening of the Wednesday time trial where we can watch the start as well. I decide to take the camera and get some pictures for the website. As we arrive it begins to rain and rain and rain. As Mark is going round I get talking to some of the participants, one of whom hands me a wheel to measure for weight with a comment of "this is what you do when you get serious". Serious? I'm standing in the middle of nowhere in the pouring rain getting soaked and timing someone going round and round in circles as fast as he can manage! I am tempted to point out that if I wasn't serious I wouldn't be there. What remains of my sanity is saved by Bill Millen and Norman Bielby who are there for time keeping and marshalling. Bill points out that every time he sees me I appear to be eating. I resolve to ensure that this is the case for the rest of the season.

July

Attendance at my first cycle race as a spectator since the last Milk Race went through my old university town of Portsmouth in 1993 sees me at the top of Seamer hill as the first full lap of the Mike Binks Memorial Race gets underway. Mark and I are joined by two other club members and the talk is all Cavendish after his sprint win in a wet Toulouse the previous day. Talk is rapidly halted by the approach of riders and then looks of wonder as I collapse in a heap of hysterics. In the previous week or so Paul Christon's online cycling diary had ended with a paragraph about the halcyon days of being able to slipstream old tractors on his way home. The last sentence being "Maybe the CTC should spend their time campaigning to get 'real' crap tractors back or at the very least inform us of vintage tractor rallies so we can plan our long rides properly." As the riders come into view I find his prayers have been

answered as there in third place and moving along nicely is a medium sized Massey Fergusson!

August

For some bizarre reason I manage to win the evening series handicap without even trying. My entire philosophy was to turn up each week and take part. I am repeatedly astonished as people congratulate me. I am the type of person you never picked for a team in school games. Hmm, perhaps if we had done cycling. . . The final two up event sees me setting a personal best time and finally managing to overtake someone. I am more impressed with the latter than the former, even if one of the people I overtook was only about 10 years old!

September

In limbo between cycling events Mark and I start to explore routes North and West of Middlesbrough, eventually ending up at the railway museum at Shildon 25 miles away in about two hours. The first time I ever cycled the 7.5 miles to Great Ayton, it took me about three hours and I was too shattered to ride home, insisting on catching the train back. How times change.

October

Roller racing season begins again, but due to refurbishment at the Southlands centre it's being held out of Middlesbrough and we are unable to attend. We are partially saved by Phil Meadows starting up Winter Sunday club runs, with the first one going to the Carlton Bank hill climb. I rapidly discover I am completely out of my league. I am used to being overtaken by Harry 'Stirling Moss' Tanfield at the time trials, but it's an entirely different question when Toby whizzes past me both on the way there and back. Toby passes the time at the hill climb by searching in the nearby flora for acorns and storing them in his handlebars. I hope he doesn't start wondering what the strange rattle is.

Life gets worryingly serious as Bryan Bevis offers me a newer frame. My mind reels at the thought of 16 gears and ergo levers versus 10 gears on a good day with the levers on the down tube. John Kelly is good enough to reinterpret the words 'Bring and Buy Sale' and gives us a lift from door to door. I offer to buy him a cup of tea as a thank you, but he sneaks into the queue when I'm not concentrating and buys his own. I get my own back by thanking him in the club magazine instead - thanks John! I contribute to Mrs

Christon's Christmas box and general house decluttering exercise by buying one of Paul's many saddles to replace the one on my 'new' bike which feels like sitting on the across bar of an old steel farm gate.

November

Meeting up again on a Sunday morning with Toby Tanfield and his mum for a ride, I enquire as to the whereabouts of Toby's acorn collection, we discover they are still inside his handlebars from the hill climb. Toby insists on taking them home to plant them. I expect he'll remember them when they begin to sprout next Spring!

December

The pre-Christmas sing-song and cake eating contest starts on a sad note as the death is announced of ex-club member Martyn Dobson. Talking with Margaret Bevis she reels off a list of events and prizes won by Martyn that have my jaw on the floor and Keiran Antunes eyes out on stalks. The world works in mysterious ways and the adverse circumstances lead to me receiving an email about an advert I'd put on the club website asking for a set of rollers. An ex-club member has been looking the Wheelers up after a piece about Martyn's death is published in the Gazette, he has a set and am I still interested? The next day I find myself talking for about an hour with Paul Potter, ex-club member and rollers owner, whose interest now lies in motorcycles. I email John Kelly to ask him to take my advert down, he writes back saying "Now you have no excuse for not breaking your personal best at the evening series next year". Don't hold your breath John

A request from timekeepers at the Evening Series regarding numbers. Please can they be pinned to the lower back (top of number = top of pockets). When they are high it is very difficult to see them.

The Clubs Annual General Meeting will be held in late August. Any motions or items for inclusion in the agenda should be forwarded to the General Secretary by August 10th

The cost of printing the 'Spokesman' is rising dramatically. I therefore ask again that any member requiring an electronic copy please forward an email address to Steve Binks s.binks@ntlworld.com

‘The Benefits and Importance of Cycling in today’s Climate’

Part Two

Reducing the impact on Climate Change

Now remember all the talk of global warming (late 70’s and 80’s) and its potential impact on the future of the planet? The temperature was going to steadily rise, leading to droughts, crop failure, and water shortages. Certainly every time I overheard the term, I always asked when our little part of England was going to warm up, as the sun never seemed to break through the cloud on Teesside.

Well as the temperature warmed up, odd things started happening to the weather. We have all seen the pictures of the polar ice caps melting, this leads to higher sea levels, and warmer sea water, which in turn has affected and altered the weather pattern leading to the extreme weather conditions we currently witness, (the terrible flooding). I’m not quite sure when it transformed itself, but, global warming became Climate Change.

The main contributors to climate change in the UK are as follows

- 4 per cent of emissions come from industrial processes
- 7 per cent are from agriculture – for example methane emissions from livestock and manure, and nitrous oxide emissions from chemical fertilisers
- 21 per cent are from transport
- 65 per cent come from the consumption of fuel to generate energy (excluding transport)

Carbon dioxide is one of the main greenhouse gases from human activities, and transport is one of the biggest contributors. In the UK, around about 40 per cent of emissions is the result of decisions taken directly by individuals. The biggest sources of emissions for most people is likely to be the energy we use in our home (the main use is heating), driving and air travel.

Now most of us have one, some of us have two! However an average car produces 3 tonnes of carbon each year. And I will shamelessly admit that I love my car, and have no plans to part with it, even though one car stands on the drive for weeks at a time, and for three days a week (when we both cycle to work) there are two cars standing outside the house. (Sustainable travel comes later).

Of course there are other things in our homes that contribute to climate change indirectly. Everything, from furniture to computers, from clothes to carpets uses energy when it is produced and transported – and this causes emissions to be released.

The Government introduced The Climate Change Bill which became law in November 08. The Bill will create a ‘clear and credible pathway to the goal of a 60% reduction in carbon emissions by 2050’. When introduced to Parliament in November 07 it was the world’s first long term legally binding framework document. The two key aims which underpin the Act are, ‘to improve carbon management and help the transition towards a low carbon economy in the UK’, and ‘to demonstrate strong UK leadership internationally, signaling that the UK are committed to reducing global emissions.

So where does cycling fit into the great scheme of things? Well the Government is actually waking up to the idea that cycling can contribute to easing the CO₂ emissions. The Government state that cycling should play a significant part in all local authority plans when dealing with the growing demand for travel, as cycling can reduce the impact of transport on the environment, (well we know that). Actually, I must point out that there is some interesting work going on regarding cycling and planning at local authority level, properly funded for once! (I know, I must stop being cynical).

What can we do – keep riding the bikes, who knows, we may lose our ‘second class citizen’ status, as people wake up to the idea that we ride a bike because we want to, and not because we cannot afford a car.

Why is cycling gaining popularity with Government? There are two main

reasons, the first we covered in part one, health benefits, and the second reason, because bicycles produce absolutely no pollution, unlike automobiles which require fossil fuel, cyclists are fuelled by food, a renewable energy resource! Cycling, as a clean low-carbon mode of travel, can contribute to achieving this reduction. Cycling promotion campaigns are a cost effective way to fight urban pollution and CO2-emissions.

CO2 emissions lead to poor air quality, which exacerbates respiratory problems, which is why a modal shift from motoring to cycling would be good for air quality at both street and district level, and therefore good for the environment.

One thing is for certain, tackling climate change will be one of the most important things this generation does, and we all need to take responsibility in reducing carbon emissions. We can all do a little something, from turning appliances off, to perhaps leaving the car at home and walking or cycling to the local shops, this one can save you money, petrol obviously, but you are limited to what you can carry, focusing your mind on your needs not on special offers. Did you know that the average UK household spends over £400 a year on food that ends up in the bin? This produces methane, which is more potent than carbon dioxide in causing climate change!

Back to cycling, so whether it's a training run, cycling to work, shops or school just think, that cycling is not only beneficial for those that participate, but also has real benefits for society, and at least we are actively doing our bit to reduce our carbon footprint!

So what happens if we don't change our habits, well, the photograph on the front of the last issue could be how Stephen's training sessions in Albert Park could look like in the future! Sorry, I don't have a photo of cycling through floods.

Following on from the snippet in the last ‘Spokesman’ “What Katie said” this issue we have

“What Dennis did” (Sorry Dennis)

This ‘gem’ came from a very reliable source. Dennis was proudly telling Bryan, (whoops, that has let the cat out of the bag. Sorry Bryan). Anyway, Dennis was telling Bryan all about his bargain buy, a pair of leg warmers, stating several times on the quality and price excellent, Dennis was delighted by his purchase. However, when Bryan and Dennis met again, Dennis was complaining bitterly about the leg warmers as they had been in the wash and now were somewhat smaller, in fact quite considerably smaller, too small to use.

At a later meeting Dennis admitted to Bryan that in actual fact, the legwarmers he thought he had bought, were actually arm warmers and that they had not in fact shrunk in the wash at all.

Dennis I hope you didn’t blame Eva for washing them on the wrong temperature!

The next issue will be in September. Any articles to be in by Mid August



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Spokesman is the official magazine of Cleveland Wheelers and is devoted to the well-being of the club. If you have any articles or adverts that you would like including please contact Steve or Sherry, s.binks@ntlworld.com or Derek George on 01287 280960
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