

Cleveland Wheelers

SPOKESMAN

Issue 110 Spring 2010



Beware Season 2010 is on its way

Dates for Diary

Tourist Trials

28 February	50 in 4 Northallerton	Marion Shops	9am
6 June	Mountain Tourist	Marion Shops	9am
25 July	100 in 8	Marion Shops	9am
22 August	Rough Stuff	Ingleby Greenhow	10am
12 September	50 in 4 Castleton	Marion X Roads	9am

Club open events

14 March	Stokesley	21	10am
28 March	Riverside Youth race		9.30am
30 May	Crathorne	25	8am
13 June	Kirklevington	50	8am
16 June	Stokesley	17	6.30pm
27 June	Riverside Youth race		9.30am
11 July	Stokesley	Mike Binks Mem	9.30am
1 August	Crathorne	10	8am
3 October	Carlton	Hillclimb	11am

The youth training sessions on Saturday mornings are recommencing on March 6th 9.30am. The venue Kings Academy, Stainton Way. For more details contact Steve Binks, Paul Howe or Jason Kotch.

Congratulations

Congratulations to Tanni Grey-Thompson has been appointed a cross-bench life peer. Baroness Grey-Thompson was named as a “people's peer” in the latest round of recommendations from the House of Lords Appointments Commission.

Steve and Sherry Binks celebrate their silver wedding anniversary in April.

As many of you will know the Pre Christmas lunch had to be cancelled at the last minute due to weather, food had already been collected which was donated to local hostel.

Christmas Day Time Trial

Only 6 riders greeted classic white Christmas conditions for the Christmas Day TT. blue skies, cold with an abundance of snow lying around. However the roads were clear. First rider to start was Denis with Colin Knapp starting last man.

An unusual occurrence was that all riders finished on the road in their overall positions.

Sherry Binks was start timekeeper, with Steve Binks timing in, Chris Smith acting as pusher off.

1	Richard Lillekar	24.49
2	John Main	26.17
3	Jason Kotch	28.09
4	Denis Punshon	37.32

Guests

Ian Holtby 29.19

Colin Knapp 29.26

The after race cake and wine provided by Bryan Bevis.

The entry money, along with the donations for refreshments from all the open events during 2009 is to be donated to North York Moors search and rescue. This being topped up by the club to a total of £200.

Cyclo Cross round up

William Brown finished 6th overall in the intermediate section of the NECCA league beating his father who finished 8th.

In the rival NECCL William was in the Premier division finishing 11th overall, but in doing so also won the Junior category,. Ian 6th in the intermediate section.

The U14/16 section saw Alex Hopper coming out as winner with Laura Kotch 7th. Alex won 7 of the 8 rounds he competed in finishing 2nd in the other race.

Special mention to Derek George who organised our event at Flatts Lane, Derek has won the trophy for the Best Venue/Course in the 09/10 season.

League 2000 Report

The 12 No. Monday evening events were again held at the “Off Road Centre” at South Bank, Redcar & Cleveland, but this year under the rules of British Cycling.

The format on each evening was the same as in all our previous years i.e. a ‘Skills test’, a one lap (0.7 mile) ‘time trial’ + 5 No. ‘handicapped’ Road Races of various distances, each one based on a combination of age and ability.

2009 was our 13th year running the Series, but it certainly was not unlucky as the numbers attending were the best by far!

141 individual riders took part, as against 120 in 2008. (55 were completely new members). In the last 5 years we have doubled the number of riders who have taken part in the Series of events, (73 individual riders in 2004)

The total number of rides over the 12 events was 826, as against 781 in 2008 -

an average of nearly 70 per night

We had a record high of 84 riders on two occasions, with 5 events having 80 or more. Hectic for the Officials as well as the riders!

The 'low point' was a wet and windy night in late May, when 52 hardy souls took part. It doesn't seem so long ago when 52 was a 'high point'.

5 riders did a "full house" of 12 events.

Keir Parker-Mian, Aaron Preston, Connor Eyeington, Roshan Parker-Mian & Ellie Bielby.

12 others rode in 11 events.

Josh Teasdale, Alex Hopper, Andrew Howe, Katie Howe, Megan Hopper, Joseph Gubbins, Oliver Gubbins, Lauren Kilcullen, Zac Raw, Patrick Kilcullen, James Currie, Jack Vernon.

Whilst a further 19 other riders competed in 10 events.

A special word of praise to one of the riders - Josef George - who has participated in all the past 13 Seasons. From a small boy of 4 years to a giant 17 year old man - a truly wonderful achievement.

On Friday 25th September, a 'Grand Prize Presentation' and slide show was organised at the Southlands Leisure Centre. Approx. 85 riders attended the Presentation and with support from parents, grand-parents etc. we had a turnout of over 200.

Each rider received a Certificate + a 'cash award' based on the points they had gained, in their particular age group, over the whole Series.

The 1st, 2nd and 3rd places in each age group also received their Gold, Silver or Bronze medals.

Under 8. Gold. - Connor Eyeington Silver. - James Shields Bronze.
- Joe Wilson

Under 10. Gold. – Aaron Preston Silver. – Toby Tanfield Bronze.
– Danny Ammor

Under 12. Gold. – Matthew Worton Silver. – Peter Dawson Bronze. - Gregory O'Neill

Under 14. Gold. - Charlie Tanfield Silver. - Alex Hopper. Bronze - Keir Parker-Mian

Under 16. Gold. – Josh Teasdale. Silver. - Harry Tanfield. Bronze. - Adam Martin

Over 16. Gold. - Josef George Silver. - William Brown

The winner of the “Paul Curran Trophy”, presented to the rider with the greatest improvement in 2009 over their 2008 ‘Time Trial’ time, was awarded to Patrick Kilcullen.

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A few “thank you’s “.

To all the 141 riders - well done for taking part, we hope you all had a ‘fun night’.

To the Mam’s & Dad’s, Aunts & Uncles and Grand-parents - thank you all for your support over the year.

To all the Officials & ‘signing on’ ladies who assisted during the year - Many, many thanks, without you the system would not work.

Many thanks to the following organisations who gave financial support to the Series; your generous donations were very much appreciated and helped in the ‘day to day’ running costs of the ‘League 2000’.

British Cycling - North East Division, Cleveland Wheelers Cycling Club Hartlepool Cycling Club, Individual Members of the Teesside Cycling fraternity. ‘Teesside Karting’ - many thanks for the use of your excellent track facilities. Redcar & Cleveland Council - many thanks for your co-operation over the years.

2009 was a hectic year for all the Officials concerned, but very enjoyable. (if the weather is fine!)

We now look forward to 2010.

Dinner Dance

Friday February 12th was the date for the clubs dinner dance and prize presentation once again held at Middlesbrough Football Club's Riverside Stadium. This year was a slight change from previous years as there was no Guest of Honour. After a good meal Chairman Paul Howe welcomed the all those attending and President Norman Bielby handed out the trophies. Simon Coates and Paul were the biggest winners on the night with three trophies each. The winner of the Mike Binks Salver was Maureen Daniel for her work as Treasurer and organising the 50 mile TT which incorporated the VTTA National event.

The trophies handed out all that was left was the dancing apart from the raffle which was a great success for some.

Many Thanks to Bryan for his hard work in organising the event and to Margaret for suffering.

A Day at the Fair

Phil Meadows

When Richard and I entered for the Egremont crab fair grass track meeting I thought it would be a small Cumbrian village show that had something to do with the sea and crabs. I was wrong on both counts. Egremont is a fair sized town and the show was big with no crustaceans to be seen. Apparently crab apples are what are celebrated. My surprise was made complete when after being directed through the various fairground rides to the trackside competitors parking I saw the size of the track. Grass track racing takes place on a 3-400m flat grass oval such as a sports field running track. Normal hard track fixed wheel bikes are used albeit with a lower gear fitted and tyres that have a knobbly tread and of course no brakes.

Egremont track was tiny about 220m round. It had an uphill finish straight that got steeper at the end and the top turn was like a velodrome which was great however what goes up must come down and there was a descent down the back straight into the bottom corner which fell away to your right. I doubted that I could actually get round under speed. Seeing a group of riders that I knew I went for a chat hoping to glean what gears people intended to use on such a track but of course I was wasting my time. Track riders never give their gears away. On Manchester a gear of 92 inches would be right for the distance events and on grass anything from 72 to 80 depending on size and condition of the ground. It is vital you pick the right gear, as in grass track size is important.

Back at the van I was soon surrounded by chain rings and sprockets. I chose combinations that gave 75 for myself and 76 for Richard. The ground was soft and these gears normally would be a bit high especially with the uphill finish but lower gears would disadvantage us on the downhill. [I apologise to younger members who now measure gear ratios as metres traveled in one pedal rev. Gears quoted in inches relate to the diameter of penny farthing wheels and the circumference of said wheel. With chain and sprockets the rolling distance of one pedal revolution can be increased or decreased by changing the ratio, are you still with me? Anyway to an aging trackie 76 inches means something 5.64m does not]

The first event was a 400m handicap. In handicap racing you have a mark for each of the various distances and this will increase if you win nothing for a number of races and decrease if you do. Richards was 10 and mine was 20 and whoever marked the graduations had short legs. These marks put us at the back of the field in our heat and as such neither got through to the final. The next event was the 800 handicap and my mark had increased to 40 which put me on the apex of the bend at the top of the hill. Its not often you start downhill in a track race and so I decided to really go for this one. I caught the guy in front and we passed other riders but I could not get past, this bloke was massive [he'd won the 400] and very powerful. I thought he would die toward the end of the race which he did and I finally got round but Richard had by now made the junction and he came past me. Three through to the final saw us both go through with the border city wheelers giant in third. Lining up for the final I knew I had to get past the big guy who was on a mark of 45 and just in

front of me as quickly as possible. In handicap racing you have to go flat out, the riders behind are there because they are quicker so you can't mess about.

The giant and a teammate on the same mark were side by side with their pushers. I pre judged the gun perfectly [honest] and got a flier. The giant, in the process of bending his cranks with the starting effort had veered to the right and I went through the gap between him and his mate. I passed other riders but had to sprint hard out of each corner as the giant tried to pass. We were very evenly matched but after two laps he was starting to suffer. I only had Max Pendleton from Suffolk [Vicky's dad] who had started on 140 to catch and whilst I tried my best was a couple of metres short on the line with the giant coming in third, first blood to meadows senior. I failed to get into the final of the 1500 but Richard got through and eventually won the final to put him ahead.

The beauty of these shows is often the diversity of other events, many of which take place in the arena at the same time as or between the bike racing. This show was no exception and we had Cumberland wrestling, a mounted [horses] fancy dress parade, a strongman and a children's pets parade. The pets were judged by the crab queen and much amusement was caused when a pet cocked its leg up the crab queen's voluminous blue ball gown. The rascal finally being dissuaded by the organizers Wellington boot.

The next race was the Devil Take The Hindmost, a race where the last across the line each lap is eliminated until only four remain. The four then have a two-lap sprint to decide the prize order. It had threatened rain all afternoon and now a steady drizzle began to fall as we set off. I took a position at the front and pushed hard down the back straight easing up a touch as we approached the line. You never ride a devil at the back as those at the back of the field have to chase to catch up then they are faced with a wall of bodies spreading out and blocking the finish. Once past the finish you go hard again. This all went well until I got boxed in, with the rain starting to make the track slippery you could not safely get a good look at what was happening behind. I knew we were getting close to four but at five men left and me boxed in it was not good. I slowed and went out the back intending to come round but one of the border city guys was watching for this and rode me wide which is fair enough. The line came with me alongside but not in front so I was out.

Richard attacked with over a lap to go and lead comfortably into the last and by now lethal bottom corner, he fell off and was followed by the three others. It now became a running event as riders untangled their bikes and ran on foot for the line. Richard had hurt his knee and didn't get up which caused some consternation until I saw everything was intact if slightly bruised

Richard limped back to the van and went inside to apply a cold compress to his knee [The previous evenings Spaghetti Bolognese cold from the fridge and destined to be the dogs tea] I sorted his bike out in the now heavy rain. Bike sorted and back inside the van we watched the strongman in the arena but he gave up due to the rain. The Cumberland wrestlers also gave it up as a bad job obviously the woollen long johns were soaking up water like sponges. These lads would benefit from Lycra but I'm not brave enough to tell them.

As the crowd was starting to stream away the organisers needed some idiots to provide a spectacle, cue the cyclists for the 20-lap finale. Richard was doing a splendid impression of a wounded cyclist and being fussed over by his mum and girlfriend. He refused to get up for the scratch race. I suspected he was putting it on and when he won a 25-mile tt on Crathorne the next day my suspicions were confirmed. It was down to the old man to uphold family honour so loins girded and a bit more air out of the tyres for luck I joined the other cyclists who were appearing from underneath their various shelters. The race started at a steady pace, everyone was nervous and we collectively slithered for 7 or 8 laps. When the guy next to me slipped and only stayed up by his backside hooking onto my bars I decided it would be safer off the front. I went through a gap and hard down the back straight into the dodgy corner. This may sound daft but when you are in front you can pick your line, when in the bunch you are covered with spray and at the mercy of anyone falling off in front. The reluctance in the bunch to follow had given me a good gap and we now settled into a 10-lap pursuit. Two riders Richard Lambert from hull and a Dutch guy from Macclesfield started working together to chase me down with the bunch in chaos at half a lap. Lambert and the Dutchman caught with a lap to go, I was blown and could only hang on to them to finish third. All in all it had been a great afternoons racing and a good end to the season. Richard and I had ended on equal prize money but I had scored more points and this had not happened for a few years and as such was a notable event.

Give It A Go

Grass track is a great form of summer bike racing. There are lots of northern events and there is a league at Roundhay Park on a Monday night. Whilst this story deals with senior racing there was a full program for juvenile riders, which was as always well supported. You can race, the kids can race and partners etc can walk round the show as the announcer proclaimed, “the ferrit tent is well worth a look there’s some reet gud ferrits to see.”[Don’t ask me what constitutes a good ferret] The handicap races allow all riders to race together and the crowd loves to see an underdog stay away. All you need is a BC racing licence and an old track bike. These can be picked up very cheaply. If anyone has an old track frame or bike to sell or you want one you could contact me and I could put buyers in touch with sellers. I would love to see a CW track team completing next year and will provide advice on gears, equipment and training if required, so come on give it a go.

2 Gears and a Bike

Vicki Howe

8am on a sunny Saturday morning at the end of May. We had entered the 3 Dales 50 Richmond sportive; 52 miles and over 5000ft of climbing.

2 bikes, 2 people, 1 pit crew!

2 bikes perfectly tuned (supposedly).

1 person with a heavy cold and asthma, but ready to give it his all.

1 person ready to give it her all, but wondering whether she will keep up!

It starts with a short steep climb, just to get our legs going and we settle into it. 3 miles down the road Andrew realises that his gears are still restricted from League 2000. Never mind! Pedal faster down the hills!

5 miles down the road, not content with losing a few gears, Andrew finds he now only has two – biggest gear on each chain ring. He’s a good climber but to climb the “Stang” at 14% in one of these gears? Doubtful!

Call the pit crew – alias Paul and Katie – but no phone service. We soldier on, but the hills are becoming more frequent. As I look back Andrew is hardly managing to push the pedals over. At this point we manage to contact Paul. He couldn't be further away. "Just carry on!!!" He would get there when he can.

Half an hour later and on a hill which has ground Andrew to a halt they arrive. Boot open, toolkit and new gear cable out. It's threaded through, Paul struggles to connect it but still it won't work. Game Plan B! He manages to fix the gears to give Andrew his bottom gear on both chain rings. He'll get up the hills, but will have to pedal like mad to go down!

We set off again. Climbing hills is now a breeze and Andrew is very upbeat. "Look at the view" "Great ride", etc. etc. I'm thinking can anything else go wrong!

The Stang! We are passing people who are pushing their bikes, but I'm a bit disconcerted as I near the top when Katie is able to run beside me on the steepest part. What am I doing wrong?

The weather is great. You can see for miles, we sail down the other side; Andrew's legs are a blur – good for getting rid of lactic acid!

Next climb – Tan Hill – we hit low cloud. Andrew the joker pretends his pedals won't turn – maybe I'll just push him into a ditch! As we climb it gets foggier and wetter. No view up here and it's cold. We just pedal like mad to get out of it.

The worse is over (for me). The hills lessen with plenty of downhills to Richmond. The weather improves, but I don't get warm until we enter Richmond. Andrew's one disappointment. As we climbed Tan Hill he was told by a fellow rider that his legs would twitch all night after pedalling so fast. They didn't! Maybe he needs to do a second lap!

In short – a well-marked, enjoyable ride, but I would advise FULL use of gears if you do it!

The History of Hot Cross Buns

Sherry Binks

Like Hot Cross Buns? Read on!

In many historically Christian countries, buns are traditionally eaten on Good Friday, with the cross standing as a symbol of the crucifixion. They are believed by some to pre-date Christianity, although the first recorded use of the term "hot cross bun" is not until 1733; it is believed that buns marked with a cross were eaten by Saxons in honour of the goddess Eostre (the cross is thought to have symbolized the four quarters of the moon); "Eostre" is probably the origin of the name "Easter". Others claim that the Greeks marked cakes with a cross, much earlier. Cakes were certainly baked in honor of deities since very ancient times, although it is not known if they were marked. According to cookery writer Elizabeth David, Protestant English monarchs saw the buns as a dangerous hold-over of Catholic belief in England, being baked from the dough used in making the communion wafer. Protestant England attempted to ban the sale of the buns by bakers but they were too popular, and instead Elizabeth I passed a law permitting bakeries to sell them, but only at Easter and Christmas.

Superstitions

English folklore includes many superstitions surrounding hot cross buns. One of them says that buns baked and served on Good Friday will not spoil or become mouldy during the subsequent year. Another encourages keeping such a bun for medicinal purposes. A piece of it given to someone who is ill is said to help them recover.

Sharing a hot cross bun with another is supposed to ensure friendship throughout the coming year, particularly if "*Half for you and half for me, Between us two shall goodwill be*" is said at the time. Because of the cross on the buns, some say they should be kissed before being eaten. If taken on a sea voyage, hot cross buns are said to protect against shipwreck. If hung in the kitchen, they are said to protect against fires and ensure that all breads turn out perfectly. The hanging bun is replaced each year.

Trophy rules

As the new season is upon us as you will realise the club has a number of trophies which can be won. Below is a list of some of the trophies and what is required to qualify for them.

Senior, Junior, Ladies Best All Rounder

The Junior and Ladies trophies are based on 2 x 10 mile time trials and 2 x 25 mile time trials. To be calculated to three decimal places in terms of miles per hour and the average taken of the resulting speeds based on CTT approved events, each year in respect of single cycle and tricycle performances.

In the case of the Senior trophy, as above but at the distances of 1 x 10 miles, 1 x 25 miles and 1 x 50 miles

Veterans Best All Rounder

This is open to all members 40 years and over and based upon 1 x 10 mile, 1 x 25 mile and 1 x 50 mile time trials held under Cycling Time Trial rules, on a bicycle or tricycle in any one season. The winner shall be the rider with the greatest plus when individual pluses and minuses are added up for the three distances

Senior and Junior Tourist

These are based on Tourist Trials and Novelty events organised by the club. Points are awarded to each successful rider. Points to be calculated by dividing 10 by the number of successful riders. Deductions made as follows:-

no mudguards – 25% of points deducted

no saddlebag – 25% of points deducted

neither – 50% of points deducted

Senior and Junior Road Race

Awarded to the member, in the Junior and above categories, who has accumulated the most points in open British Cycling scratch events in any one year before September 30th

Youth Road Race

As above but only open to those in the youth categories.

Clubman

Awarded on performances in the handicap section of the club 25, and the overall position in the Senior Tourist Trophy. The two positions added together will result in the number of points awarded. The trophy shall be won by the member with the overall lowest total

Time Trial do's and don't's

Extract from www.ctt.org.uk

No competitor may carry advertising or the name of a commercial business on his race clothing except:

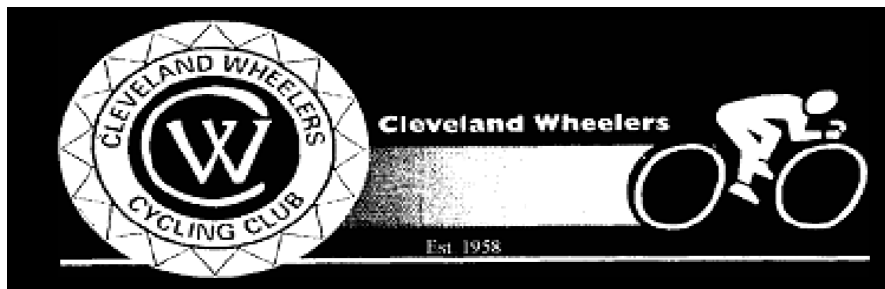
- a. where he is a member of a club or team that has paid the advertising fee, he may carry advertising, but must not compete in clothing of a trade team that is/has been registered with the UCI unless he is a member of that team: or
- b. when competing in club events

Clothing should be tight-fitting and brightly coloured, so that you can be easily seen. Race numbers should be pinned to the back of your jersey, right at the bottom not high up on the back. When you cross the finish line shout out your number. Don't hang around the timekeeper or try to talk to him.

You will be competing on public roads and therefore you must obey the highway code.

The cost of printing the last 'Spokesman' was approximately £115. It is now being printed by Clive Thornton through his workplace. So if any member would an electronic copy please forward an email address to Steve Binks s.binks@ntlworld.com

The next issue will be in June. Any articles to be in by Mid May



CLUB OFFICIALS 2009/20010

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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 derek@league2000.co.uk