

**Cleveland Wheelers**

# **SPOKESMAN**

**Issue 112 Autumn 2010**



**The Cyclo Cross Season is upon us**  
**Bryan Bevis in 1990**

**CLUB SUBS ARE NOW DUE. PLEASE DO NOT FORGET THAT FAILING TO PAY THEM BY DECEMBER 31<sup>ST</sup> WILL INCUR 50% EXTRA PAYMENT. IF YOU WANT TO BE SECOND CLAIM PLEASE NOTIFY THE MEMBERSHIP SECRETARY AT THE TIME OF RENEWING. UNDER 16'S ALSO NEED TO CONTACT THE SECRETARY TO INFORM HIM THAT THEY WISH TO CONTINUE WITH MEMBERSHIP.**

### **Congratulations**

Dennis and Eva Punshon celebrate their Golden Wedding Anniversary on October 1<sup>st</sup>. Many congratulations from all in the club.

### **Dates for Diary**

#### **Tourist Trials**

12 September	50 in 4 Castleton	Marton X Roads	9am
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#### **Club open events**

3 October	Carlton	Hillclimb	11am
9 January	Flatts Lane	Cyclo Cross	10am

**Christmas Day** TT Newton under Roseberry 11am

**Speed Judging** Sunday October 31<sup>st</sup> Great Ayton tourist info car park 10am.

**Freewheeling**, Sunday November 14<sup>th</sup> Ingleby Greenhow 11am.

#### **Guisborough Forest and Walkway Festival,**

Sunday September 12<sup>th</sup> 10 till 4.

Fun for all the family. An excellent day out with all kinds of exhibits, some cycling related. The club along with the CTC will also have a PR stand

**Bring and Buy Fair,**

Friday October 22<sup>nd</sup> Stokesley Town Hall 7pm.

It is the evening when you can get rid of some of your unwanted cycling gear or maybe buying more equipment. Whatever you do it is always a good evening. Low entry fee and good food a cyclists dream.

**Quiz Night Friday**

19<sup>th</sup> November at the Globe pub in Guisborough. 7.30pm. Cost £5 per person, good buffet. This is an easy (ha ha) fun quiz with a first prize you may or may not want! (contact Bryan Bevis).

**Pre Christmas lunch**

Sunday 19<sup>th</sup> December Ingleby Greenhow Village Hall. Proceedings start 12 sharp. Cost £5 per person for this you get a good buffet (bring your own booze), but before you eat you have to sing. NO SINGING= NO EATING. Let's hope there are no major snow falls like last year. (contact Bryan)

**Club Dinner Dance and Prize Presentation**

11<sup>th</sup> February 2011. Once again at Middlesbrough FC's Riverside Stadium, Legends Lounge. More details later.

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.

Any member wishing to be considered for a BAR trophy please forward times to the Racing Secretary by October 31<sup>st</sup>.

## Cyclo Cross calendar

### NECCL

12th Sept	TBC – Whickham Thorns	Derwentside CC
3rd Oct	Mowden, Darlington	Ferryhill Wheelers CC
31st Oct	Preston Park, Stockton	Blackhawkbikes.com
7th Nov	Hetton Lyons, Hetton Le Hole	Barnesbury CC
28th Nov	Sports Centre, Meadowfield	Muddy Brown's Events
12th Dec	Dalton Park Shopping Complex	Gosforth RC
9th Jan	Eston Hills, Middlesbrough	Cleveland Wheelers
16th Jan	Hetton Lyons, Hetton Le Hole	Hetton Hawks CC

League is based on best 5 from 8 including minimum of 1no after Christmas

Time Age Ride Fees

10.30am U12 Free

11.15am U16/14 & Novice Lady £3.00

12.30pm Sen / Vet / Lady / Jun £5.00 & £10.00 (non tli members)

Presentation Night Mid Feb 2011

### **CXNE {British Cycling}**

05.Sept	Kudu Cross	National Park Centre Hawes
12.Sept	John Stevenson Memorial Cross	Brompton
19.Sept	Richmond CC CX GP	Richmond School
10.Oct	Black Hawk Bikes Cross	Preston Park
17.Oct	Derwentside Cross No. 1	Whickham Thorns Park
24.Oct	Kudubikes.co.uk CXNE	Temple Park
14.Nov	Gosforth RC	Gateshead International Stadium
21.Nov	Teesdale CRC CX	Stainton
19.Dec	Kudubikes.co.uk	Venue to be confirmed
26.Dec	CXNE Boxing Day Cross	Temple Park Centre
02.Jan	Middleton's New Year Madness	Croft Circuit

## Club Open Events

The League 2000 has drawn to an end for another year. We had 113 riders who competed in 785 rides an average of 66 per night. Overall category winners were Josh Teasdale, Harry Tanfield, Charlie Tanfield, Angus Brown, Aaron Preston, James Shields and Zac Raw.

The Mike Binks Memorial road race had to be cancelled this year, after an unbroken spell of 34 years. The reason was that North Yorkshire Council highways said that we required traffic management on two junctions, Hutton Rudby and Tame Bridge. A request to British Cycling asking for us to provide our own qualified personal was not received. We were then quoted £647 + VAT. With 30 entries at £13 we had no choice but to cancel.

21 riders lined up in the CWCC youth crits at Middlesbrough FC's Riverside Stadium on the hottest day of the year so far in June. The events included the North East Divisional Championships.

Cat A/B

- 1 Adam Martin
- 2 Alastair Hepworth
- 3 Taylor Cardus

Cat CDE

- 1 Thomas Mein
- 2 Emma Brady
- 3 Jake Dobson

27 solo's 2 juniors and 1 tandem lined up for the SPOCO event held on the Seamer circuit in sunny weather. For organizer Paul Howe this was the first time it hadn't rained during the event.

Fastest rider was Simon Baxter in 38.19, Andrew Howe was fastest junior (1 lap) 26.14 and Stan Douthwaite and Maureen Daniel completed the two laps in 50.59

The 50 mile TT held on the Crathorne course saw Chris Isats coming out on top with a time of 1.46.17. However the weather deterred a number of riders on the day with 23 non starters.

## **Racing Roundup**

On the road racing scene Aaron Preston won his age category in the York Criteriums, closely followed by Toby Tanfield in second place.

However most of the points for our young riders are coming in the North East Youth League and the Martyn Dobson Memorial series. Aaron, Toby, James Shields, Laura Kotch, Katie Howe and Helen Kotch have regular been placed in these events.

Laura and Katie have also been chosen to represent the North East in the Sainsbury's UK School Games which are being held in Gateshead. 2<sup>nd</sup> claim members Harry Tanfield and Alex Hopper also help to make up the team. Cycling is one of 10 sports in the games.

## **Sky Ride**

A lot of members took part in Sky Ride Middlesbrough on August 15<sup>th</sup> and all I spoke to enjoyed it, the joy of riding along roads that were traffic free and with so many on bikes. However the story started in May when I was invited by a Middlesbrough Council colleague to attend a presentation to be given by British Cycling about Sky Ride which I duly accepted. The presentation lasted approximately 1 hour. My colleagues seemed to think that it would be good for Middlesbrough, which in the long run turned out to be correct.

Funding was available through the Healthy Towns Initiative for such an event. In a meeting shortly after it was agreed to apply for the event so came nearly 3 months stressful work for colleagues in the department. Sky/British Cycling also laid down many rules as to what and what we could not do

The first task was to pick a suitable route. This had to be based on Centre Square and be approximately 8 – 10 kilometres, which also included a number of the town's landmarks. After much discussion the route taking in the Transporter Bridge, TEMENOS, and Albert Park was selected. There were an amount of contract negotiations between Middlesbrough Council and Sky, once these were agreed it was then all systems go.

The next step was to apply for the road closures which is a legal undertaking and meant that all the roads, and the lengths, affected, including every side road, had to be listed. This was a job delegated to the apprentice in my team. Notices had also to be posted, discussions with the bus operators to divert their services, along with the emergency services. Fending off numerous telephone calls from the general public and businesses which may be affected.

Meetings were then organised to arrange the entertainment on the day. This included finding and organising the bands, contacting the various cycling displays (Team Extreme, Cycle Scaletric). This task turned out to be one of the most difficult as many phone calls were made with no commitment forthcoming.

Discussions on items such as where to place, and how many, portaloos. What food could be provided and where it could be sourced also took place.

All the advertisements had to be on the Sky templates something that was not well received. In the end nearly 3000 leaflets were distributed through the schools, libraries, leisure facilities as well as the odd email from me to those competing in the League 2000. Press releases were sent out and websites updated.

The Evening Gazette had also been asked to carry an article, however they required photographs of a 'cycling family'. Step forward Jason, Mhari, Laura and Helen Kotch who were photographed riding through their estate.

Other tasks included checking that the roads were suitable, no potholes or utilities digging up the road and if so filling in the holes and liaising with the

utility company to ensure they were finished. This was especially the case with the Gas board on Albert Road. Time was now starting to get tight

First Aid officers were recruited along with the many 'event officers' (marshals). Orders had also to be placed for the event signage. Traffic Management had also to be organised with the required diversion routes. A company was employed for this purpose.

Sky had also requested a VIP lounge for any dignitaries that were going to be present, which included Ross Edgar.

However all was now in place ready for the big ride. The morning started around 5am for the traffic management team having to place all the cones, barriers and diversion signs, these were then pulled into operation shortly before the roads were officially closed at 9am. Route signage had to be erected along with signage pointing to car parks. Then was all set for the ride.

Part of the contract was also to help in organise the local sky rides which are aimed at those who participated in the Sky Ride getting out on their bikes more often. These rides are lead by trained leaders, including club member Sarah Turner.

An article will appear in the next issue telling the story of one of our family's day.

## **Bikes I Have Known Fifty years of bike owning**

Dennis Punshon

"Mum! Mum! If I pass the scholarship can I have a bike" A small boy pestering his mother in 1943 as thousands of small boys have pestered their parents throughout history. My mother finally agreed to my demand her resistance eroded by my continual nagging. After all, she was onto a fairly



safe bet as I was the bottom boy in my class at primary school at the time! There was no way that Dennis could possibly pass the eleven plus and go to the posh grammar school was there? Some weeks later the results came out and calamity struck the family. A promise was a promise and mum could certainly never afford to buy me a new bike. Fortunately my uncle came to the rescue and built me a second hand machine.

Came the great day and I set off on my very first bicycle ride, coming down the bank of Gypsy Lane towards the T junction near Swans Corner I turned the handlebars confidently to the left to go round the corner. Just as confidently the bike carried straight on across the road (fortunately traffic was much less in those days) and Dennis finished up in the hedge. My uncle was not such an expert cycle builder as I had imagined, he had forgotten to tighten the expander bolt. Thus began my long-running love affair with the bicycle and that incident set the tone for my exploits over the next fifty years.

A few years later the same ploy was used once again as I was approaching my School Certificate exams, after all, why change a successful tactic? As a result mum agreed to buy me a new bike. Perhaps she was influenced by a recent incident with my old one in which my brakes failed and I was faced with the alternative of running into the back of a stationary bus or ploughing into the queue of people waiting to board it. I decided reasonably enough that people were softer than buses (I always did have a logical mind) and hurtled through the queue creating mayhem and scattering people like chickens. The number of irate persons who visited my home and forcefully expressed their opinion of me to my parents probably persuaded them that I ought to have a bicycle that at least stopped when needed! So, there I was. The proud owner of a Raleigh Lenton sports bike with a Sturmey Archer 3-speed gear and peculiar, semi-dropped handlebars which swept forwards and then back again. At the same time, my sister was presented with a Robin Hood ladies bike again with dropped bars and we spent many happy hours touring together. I had the Raleigh for several years during which time it was transformed by the addition of various fittings as and when I could afford them. I particularly remember the adjustable toe-clips which always disintegrated when the nut (not me!) worked loose. The bike finally ended up as a hack bike on fixed wheel transporting me to and from work.

My first lightweight bike was a Carlton Flyer purchased from Ted Kyles

Cycles situated in a street which ran between Linthorpe Road and Albert Road and I've forgotten the name of it. The bike was paid for with money saved in the Mutual Aid, a Friendly Society which was very popular in Middlesbrough at this time, I wonder if it is still running. I picked up the bike and a long lecture from Mr Kyle as to how to look after a good bike. I wheeled it outside and was about to 'cog on' when a huge hand descended on my collar and a booming voice echoed in my ear "Never get on a bike like that lad! That's how you twist the frame." I have no idea whether this is true but I've never mounted a bike in that way since. I still recall the sheer joy of riding a lightweight bicycle with high pressure tyres and the difference when compared to my old machine. Incidentally, this was my first experience of riding fixed wheel and fifty years later I still enjoy the simplicity of a fixed wheel bike.

My next bike was a Paris, the first bike that I built up myself. I don't know if you remember but at one time Paris produced a peculiar frame design in which the down tube met the seat tube halfway up its length leaving the bottom bracket seemingly hanging free! I don't know if it was a successful idea but my Paris was of a more conventional design and was a fairly boring machine and I eventually swapped it for a Bianchi frame. This was at a time when *il campionissimo* Fausto Coppi was thrilling us all with his exploits and he rode a Bianchi. Needless to say my Bianchi did not have anything like the same effect on my riding as it did with Coppi. It was on this bike that I first tried Campagnolo gears, previously I had always stuck to the old Simplex gear where to change down you simply pushed the gear lever forward and the gears eventual ground their way to the bottom of the range. The first time I went out on Campag I came to Silver Hill on the way to Tan Hill and automatically threw the lever forward to change down. The gear slipped effortlessly into top gear and I fell off with great panache. The thing that I remember about Bianchi frames was that they were very rigid on fixed wheel but had an unfortunate tendency for the top tube to bend just behind the headset if you ran into a stationary vehicle. I seem to have had a lemming like death wish in this respect and bent two Bianchis in this way! One of my Bianchis was converted into a tricycle by means of a Holdsworth conversion set and I had a lot of fun with it. It took me a week to learn how to ride the thing and all the kids in the neighbourhood threw apple cores at me and shouted "Can't you ride a bike mister!" The trike had a definite mind of its own and had a distressing habit of suddenly heading for the nearest ditch without warning.

There was one occasion returning from York having ridden sixty or seventy miles the trike decided that it had had enough and dived into the hedgerow in spite of all my efforts to protest. Dennis finished up in the ditch yet again!

My next frame was Gaimbuel which had been hanging in Bill Tilston's shop so long it had begun to take root. Bill sold it cheap and was probably glad to get rid of it. Still, it was a decent frame, very strong and rigid. I did a lot of rough stuff on this bike and I remember on one occasion hurtling across a field and suddenly realising that there was a trench cutting right across it. I hit the trench at about fifteen miles an hour and described a beautiful parabola through the air before landing with a thump which shook both the earth and me and probably registered on the Richter Scale. I picked myself up and checked the bike for damage and then carried on regardless. I then bought a George Elrick frame made in Scotland, the lightest bike I ever had, stripped for racing it weighed just 16lbs. Unfortunately it used to whip badly when under pressure and I moved onto my next frame, the only frame I ever had designed for me. It was a Hetchins Experto Crede with the most beautiful lugwork and straight stays as I did not fancy the curly stays. This was the most comfortable bike I ever had and I used it for the two twelve hour and the one twenty four hour races that I rode. Eventually, I had an attack of insanity and sold it to Bob Harvey for ten pounds and it ended up being stolen from outside his house.

By this time I was married to a lady who had never been a cyclist, however I would soon introduce her to the delights of bike riding. I bought a tandem, bought Eva all the gear for a career in cycling and we set off to ride to Guisborough from Middlebrough. With me on the front being reasonably fit we were soon doing about twenty miles an hour and it didn't occur to me to ask how Eva was getting on. On arriving at Guisborough Eva was absolutely shattered and she told me quite bluntly what I could do with my tandem and I had to ride it home by myself whilst Eva got the bus home. The result was that I sold the tandem and moved onto motorbikes for some years until I came back to the bike by way of my youth work when I ran a cycling group for delinquent youngsters. I then acquired an old Bryan Bliss fixed wheel bike and an equally ancient Claude Butler on gears which I used until I retired from work.

Upon retirement, I decided to take up the bike seriously again and I bought a

Paul Donohue frame which was designed for me by Paul. I especially asked that the frame should have mudguard clearance as I was not sure whether I wanted to start time trialling again.

## **History of Chocolate**

Sherry Binks

You may think that chocolate has been around for hundreds of years, but in fact you would be wrong.

Eating chocolate has only been around for about 150 years, while on the other hand drinking chocolate has been around for centuries, long before Christopher Columbus discovered America.

Chocolate first came to Europe in the 16th Century, but it has been proven that the Mayans established cocoa plantations long before 600 AD. Cacao beans were often given as gifts and used at religious ceremonies. The Maya people had many gods; one of them, Ek Chuah (the merchant god), was linked with cacao and was honoured in festivals with an abundance of cacao fruits.

Merchants of the Maya people often traded cacao beans for other commodities, and for cloth and jade. Farmers usually transported the beans to market by canoe or in large baskets strapped to their backs. Wealthy merchants travelled far and wide to sell cacao and introduced the cacao seeds to Aztec people of Mexico.

In fact, chocolate was introduced to the Spanish court by Herman Cortes, a Spanish explorer in 1519 after conquering Mexico. He was given a cup of “Xocoatt” by Montezuma, the Aztec emperor.

The Aztecs considered the chocolate drink so glorious that it was served in golden goblets and then only to members of the royal family who were considered gods by their own people. So valuable was the cacao or cocoa bean, from which the chocolate drink was made, that the bean was also used as money. Ten beans bought a rabbit, while 100 beans could buy a slave.

The Spanish sweetened the bitter Aztec chocolate drink with sugar and spices, such as vanilla and cinnamon. They kept the chocolate a secret for nearly 100 years, although gradually the reputation of this delicious but expensive drink crept around Europe.

In 1928, a Dutchman called Coenraad Johannes van Houten invented a press which could extract cocoa butter and cocoa powder from the bean. This process has changed little over the years and is how we still get our cocoa powder for chocolate drinks today. This invention paved the way 20 years later for an Englishman named Joseph Fry, who discovered how to combine the cocoa butter with chocolate liquor (ground cocoa beans) and sugar to make the first “eating chocolate”.

In 1875, Daniel Peter added condensed milk to Joseph Fry’s chocolate recipe to make the first milk chocolate. A few years later, Rodolphe Lindt invented a way to refine chocolate so it could be moulded into shapes as well as bars. Since then technology in the manufacture of chocolate and chocolate products has come on fast and furious, taking chocolate from a luxury that only a few could afford to an everyday commodity that we now take for granted.

The Latin name for the cacao/cocoa bean tree sums up chocolate nicely for us . . . Theobroma . . . which translates to . . . “food of the gods”.

## Spinning

With the dark nights fast approaching have you ever given thought to other aspects of cycling to keep fit. One of the newest forms is Spinning, ultra-endurance athlete Jonathan Goldberg developed the concept of indoor cycling classes in the 1980s. Subsequently, a trademarked program (Spinning) was later introduced by Mad Dogg Athletics, Inc., a company founded by Goldberg and John Baudhuin.

A typical class involves a single instructor at the front of the class who leads the participants through routines that are designed to simulate terrain and situations similar to riding a bike outdoors. Some of the movements and

positions include hill climbs, sprints and interval training.

Most instructors will lead what is called an interval ride, this is where students will sprint, run, climb, and jump all in the same ride but there will not be definable pattern to the exercises. The early 2000's, "terrain-based" classes that simulate outdoor conditions (e.g., wind resistance) were introduced. Terrain-based spin classes are designed to improve a rider's outdoor skill set and increase endurance while providing an intense cardio-based workout.

There are three riding positions used in spinning each work a different part of the body. Position one is when the rider is in the saddle and the hands are resting on the center of the handle bars. Position two is when the rider stands up but can still feel the saddle between their legs and their hands are light on the handle bars. Position three is used for heavy climbing and the body is extended over the handles.

Most gyms, similar to the Rainbow Centre in Coulby Newham have spinning studios. This particular venue charges £4.90 for non members and £4.15 for members

## Scones

Bryan Bevis

Food can be at times in the cyclists most upper thoughts from waking up to going back to bed. The subject can be referred to many times during a conversation with a fellow cyclist.

It was during such a conversation with Mike Cole, at the clubs evening series, that a reference to where the best scones can be found during a bike ride. A scone plus a cup of coffee/tea is found by many a cyclist to be a most welcome refreshment.

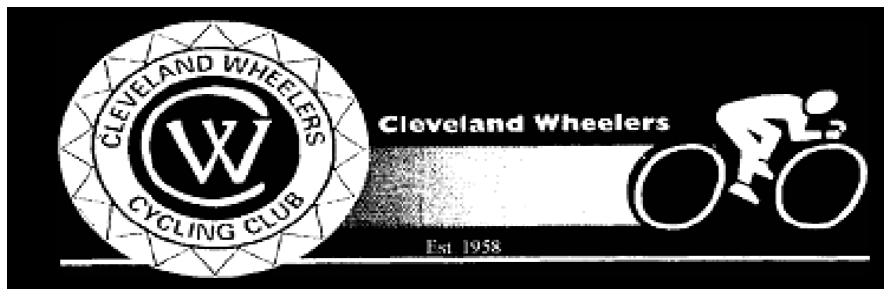
I favour Roots Café at East Rounton, they produce a good size scone with an excellent taste (cheese or fruit). Mike's preference is Kildale Café saying they

were even better, neither of us changing our opinions. I bet that there are a fair few members who also have their favourite scone café stop so just let us know and we can start giving a star rating. (I still say Roots serve the best)

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A keen cyclist (Mr. Branson) has made a number of long journeys to demonstrate the efficiency of a grass diet. On June 21<sup>st</sup> 1942 he rode 91 miles on 12 oz. of lawn mowings, adding there to 14 teaspoons full of sugar and a dressing of water and vinegar.

(CTC Gazette September 1942)



## CLUB OFFICIALS 2009/2010

President	<b>Norman Bielby</b>
Vice-Presidents	<b>Dave Holden, Frank Bradley</b>
Chairman	<b>Paul Howe</b> , High Bracken Hill, Chop Gate TS9 7LL, 01439 798487
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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](http://derek@league2000.co.uk)