

Cleveland Wheelers

# SPOKESMAN

Issue 111 Summer 2010



**Jason Kotch showing Kacey Eyeington the way**

## Dates for Diary

### Tourist Trials

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

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 9.30am. The venue Kings Academy, Stainton Way. For more details contact Steve Binks, Paul Howe or Jason Kotch.

Sky and British Cycling in partnership with Middlesbrough Council, are organising Sky Ride Middlesbrough – a free family-oriented mass participation cycling event taking place across the town on Sunday August 15<sup>th</sup>. The event held on closed roads starts at the Town Hall, and goes via Transporter Bridge, Riverside Stadium, Town Hall, Albert Park and back along Linthorpe Road. The circuit can be ridden any number of times. To register for free go to [www.goskyride.com](http://www.goskyride.com).

**AGM. The Annual General Meeting will be held late August/Early September. If you would like to place an item on the agenda please forward it to the General Secretary no later than August 14<sup>th</sup>.**

## **Congratulations**

I would like to wish my Grandad, Roy Turner a Very Happy Birthday who will be **75** on the 17th June.

"Roy Turner" has appeared on "Start Sheets" for many years, and now that he is hanging up his racing wheels I hope to continue with "R Turner" on the "Start Sheets" in my years ahead.

Love Ross

p.s Lend me your wheels Grandad x

Bill and Jen Leaver celebrate their 40<sup>th</sup> wedding anniversary on August 8<sup>th</sup>.  
Congratulations from all at the Cleveland Wheelers.

## **Club Open Events**

3 Club races held to date the 21 mile TT at Stokesley, the Youth Criterium at the Riverside Stadium and the 25 at Crathorne.

The 21 took place on Sunday, 14 March 2010 and was the first event in the 2010 Tyne-Tees SPOCO series

The event was won by Brian Walker with his brother, Harry, second and Josh Teasdale third. The first CWCC finisher was Simon Coates. 84 riders completing the event.

A rather windy but dry morning welcomed the riders to Middlesbrough FC's Riverside Stadium for the youth races.

The first race on the 800m circuit was a one lap time trial. The result was as follows:-

### **Category A**

A Hopper Velo 29 1-08.6

### **Category B**

C Tanfield Velo 29 1-07.4

### **Category C**

T Mein Hetton Hawks 1-18.3

### **Category D**

T Tanfield Cleveland Whs 1-27.7

### **Category E**

J Shields Cleveland Whs 1-51.4

In the second race Cats C/D/E raced over 15 mins plus 3 laps. Thomas Mein took control and covered 12 laps. Initially Angus Brown, Toby Tanfield and Emma Brady stayed with him but half way through Thomas rode away. The final positions were:-

1) T Mein 2) A Brown 3) E Brady 4) T Tanfield, 5) P Errington 6) A Preston 7) B Moody 8) J Watts, 9) C Eyeington 10) J Wilson 11) M Clark 12) A Brown 13) J Shields

The third race was a scratch race which saw Cats A & B riding for 45 mins plus 5 laps. Charlie Tanfield dominated the race covering 38 laps. Initially Taylor Cardus and Shaun Nicholson stayed with him but after only 15 mins of the race Charlie made his bid for success. The final placings were:-

1) C Tanfield, 2) T Cardus, 3) S Nicholson, 4) A Hopper, 5) K Watts 6) T Parkin 7) A McMaster 8) A Howe 9) D Mackenzie, 10) M Worton 11) K Howe 12) L Kotch.

The 25 had 57 entries, however the very windy conditions kept a number of riders away on the day. Winner was junior, Josh Teasdale Team Endura with a ride of 54.30. The vent incorporated the clubs 25 championship, won by Geoff Robinson 58.24, and the handicap championship won by Rob Lee.

## **Race round up**

Toby Tanfield once again made the trek to the Isle of Man for the youth tour where he finished 2<sup>nd</sup> overall in the U10 category after being placed 2<sup>nd</sup> twice and 4<sup>th</sup> in the three stages. Big brother Harry finishing 2<sup>nd</sup> in the U16 category.

Simon Coates is currently in 7<sup>th</sup> place in the Tees – Tyne SPOCO after 5 events. Simon has also finished 8th RTTC-Rudy Project Rd 3 (North DC) (Men/Espoirs) 6<sup>th</sup> in the Cleveland Coureurs 25 5<sup>th</sup> Altura RT 18.3

Andrew Howe was 8<sup>th</sup> in the Yorkshire Velo (Juniors) event

## **The Egton Road Race 1962**

David Maycroft

In November 1961 Jim McConnell and I decided that we would ask permission to organise the Clubs first road race. It was at the next committee meeting that approval was given for the Egton Road race to go ahead. We had already planned a route and rode it to see if there were any major problems and apart from it being a tough course and it was to be for 2<sup>nd</sup> and 3<sup>rd</sup> category riders. After driving the course on my motorcycle to obtain an accurate mileage Jim agreed to be the event secretary and on the day I would monitor the event on the motorcycle. The event was scheduled for May 6<sup>th</sup> 1962 on course as follows.

Starting at Stokesley and progressing along the A173 then turning right for Easby and on to Kildale. The climb out of Comondale was the first prime, (although on the climb after the Westerdale turn off a young man broke away thinking that was the prime sadly no was the reply to his question). At White Cross it headed on through Castleton, Ainthorpe, Danby and turned right in Lealholm for Glaisdale going up Limber Hill and onto Egton where it turned left and headed for the A171. It then proceeded to Lockwood Beck where it

turned right through Lingdale and Skelton before heading for Marske (no Dual carriageway in those days) and via Kirkleatham, Eston, and Ormesby climbing the old unmodified Ormesby Bank to the second prime. Then it was right at Swans Corner through Nunthorpe (no bypass then) before heading for Poole Sanatorium where it took a left turn and the finish was approx 3 miles further on towards Stokesley.

The winner was G K Wood of Selby CC  
Second was A Anderson of Ferryhill Wheelers  
Third was D Edmenson of Ferryhill Wheelers  
Fourth was H Elder of Northern Coureurs  
The prizes were £3, £2, £1, 10 shillings  
The team prize went to Tyne Velo 10/- each  
The primes were won by  
Comondale by J. Bell  
Ormesby by G K Wood

And they received 10/- each. I would imagine that the prizes today will be slightly more.

## **Training for the Deca**

### **Arthur Puckrin**

The Deca Ironman starts with a 24 mile swim, continues with 1,120 miles on the bike and ends with a 262 mile run. When, after I had finished 9<sup>th</sup> in the Double Ironman World Championships in 2001, it was suggested that I compete in the Deca, in 2002, my first thought was a resounding “Forget It.”

Then I got to thinking. 24 mile is further than the English Channel swim, and I knew that years of training and preparation were made by outstanding swimmers before they even attempted this swim. No one cycles over 1,100 miles. Although a few excellent cyclists ride from Lands End to John of Groats in one go, even this is 300 miles short. I was aware of what was required for the run of 262 miles and that only the very best of the ultra

runners attempt the distance.

Then I applied some lateral thinking. I could beat most of the ultra triathletes. If they could do the Deca, so could I. I would start to train and see where it led me, but, how should I train. How much, how hard and for how long? It is not possible to train in the same way that competitors in the individual distances train. The day is too short even if you can train full time, and not many can do this, although some do put their lives on hold for six months or so, whilst they do in fact train full time. Even so, there is nothing written down to advise those who do wish to complete the Deca, or indeed any Ultra Distance triathlon, (Double Ironman and above). So I have resolved to use my own experience over the past eight years in Ultra Triathlon to try and guide those that will follow.

My own experience includes: - 5 times Deca Ironman, Twice Quintuple Ironman, 6 times Triple Ironman, and 8 times Double Ironman. My record in World Championship and World cup events is 1 x 1<sup>st</sup> place, 1 x 2<sup>nd</sup> place, 1 x 3<sup>rd</sup> place, 3 x 4<sup>th</sup> place and twice 5<sup>th</sup> place. In addition, my ultra running experience goes back over 50 years and I have 20 years experience of long distance swimming. In 2004, I was the 24 hour cycling champion of South America and in 2008 finished 3<sup>rd</sup> in the International 12 hour swimming championship in Zurich.

At first thought the distances involved in the Deca Ironman look formidable, impossible even to contemplate. So FIRST YOU MUST DECIDE IN YOUR OWN MIND THAT IT IS POSSIBLE AND THAT YOU CAN DO IT. If you cannot do this then you will not complete the Dec, no matter what training you do. Once you have decided that you can do it, then even if now you can complete a sprint triathlon, 400 metre swim, 15 mile cycle and 3 mile run, you are almost certainly fit enough to complete a Dec. but a word of warning. Some who complete the Dec NEVER COMPETE AGAIN. Otto Haupinger from Austria shot himself fatally. Some great athletes have been completely destroyed by the Deca and the enormous distances involved. If you are prepared to take the risk, read on.

### Support Crew

For any event of Double Ironman and above, you will need a support crew. It

is possible without, but much more difficult and not recommended. So, you will need to persuade your wife, husband, mother, father, friend, or club member to accompany you. I am lucky in that in Mary, I have the world's best support crew. The division of labour is simple. I do the swimming, cycling and running, she does everything else. If I am unable to breath and dying, she makes me do another lap. If my bike breaks, she gets someone to fix it. If I fall asleep mid race, she takes me by the hand and guides me along. If I am suffering with hypothermia, soaking wet, freezing cold in the middle of a forest, she finds me a hot shower and bed. She also feeds and clothes me, and drives me on to and across the finish line. I would not contemplate attempting a Deca without her.

One multi world record holder attended the Deca in Hawaii with a support crew of 15, including trainers, pacers, a doctor, and masseur. He failed. On the other hand a Swiss guy took his 80 year old mother and he finished.

Look after your support crew. You need them when you are in the depths of despair and exhaustion to keep you going and provide encouragement and support. You must pay all expenses and make sure your crew attend all opening and closing ceremonies, (you don't expect someone to pay to go without sleep for 14 days, to feed you, clothe you and slave over you and pay for the pleasure, do you).

I have seen support crew members sent home during a race, divorces arranged and friendships of many years broken during the Deca. But I would advise you to cherish your support crew, and look after them as well as you expect them to look after you. They are essential to your success and deserve your unstinting praise and support.

### The Swim

You are allowed at least 30 hours to complete the swim of 24 miles, and your preparation and training will depend on how good a swimmer you are. I have seen a world class swimmer do the swim in 10 hours, but I overtook him on the run. Even an excellent swimmer will need to do some long hours of swimming. I would suggest a weekly swim of 6 hours. If you are a good swimmer you may be able to complete half the distance during this time. In which case, you should be confident of at least completing the swim. If, like



me, you are a weak swimmer you should be able to complete 10,000 metres, which is a quarter of the distance, and will give you the confidence that you can do it.

So, gradually build up the distance you swim, just, nice and easy, leisurely swimming try without effort, just glide through the water. I swim 6 nights a week plus Saturday mornings. A good swimmer will be able to get away with less than this, but it is essential that you complete the swim; otherwise you can go no further. You can rest of course; get out for food or sleep, or just rest. The swim is just the start so you should aim to complete the swim without being unduly exhausted, ready for the next step.

### The Bike

I would advise that you put most of your training effort into the bike. Before my first double Ironman, I rode every day for over 6 months. On the turbo if the weather was too bad. Gradually build up the mileage. Try and do 250 miles per week up to 400 miles in a good week. You can get away with less than this, but Training Works. The more miles you ride, the easier will be the 1,120 miles of the Deca. What is important is that you get your seat used to the saddle because this is common cause of failure. Severe damage to your back side will bring your Deca to a quick halt. I built my training up so that on Saturday's I would ride 85 miles then stop for lunch, then another 55 miles, then stop for tea followed by a 2 ½ hour swim.

The minimum cycling for the Deca would be 60 miles at least three times a week, together with shorter rides when you can fit them in. Cycling is the most important because it is here that you can gain the most time. You must leave yourself at least 6 days to complete the run otherwise you will run out of time. That means with allowing one day for the swim you have to ride about 180 miles per day. Well within the reach of most cyclists for six days. This will leave you with a day to spare for emergencies, such as sickness, accidents, or bad feet. You do not need to ride fast, just at a nice comfortable pace, but you will need to keep going all day for six days. It is fatal to fall asleep on the bike. If you feel sleepy, you must stop for a rest, food and sleep.

## The Run

Before I decided to compete in my first Deca, I studied a book which was made up of the training schedules of all the leading distance runners of the time. They were training between 70 and 120 miles per week. Even if this was possible I decided I did not have the time to do anything like this amount of running. If you can do 50 miles per week, you are running well. I did a lot of running before the Deca, but in the event, my legs were so stiff after 6 days on the bike that I did not run a step. I walked all the way to the finish, but I found that towards the end I could do 2 marathons a day – 54 miles. Run easily, you do not need to do interval training, or fast running, but if you can do this it gives variety. The important thing is that your feet must stand up to the 262 miles and for this you will need many miles of training.

I have experimented with short spells of fast walking in training. 20 minute walks late at night after swimming. But mainly I run 10 miles, 14 miles nice and easy. Purely from the time factor, I find it difficult to fit in long cycling with long running. I am experimenting with one week cycle rides and the next week with long runs. One year I tried 60 mile rides followed by 10 mile runs which seemed to work quite well. The longest I ever did was 80 miles on the bike followed by a 14 mile run.

My best buy was a pair of MBT sandals with no toe or heel (Masai Barfoot Technique) they promised no blisters, and to my surprise it was true. Your feet swell after a time and these shoes enable you to complete the distance. Your feet will also swell on the bike, and I suggest an old pair of cycling shoes with the sides cut open for when your feet become painful.

You do not need to be a great athlete to complete the Deca, indeed many great athletes have failed, having been destroyed by the enormous distance and time involved, but I have seen many very ordinary athletes complete the distance. You do not need speed or athleticism, but what you needed in vast quantities is DESIRE AND DETERMINATION. You must want to do it, and be totally committed to success. If you have these qualities and are prepared to work hard for at least a year then you are quite capable of completing a Deca Ironman. An event in which there are very few British finishers.

## Psychological Factors

14 days is a long time to keep going and there are 2 ways in which I try to trick my mind into keeping going when all the time my body wishes to rest. I tell myself that I am on a journey through a far country which starts with a swim, continues on the bike and ends with a run. Eventually, at some stage the end will come. Alternatively, I am on holiday during which I am swimming, cycling and running. At the end of 2 weeks all that I will remember is what a great time I had. Make no mistake. **YOU WILL ENJOY ALL OF THIS.** If you finish a Deca Ironman, it is like going to the Olympic Games and winning.

Also I tell myself that if it was easy, I would not be doing it.

The idea is to train the mind so that you continue even when your body has had enough, when you pray for sleep and rest. The idea is to enjoy the event, just to cruise through the Deca, with no problems. Just enjoy the company, the talk, meet with the rest of the world's athletes over 14 days and finding we are all very much alike, with a "Terminator Like" desire to succeed.

You need to be totally focused on the Deca, all other races must be used just as training for the Deca. The main rule of Ultra Distance racing is to keep going at all times. Stay on the track as much as possible. **NEVER, NEVER GIVE UP.**

Forget rest days and training schedules. Experiment with longer distances over all 3 disciplines. In 2001, I cycled 8,600 miles, although this has steadily dropped. My best 2 running years were 2006 and 2007 with 1,960 miles each year, although my running did not improve.

**YOU CAN DO ANYTHING YOU WANT WITH DESIRE AND DETERMINATION. YOU WILL EXCEED EVEN YOUR MOST AMBITIOUS TARGETS.** But my main advice is to **ENJOY YOURSELF** and remember, the more you train, the easier it becomes.

## **The Benefits and Importance of Cycling in todays Climate Part 4**

Sherry Binks

### **A Personal Choice**

If you recall, in part one, I said that as a result of this research, Stephen and I decided to try cycling to work. In fairness to Stephen it was something he had wanted to do for a while, but I was reluctant to try it. The usual excuses came flooding out, nowhere to leave the bike in the Cleveland Health Centre, the hassle of getting a bike in and out of the health centre (we are on the third floor), I'll look a mess, the hassle of cloths, getting to meetings. Anyway, I did start feeling a bit guilty, and agreed that perhaps, just perhaps we could give it a try.

On the way home, (a lovely sunny teatime in May), Stephen suggested cycling in to work the next morning, he had even got a key to the councils bike shed! So we called in to Halford's and bought a new rucksack, (we needed one each). I packed a wash bag, (I always have spare make up at work) cotton dress, underwear, sandals, phone, purse, and surgery keys. I figured that the bike would stand in my office. Stephen suggested that I would need to ride up the ramp to the car park level (hill climb) then get the lift up one floor, and when leaving I would reverse the process. One slight problem, the lifts are busy at tea time, so I carried the bike down the stairs (weight training)

The process became slicker with time, as a treat the best toiletries were purchased for work, stowing the bike was not a problem, once the staff got used to it, and got used to seeing me in cycling clothes. Clothes are taken to work on Monday's in the car. I leave a few spare tops, various colours, in case of weather changes along with several pairs of shoes stored in an empty filing cabinet. Spare hair dryer also kept, just in case!

The crunch came in Autumn, do we carry on cycling in the dark, well yes, we did, winter bikes came out, lights purchased, I bought reflective tape (recommended by the Department of Transport) and sewed it down the legs of our winter longs. The possibility of arriving with a wet bike was discussed with the Caretaker who kindly agreed if necessary I could leave the bike in the

boiler room until it was dry. Cycling down the ramp was a problem; it seemed to be permanently damp and very slippery as it is quite steep. Caretaker suggested using the service lift, this would allow me to use the shallower ramp from the service level, and most of it is covered. Good suggestion, problem solved.

Do I feel better? Yes I do. We have several routes to avoid boredom, and when the weather is good, we ride the long way home, which can be via Stokesley. During the winter we even managed to cycle to the gym and go swimming before going into work. So it can be done, if I can do it a self confessed car addict, anyone can. The only time we opt out is if it is raining when we get up. We also opted out when we had the snow, though some people at work are not happy with me cycling when it was very icy, they feel it is dangerous and could lead to falls (equals broken bones).

One day (when I had my racing bike in the surgery) a Rep came in to see me, looked at the bike, picked it up, and stated without hesitation 'Columbus tubing XL', God, was I impressed!! I managed to stammer something to the effect that it desperately needed enamelling during the winter. This task was commenced in Feb 09 and completed in April 09, by Ellis Briggs, grey and purple being my preferred colour.

Over one year on, and I no longer turn heads when I arrive, only comments such as 'nice morning for a ride', when I leave on an evening, the cleaners usually give a weather forecast. Doctors from other surgeries have commented that it is a good example and the wish that some of their staff would follow suit.

### A Sustainable Future for Cycling?

There is some serious work going on to improve the infrastructure and the image of cycling to the public, thus encourage more participation. All local councils have their strategies for new developments, which include guidance on incorporating safe cycling routes. Though just how the current economic problems will affect the progress remains to be seen.

The Department of Transport website Cycle England has some interesting information available, including information on the first phase of the Cycling

Demonstration Towns programme, this started in 2005 and run to 2008, which seen six towns across England receive European levels of funding to significantly increase their cycling levels. Aylesbury, Brighton and Hove, Darlington, Derby, Exeter and Lancaster with Morecambe collectively received over £7m from Cycling England across three years, plus local match-funding, to deliver a range of measures designed to get more people cycling. In January 2008, the Government allocated an unprecedented £140m to Cycling England over the next three years. This funding injection gave a huge boost to the Cycling Demonstration Towns programme; it allowed Cycling England to recruit England's first Cycling City and 11 new towns in addition to the six already established.

<http://www.dft.gov.uk/cyclingengland/>

I do feel that those of us who cycle 'properly' have the ability and knowledge to encourage others on to the bike, with this in mind, there are various events organised locally thought the year, again aimed at encouraging greater participation. The Cleveland Wheelers are involved in these events, Margaret & Bryan Bevis do sterling work in promoting both the club and the benefits of cycling at these events. Bryan often needs volunteers to help at these events, please, if asked, do try to help. Don't be put off if Bryan mentions 'riding the rollers', even I can ride them, and if I can, you can, I was seen last year riding rollers at one such event wearing 3" stiletto heeled boots. On reflection, this probably would do more to encourage women on to bikes than

<http://www.bikebelles.org.uk>

<http://www.dft.gov.uk/cyclingengland>

## Whitby Jet

Jet is a semi-precious gemstone of organic (i.e. it contains carbon) origin. The name is derived from the Greek *Lithos Gagates* which translates as 'Stone of Gagas'. Gagas was a town in Asia Minor (Turkey). This name passed into old French as *Jaiet*, and into English as *Jet*. Jet was formed from wood that fell into stagnant water and which then became fossilised in much the same way as coal was made. The wood originally came from trees similar to the modern day Monkey Puzzle or *Araucaria*. The original 'wood-like' structure of Jet is revealed under the microscope, sometimes to the extent that the annual growth

rings of the trees can be seen. Two types of Jet are generally recognised: soft and hard Jet. The former was probably formed under fresh water and the hard Jet in sea-water.

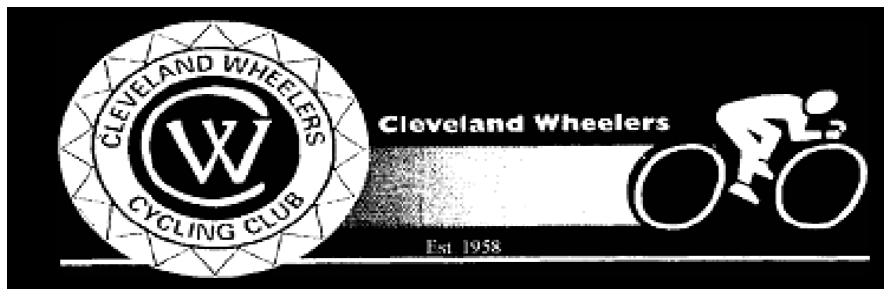
The earliest example of Jet was found in Germany and dates from about 10000 BC. Jet has been used in jewellery since about 1400 BC. Pieces of worked Jet have been found in prehistoric burial mounds.

Jet can be found in many countries, including France (Aude), Spain (Asturias), USA (Utah), Turkey, China, Germany, India, Poland and Russia. However Whitby is particularly famed for its high quality Jet.

Jet is found throughout the North York Moors and remains of Jet Mining can readily be seen near Great Ayton, Great Broughton in Bilsdale, Bransdale, and the Esk Valley and on the coast near Kettleness and Saltwick

Jet was generally mined, though it can sometimes be picked up off the beach. The mines were run by small companies of up to 12 men and consisted of tunnels driven into the side of hills. These tunnels were about 1.8 m high by 1 m wide and the spoil was brought out in tubs or wheelbarrows. At the mine-face the miners used a pointed pick and shovel to loosen the jet. Explosives were rarely used because of the risk of damaging the jet. At the mine-face candles were usually used for illumination, though lanterns and oil lamps were used in some mines. It was then transported to Whitby to be made into jewellery and ornaments.

It is thought that the first Jet workshops opened in Whitby about 1808. By 1850 there were about 50 such workshops making jewellery and ornaments. In 1873 it is claimed that about 1500 people were involved in the industry supported by about 200 miners. The industry reached a height of popularity in the UK in the late 19th Century due to the Victorian custom of mourning. When Prince Albert died in 1861, Queen Victoria wore jet jewellery as part of her mourning dress for several years. Many of the works closed down in the 1920s due to cheap imports, chiefly from Spain. Today there are only about a dozen people involved in making jet jewellery in Whitby.



## CLUB OFFICIALS 2009/2010

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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](mailto:s.binks@ntlworld.com) or Derek George on 01287 280960 [derek@league2000.co.uk](mailto:derek@league2000.co.uk)