

Cleveland Wheelers **SPOKESMAN**

Issue 114 Summer 2011



John Main

the Bealach Mor challenge



Dates for Diary

Tourist Trials

3 July	100 in 8	Marlon Shops	9 am
21 August	Rough Stuff	Ingleby Greenhow	10am
18 September	50 in 4 Castleton	Marlon X Roads	9 am

Club Open Events

12 June	Kirklevington	50	8am
15 June	Stokesley	17	6.30pm
19 June	BSCA National Circuit Championships		9.30am
10 July	Stokesley Mike Binks Mem		9.30am
7 August	Crathorne	10	8am
2 October	Carlton	Hillclimb	10am

League 2000

June 6th & 20th, July 4th & 18th, August 1st, 15th & 29th, September 12th

Youth Training Sessions

6 – 7.30 Wednesday evenings at Middlesbrough Cycling Circuit cost £2.50 to club members.

Marshalling Duties

Rule 4 (i) of the clubs constitution states “A condition of membership is that all members of 16 years and over may be required to officiate in at least one open event organised by the club per season.”

Unfortunately more members are starting to pull out of marshalling events at short notice which is starting to put a strain on club officials and event organisers. The rule was originally

introduced because it was the same people officiating at all events which was a very unfair state of affairs.

All we are asking is for members to give a couple of hours A YEAR to assist in keeping the club's name.

However a motion is to be placed at the AGM for debate which will carry sanctions against those who do not help out without a good reason.

SO PLEASE MAKE EVERY EFFORT TO SUPPORT YOUR CLUB

News

The club's AGM will be held late August Early September, Any member wishing to place a motion on the agenda must forward them, duly seconded, to the Club Secretary by the end of July.

A correction to the records which were published in the last edition. The team record for the 10 now stands at 1-02-03. The team members were Richard Meadows (19-36), Simon Coates (20-17) and Phil Meadows (22-10) and was recorded in the Wigan Wheelers event in 2006. This also means that Richard is the both the Senior and Junior record holder aswell.

Congratulations to our Club president Norman Bielby and Phil Meadows. Norman recently celebrated his 75 birthday and Phil reached his half century. Happy Birthday both.

Unfortunately due to the Earthquake in Japan David Daniell's trip to ride in the Kieran School has been postponed. David has a two year contract and will be there in 2012.

Racing Round Up

The first club event of the year was the 21 mile time trial organised by Mike Cole. The usual windy conditions were replaced by heavy rain showers this year although everyone managed to battle the weather to record fast times. Winter training has somehow been completed.

Congratulations to Jon Sturman winning with a time of 44:32. Second place went to Dominic Munnelly 46:20. Third place again was taken by talented junior Josh Teasdale 46:51 although he had to share the position with Shaun Tyson 46:51. 5th. Place went to Keith Murray 47:42.

The Ladies prize was won by Mathilde Matthijsse for the second year. The Tandem prize was won by Tony Main and Charlotte Ellis.

Veteran prize winners:

40/49. Jon Sturman 50/59 Bob Murdoch 60+ Tony Stott

Junior competition winners were Josh Teasdale from James Edmond and Charlie Tanfield.

Thanks go to all of the club members who helped marshal the event without which it would not go ahead, it is pleasing to note that, as usual, there were many comments regarding the high quality of marshalling and directions given. Timekeepers Les Harrison and Ian Hutchinson, Norman for the results service and special thanks must go to the ladies who provided the cakes. Thanks to Pat, Margaret, Mhairi, Laura, Helen for the refreshments on the day.

This was followed by two youth races at the new cycle circuit.

The first of these was the Prissick Launch event.

The youth events saw some great racing through the morning. Each rider had 3 races starting with a 1km time trial, followed by a 31km (u16/u14) and 10km (u12/u10/u8) scratch event. Following this was an

elimination race where the last riders over the line every lap were eliminated.

Time Trial

1st rider away on the circuit was Aaron Preston Cleveland Whs who covered the circuit in 1min 45.2 secs to become the first holder of the course record. This held for 7 mins when Andrew Howe Cleveland Whs took over the lead 1.37.2 However eventual race winner Jake Womersley Aire Valley stormed round in a time of 16.2

Cat C/D/E scratch race

Aaron Preston and Toby Tanfield Cleveland Whs took complete command of the 10km race from the start. Connor Eyeington Cleveland Whs and Felicity Gledhill Planet X chased gamefully but the front two stayed away with Toby winning by a tyres width.

Cat A/B Scratch Race

9 riders took early command of the 31km race. Jake Womersley, Oliver Wood, (both Aire Valley) Jacob Scott, Leon Gledhill (both Planet X) Luke Parkin (Hetton Hawks), Charlie Tanfield, Alex Hopper (both Velo 29) James King (Colomba CC) Joe Davison (Ferryhill Whs). These nine tended to stay together with a couple of attacks off the front, however with 5km remaining Oliver Wood broke free and 1km later Luke Parkin, Jake Womersley and Jacob Scott joined him and stayed clear. with Jake coming out on top in the sprint.

Devil

All riders started this race together. Two riders were being eliminated per lap until 10 riders were left when 1 rider per lap was taken out. The two up sprint finish saw Oliver wood beating Jacob Scott.

35 riders for the Cleveland Whs youth criteriums which incorporated the Youth Championships.

The first race for Cats C,D,E saw Thomas Mein breaking away with Joseph Armstrong and Simon Howlett to dominate the event, Thomas

winning the race in front of Joseph and Simon. In the process Thomas picking up the regional title for the third year in succession. Aaron getting the Silver with Connor Eyeington the Bronze.

The Cats A,B race. Ten riders moved away from the rest of the race, the ten being Luke Parkin, James Morgan, Matthew Worton, James King , Joe Davison, James Edmond , Mike Thompson , Thomas Parkin, Ellis Kirkbride and Harry Craig and although there were some attempts to break clear none succeeded. The wind was playing a major factor in the back straight with the two Border City Whs riders yo-yoing at the back until they lost contact with 3 km remaining. A close sprint saw Luke edging out James King with Joe in 3rd, these also being the 1st 3 regional riders.

Mike Rennison has had a good start to the season with 4 top ten finishes in the early season road races. On the Time Trial front Simon Coates has had a 9th place in the Stockton Wheelers 10 aswell as 7th in the Alpine Rootz 18 SPOCO event. Simon also finished 11th in the Rudy Project series round 2. Richard Lillekar was 7th in the Wansbeck 21 SPOCO event.

The first two rounds of the League 2000 saw 68 and 67 riders competing. In the 1st round Harry Tanfield coming out on top winning the long road race, time trial and Skills. Round 2 saw him winning the time trial and skills but Matthew Worton won the road race.

Youth Coaching Sessions

Every Wednesday evening the club hold training sessions at the Middlesbrough Cycling Circuit for our U16 members. They are held from 6 till 7.30 and cost is £2.50. There is also Tea/Coffee available for parents.

Great Broughton

Sherry Binks

As the evening series has commenced the first village encountered is Great Broughton. Some facts about the village

Great Broughton is a village in the Hambleton district of North Yorkshire in northern England. It is located two miles south of Stokesley, on the edge of the North Yorkshire Moors National Park and the Cleveland Hills. Together with the adjacent village of Little Broughton, it forms a civil parish within Hambleton. The two villages are listed (under their Latin names Magna Broctun and Parva Broctun) in the Domesdy book of 1086. The name "Broughton" is a common English place name, derived from Old English meaning "farmstead by a brook".

The village is overlooked by the Wainstones, a rocky outcrop popular with climbers, and lies on the Cleveland Way. Broughton Beck flows northward through the village, joining the River Leven (a tributary of the Tees) at Stokesley. The B1257 road, which runs north to Stokesley and south over the moors to Helmsley, is a popular scenic drive; its popularity with motorcyclists has led to opposition from locals.

Great Broughton is 1 mile east of Kirkby in Cleveland, and was formerly part of the Parish of Kirkby.

The economy of the village was formerly dependent on agriculture, textiles, and jet mining but now the village relies on tourists visiting the moors and functions as a dormitory settlement for Teesside and North Yorkshire. The 2001 census put the population of the parish at 950, with the council estimating 940 inhabitants c.2005.

Middlesbrough Cycle Circuit

Brian Gleeson

From beginners to Olympic stars of the future – a fantastic new cycling circuit in Middlesbrough is set to get people of all abilities on their bikes. The Middlesbrough Cycle Circuit, based at Prissick Sports Hub off Marton Road, was officially opened on Tuesday, March 15 by the Mayor of Middlesbrough Ray Mallon.

Following the cutting of the ribbon, cyclists, including students from Ormesby School and riders from local Clubs, as well as a unicycle, set off on an inaugural lap of the circuit. Beginner, recreational, club or elite cyclists will be able to use the 1km enclosed circuit and enjoy the thrill of cycling on a safe, purpose built circuit. As well as being a safe environment for beginning and novice cyclists, British Cycling hope the track will unearth champions of the future to follow in the tyre tracks of Middlesbrough cycling stars, David Daniell and Chris Newton.

The track is a tarmac surface six metres wide, widening out to eight metres on the home straight. It is fenced, lit with street lighting and there is a clubhouse. The project, which cost £700,000, has been funded by the Middlesbrough Healthy Town programme, British Cycling, and NHS Middlesbrough. At the Circuit, Bob Howden from British Cycling, who has been in the sport for 30 years, said, “It is heartening to see where we’ve come to with British cycling success in the Olympics so now we have put our money where our mouth is.”

The circuit will be available for both casual use or for hire by groups or clubs. The Cleveland Wheelers Club will use the circuit on two nights a week for training and their League 2000 events and Stockton Wheelers have booked the circuit for training for one morning per week. Mayor Ray Mallon said: “At the moment in Middlesbrough, there is too much smoking, alcohol, fatty foods and a lack of exercise. As a town we are all about getting more people more active and helping

them to live longer, happier and healthier lives. The Middlesbrough Cycle Circuit is a great new facility to help us achieve that. This facility is for everyone and I look forward to seeing people of all ages and all abilities using it for many years to come.”

Middlesbrough was awarded Healthy Town status by the Government in December 2008 and secured £9m of funding to help reduce obesity and increase physically activity and healthy lifestyles in Middlesbrough. Claire Lowe, the Project Officer from Middlesbrough Council on developing the cycle circuit said, “It’s traffic free cycling, it’s somewhere safe to take your children, somewhere safe to learn to ride, somewhere to do coaching, develop cycling skills and somewhere for competitions. We’re working with a local group who are developing opportunities for children with disabilities.”

Ian Drake, British Cycling’s Chief Executive, said: “The new facility in Middlesbrough looks fantastic and it is another example of the numerous efforts we have made to develop excellent modern cycling facilities across the UK. This excellent circuit will provide people of all ages and abilities an opportunity to enjoy cycling in a safe, controlled and traffic free environment - from supporting the growth of our sport at the grassroots and helping us develop future cycling stars.”

The Circuit will become a focal point for cycling activity in the area. This includes being part of British Cycling’s new National Women’s Cycling Network which aims to get more women cycling. The fun, recreational group bike rides will be led by women for women.

The three year programme will see women trained at Middlesbrough Cycle Circuit aim to become local champions and ride leaders and will hope to increase significantly the number of women cycling every week.

A new recreational cycling club, the Tees Valley Riders will also be based at the circuit. The club was developed with help from British Cycling by Middlesbrough Sky Ride participants last year who wanted to keep riding together after the Sky Ride local ride programme ended

in November. The Sky Ride local rides are also returning to Middlesbrough on Sundays throughout the summer.

Parents 4 Change, a group working to support families with children with disabilities in Middlesbrough, has contributed £50,000 of 'Aiming High' funding to buy inclusive cycles for use on the facility. These cycles will be available for hire to families and carers with children and young people with disabilities.

Over the sea from Skye - the Bealach Mor challenge

John Main

First, a little Gaelic for non-natives – Bealach means col and Mor means big. The Bealach in question is the Bealach na Ba (pass of the cattle or maybe col du coos), and it is right in the middle of a lovely 90 mile sportive in Wester Ross. And it is big – you start beside the sea and 6 miles later you top out at 2053 feet (before promptly going all the way back down to the seaside). It is a mythical road in Scotland – the Highlands used to be full of steep bendy single track roads which were a challenge to car drivers, let alone cyclists (although British Leyland were partly to blame for that) but few remain. Those that go anywhere important (i.e. link to remote NATO bases) have, like ageing movie stars, been smoothed and flattened until their character has gone. But not the Bealach na Ba, which remains resolutely single track, occasionally poorly surfaced, and not short of bends and verticality. It's the longest, highest road climb in the UK. And one other thing – it is unfeasibly scenic. Anyone who has never ventured to the far north west of Scotland cannot imagine the UK harbours such a mix of sea, sky, mountains, lochs and cliffs.

So in 2006, when sportives were just starting, two circular routes were created centred on the Bealach na Ba. The Bealach Mor, the big one, starts and finishes in Kinlochewe, is just over 90 miles, and totals over 3000m of ascent. The Bealach Beag (the little one) starts and finishes in Shildaig, must be a candidate for the most glorious and quiet circular

road trip to be had in Britain, but at around 50 miles is perhaps a little unsatisfying if you are making a pilgrimage from England. The maximum field for the Mor is 600 and it sells out quickly every year – entries open in December and it takes place in September. It is worth noting that 600 is a similar ball park figure to the total population living in every part of the 90 mile route. And, very importantly, the 12 miles or so over the Bealach is closed to traffic during the race. This is actually vital because the road is very narrow in places, too narrow to allow a bike to easily pass a car going the other way.

Kinlochewe is a very small village at a road junction. Oddly, there is no Loch Ewe, but the beautiful Loch Maree is just a couple of miles along the road. The start is from the village hall, on the single track Glen Torridon road and the village is overwhelmed by the number of cyclists. Not surprisingly, they get a bit fed up of people peeing in their front gardens and anyone caught doing so is rightly removed from the race. As most of the route is entirely out of sight of human habitation, it is quite unnecessary to use one of the few inhabited spots as a toilet. And while we're on etiquette, discarding litter, especially empty fancy food tubes, doesn't get you excluded but it should. You can register the night before or on the morning, and get supplied with your number, your dibber, and a card with the route profile and a few helpful and appropriate Gaelic phrases – "I have a puncture", "my arse hurts".

Immediately after starting the route turns right onto the A832, starts to climb, and keeps climbing up Glen Docherty for about 5km. The road is now wide and beautifully surfaced, it's one of the former windy single track jobs, but the famous glorious view down to Loch Maree and Slioch remains untouched. You won't see that unless you are unlucky enough to have an early puncture, because it's behind you. (I'm assuming you have entered a sportive because you have some inkling of competitive spirit and a vague interest in how long it's going to take, and that although you will enjoy the views on the way round, you won't stop just to look at them. Later on you might pretend that is what you're doing, but everyone will know that it's really because you're

knackered). This climb is pretty straight, you can see it rising ahead, maybe at about 7 or 8%. Like every part of the Bealach, the wind is crucial. If you get to the top thinking you have remarkably good form despite a few pints of heavy and a wee malt last night to help you sleep, it's a stiff westerly today.

Non-natives will already be struck by how few cars are on the roads, and this is even more obvious over the top of hill as you sweep down past Loch a'Chroisg on a road every bit as wide as, say, the A1 between Morpeth and Alnwick. There are moors and hills everywhere, but almost no signs of human occupation. The roundabout and big green A road signs at Achnasheen seem quite out of place, and the village sign is almost as long as the village itself. If you arrive here in a group (and finding a good group and sharing the work is the key to both having fun and getting a good time in sportives) you can even do that Tour de France thing of splitting round both sides of the roundabout, unless your arrival coincides with a rare car, of course. Now it's flat or occasionally uphill across desolate moorland fringed with lumpy, stony peaks. The direction has turned through 270 degrees at the roundabout, so for the first time you get some feel for what is fitness and what is the wind. All in all, you probably want to suffer a bit here because that means the last 20 miles will be more or less downwind.

Next comes a fast descent to Ashnashellach (easily confused with Achnasheen, it's another tiny hamlet with a big name and a railway station, or at least stop). Near here you cross a level crossing which is dangerous in the wet – you need to turn a bit to the centre of the road to cross the tracks at right angles (good advice for oblique angled level crossings everywhere). If you are really unlucky you might arrive at the same time as one of the very few trains, in which case, enjoy the scenery. It's no distance now to Lochcarron village, a long street along the edge of the loch, where quite a few locals are out to cheer you on. The first feeding station is here and it's a tricky decision as to whether to load up here or blast past. The last miles have been downhill or flat so you probably feel fine, but the fun is just starting.

At the far end of the village, the road suddenly rears up for the first really steep hill of the day, and the happy banter and steady progress of the riders is changed into very heavy breathing and bikes zig-zagging all over the road. It's a couple of miles to the top then a fast and narrow descent to Loch Kishorn and the start of the Bealach itself. If the tops are clear, you get a few tantalising glimpses of the summit you have to cross and its telecom aerials – it doesn't look very feasible at all. There is a dibbing station at the start of the climb, and then you're off – man, mind and machine against mountain.

It's OK to start – a steady diagonal across the hillside, amazing rocky buttresses to the right and ever widening views of the sea and Skye to the left. Eventually you turn the corner into the start of a long steep sided corrie with an apparently near vertical headwall in the distance. The road can be seen cutting a long straight diagonal up the right side of this corrie, with cyclists strung out as far as you can see. The gradient remains tolerable, probably about 10 to 15%, although you are increasingly at the mercy of a westerly wind. But then, a little hidden turn to the right and the road ramps up to around 20%. Cyclists are dismounting everywhere, and if you haven't got granny gears on (surely not) you'll be standing up to turn the pedals and just trying to keep going. The hillside steepens alarmingly ahead but fortunately the road relents and decides to climb the headwall by a series of hairpins. If you haven't completely blown by here, you've cracked it, and can take in the view to the loch now far below, and maybe manage a smile for the photographer. There's a flattish mile to the summit and another dib then a glorious swooping descent across boggy moorland to Applecross village and another food station. Only the real racers won't want to pause here and stock up on flapjack, bananas and water.

Cycling looks pretty much like a sport of brute force and fitness, with not much psychology, but this point of the Bealach Mor is a big brain tester. You're over halfway, the big climb is over, it's a cruise from here surely? Well no, actually. For starters, it maybe only took ten minutes from the top, but all your hard work has been entirely undone –

you are back at sea level. And, you are on the shore and at the mercy of the winds. The route from here twists and turns incessantly, and it is likely that some of the route will be into the wind. Only a pure westerly offers relief. Finally, the road is never flat. Innumerable small climbs and a couple of longer ones gradually sap your physical and mental reserves. On the plus side, there is the scenery (across the sea to Raasay, and on a good day, further north west to Lewis and Harris) and the solitude. You're back on open roads (single track) but there are very few cars indeed, no villages, and a smattering of inhabited crofts outnumbered by ruins.

The field will have been shattered by the Bealach, and it is now much harder to get a group going. Nevertheless, it is worth the effort, both for physical relief and a bit of company on the long haul round the coast to Shildaig and the final feeding station. Not many pass up the chance of a quick refuel here, a beautiful little string of whitewashed houses on the lochside.. There are only twenty miles to go, but it's a steep little pull out of the village, and then more of the lumpy roads that characterise the second half of this route. The last and biggest little climb crests above Loch Torridon on the left, with Beinn Alliginn beyond. Straight ahead looms the upturned keel of Liathach, Scotland's most magnificent mountain in the opinion of many. A more than welcome fast descent past the Torridon hotel leads to the lochside, and soon after, the road turns right up Glen Torridon. There is a 10 mile sign here, but what you need to cling to is that there are only five miles of gentle uphill, then it's all downhill to the finish. Straight from the left edge of the road Liathach rises steeply in terraces of ancient sandstone interspersed with ledges of heather – the whole mountain is purple at this time of year. This bit of the road is single track to the finish, which can be a bit of a problem if you have formed a group to the end. The crest of the road is where Liathach ends and Beinn Eighe begins, a very obvious gap between the mountains. Morale rises at the 5 mile sign, which hopefully is the moment to start cranking up the speed for the final descent towards Kinlochewe and the finish line and the last dib.

The organisation is super, and in no time at all you have a print-out of your times, and your ticket for as much tea, coffee, cake and stew as you could ever want. The verges around the village hall are littered with hundreds of beautiful bikes and a lot of rather more worn owners, their body language ranging from blissful to shell-shocked. Oddly, just a couple of hundred yards away, the welcoming bar of the Kinlochewe hotel is virtually empty. If ever a beer (in good weather) or a whisky (in bad) was well-earned, this must be the moment. It's only a bit of fun, you know

Spiced Butternut Squash with Spinach and Cheese

Serves 2 Takes 10 minutes, plus 45 minutes in the oven

2 heaped tsp coriander seeds

1 tsp crushed dried chilli flakes

1 tsp sea salt

1 tsp black peppercorns

2 large butternut squash, peeled, de-seeded and cut into chunks

6tbsp olive oil

4 cloves of garlic, peeled

225g bag baby spinach

225g gruyere cheese, sliced

Turn the oven to fan 180C/ conventional 200C/gas 6.

Roughly crush the spices, salt and peppercorns with a pestle and mortar.

Mix the squash and oil in a roasting in, sprinkle over half the spice mix and tuck in the garlic.

Roast for 20 minutes, turn the squash over and dust with the rest of the spice

mix. Roast for another 20 minutes.

Stir in the spinach. Scatter over the cheese and return to the oven for 3 minutes or until the spinach has wilted and the cheese has melted.

SERVE WITH: Couscous or rice



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