

Cleveland Wheelers **SPOKESMAN**

Issue 119 Summer 2012



CTT Certificate of Honour being presented to Bryan Bevis by
Albert Harrison



Tourist Trials

20 th May	Mountain Tourist Trial	Marton Shops	9am
23 rd June	100 in 8	Marton Shops	9 am
19 th August	Rough Stuff	Ingleby Greenhow	10am
2 nd September	50 in 4 Castleton	Marton X Roads	9 am

Club Open Events

27 th May	25 mile TT	Crathorne	8am
17 th June	Youth Races	Cycle Circuit	10am
15 th July	Mike Binks Mem	Stokesley	9.30am
16 th September	10 mile TT	Crathorne	8am
7 th October	Hillclimb	Carlton	10am

Youth Training Sessions

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

News

Bryan Bevis was recently awarded a Certificate of Honour from Cycling Time Trials. It is recognition of all the hard work Bryan has put in over the years in all facets of our sport. The Teesside District Chairman Albert Harrison presented the award to Bryan at our recent 21 mile time trial.

Congratulations to John o'Neill who reaches his 75th birthday on July 4th. Also congratulations to Dave and Rebecca Kirton on the birth of their daughter Annie.

AGM Notice

The AGM will be held during September. Any member wishing to place a motion on the agenda will have to send it (complete with a seconder) to the club secretary by August 1st.

Middlesboro, Kentucky

Sherry Binks

The city was incorporated in 1890 as "Middlesborough", named after the town of Middlesbrough on the south bank of the River Tees in North Yorkshire, The centre of the English iron district. However, the U.S. Post Office began using the spelling "Middlesboro" in 1894. Both spellings are used interchangeably. The population was 10,384 at the [2000 census](#). The estimated July 1, 2009 population of the city is 13,674

They have a National Park called The Cumberland Gap National Historical Park which features "the Gap," this is an 800-foot-deep natural break in the Cumberland Mountains. This park is the second largest historical park in the country. [Geologists](#) believe that the Middlesboro basin between [Pine Mountain](#) and the [Cumberland Mountains](#) is the remains of an ancient [meteor crater](#), which would give the town the rare distinction of being one of the few cities in the world completely built inside a crater. The crater is one of three known [astroblemes](#) in the state.

Under The Gap, runs a tunnel, which is known as the Cumberland Gap Tunnel, which is a twin bore, 4600 foot tunnel that passes under the Cumberland Gap, to the scenic views of both Pine Mountain State Resort Park, which is Kentucky's first state park

The town is home to the Middlesboro Country Club. Founded in 1889, the 9-hole course is one of the oldest golf courses in the country. The club also claims to be the oldest continuously played course in the nation. Pianist Ben Harney originated ragtime music in Middlesboro in the early 1890s, inspired by the fusion of African-American and local music styles heard in the community's saloons.

Middlesboro is the hometown of actor Lee Majors and stage and movie actress Susan Kingsley.

Open Events

Aaron Preston is currently 4th nationally in the BC age group rankings. Aaron has had wins at Hetton, and the NEYL at Prissick as well as placings at Tockwith. Just behind in the national rankings is Toby Tanfield. Toby finished 4th overall in the Isle of Man Youth Tour and has had placings and wins in the NEYL. On the track he was 3rd in the Dundee track northern area omnium before finishing 4th in the Meadowbank omnium. Henry Demoily has also picked up wins in his age group at the Hetton and Prissick events. To round off the youth success Joe Howard has also had age group wins in the NEYL at Prissick.

Dave Kirton won his first British Cycling points when finishing 5th in the Sunderland Clarion criterium at Hetton. Unfortunately for Dave in the following event he came down on the very wet surface and now has some lovely scars.

Simon Coates has had a string of top 10 time trial finishes in the last quarter. These include 4th places in the Stockton Wheelers 50 and Hartlepool 10 as well as 8th in the VTTA 25.

The League 2000 has seen 237 separate rides in the first three rounds. The age groups are fairly tight at the moment but Aaron Preston, Toby Tanfield, Joe Howard, Joe Gubbins, Andrew Howe and James Shields are all in the mix. There are another 9 rounds in the League.

Club Race reports

Youth Races

A warm and sunny morning greeted the 24 riders for the CWCC 3 event youth races at the Middlesbrough Cycling Circuit. The three races were Scratch race 10km for Cats

C/D/E 24kms for cats A/B. 1km TT for all riders and an elimination race where one rider per lap is pulled out.

Race 1 saw a group of 6 establish themselves sticking together to the end where Aaron Preston (Cleveland Whs) outsprinted Toby Tanfield (Cleveland Whs) and Joe Wilson (Stockton Whs)

1 Aaron Preston	Cleveland Whs	C
2 Toby Tanfield	Cleveland Whs	C
5 Ross Turner	Cleveland Whs	C
7 Henry Demoily	Cleveland Whs	D

Race 2 Levi Moody stamped his authority on the race from the start. Initially taking another 4 with him, but these were soon left in his wake and he eventually lapped the field. Jake Dobson and Scott Auld being the last two to succumb

1 Levi Moody	Pedalsport	A
9 Joe Howard	Cleveland Whs	B
10 Joe Gubbins	Cleveland Whs	A
12 Ethan Selby	Cleveland Whs	A
13 Katie Howe	Cleveland Whs	A

Race 3 was a 1km TT with Levi again taking control winning by 6 seconds

1 Levi Moody	Pedalsport	A	1.23.3
Joe Gubbins	Cleveland Whs	A	1.36.1
Toby Tanfield	Cleveland Whs	C	1.39.1
Joe Howard	Cleveland Whs	B	1.40.1
Aaron Preston	Cleveland Whs	C	1.40.6
Ross Turner	Cleveland Whs	C	1.46.3
Ethan Selby	Cleveland Whs	A	1.46.8
Katie Howe	Cleveland Whs	A	1.54.6
Henry Demoily	Cleveland Whs	D	2.02.3

The last event was a devil take the hindmost, or now known as an elimination race. Levi was again at the head of affairs over the 23km race, lapping all riders with 5 laps remaining. Special mention to Toby Tanfield who stayed with the older riders till 6 laps remained.

1 Levi Moody	Pedalsport	A
6 Toby Tanfield	Cleveland Whs	C
8 Joe Howard	Cleveland Whs	B
11 Joe Gubbins	Cleveland Whs	A
13 Aaron Preston	Cleveland Whs	C
14 Ross Turner	Cleveland Whs	C
17 Ethan Selby	Cleveland Whs	A
21 Henry Demoily	Cleveland Whs	D
22 Katie Howe	Cleveland Whs	A

21 Mile SPOCO TT. For the Andrew Hutton Memorial trophy.

A massive entry of 96 solo and tandem riders was greeted by perfect weather conditions for this year's event. This made a nice change as previous years had been wet or windy or both. The event headquarters had to be move to Seamer Village Hall for this year due to the Town Hall in Stokesley being unavailable. Whilst a little out of the way this did not seem to matter as the crowds chatted and drank tea after the event, catching with each other up after the winter. Indeed the numbers were increased by a large group of spectating Stockton Wheelers. Almost £100 was collected from donations for the tea and cakes which was served by a hard working band of helpers.

Whilst the race record held by Chris Newton was not broken, recorded times at the top of the leader board were fast. The winner of the trophy given in memory of Andrew Hutton was Keith Murray Ferryhill Wheelers 45:08. Second fastest was

Josh Teasdale, Team Jewson UK, 45:47. Josh was riding the event as a senior for the first time. Simon Baxter 45:56 was third. The result may have been different if Simon riding for Godleys Cycles had not suffered mechanical problems. Hopefully there will be a re match next year.

The ladies prize was won by Kristina Slater in 52:23. The junior competition was won by Declan Bowler from Cleveland Wheelers Andrew Howe. The tandem prize went to club members Charlotte Ellis and Tony Main.

The celebrations at the end were spoilt somewhat by the news that a competitor had been involved in an accident that required hospitalisation. It would seem that the good weather had brought out lots of leisure cyclists one of which pulled out in front of the competitor bringing him down. We wish the competitor a speedy recovery.

The event has grown over the last few years to be one of the largest SPOCO events in the North East with a prize fund to match. Next year it is hoped that the event can be even better with support from local businesses helping to increase the prize fund further.

The event would not run without the help and support of an army of marshals, time keepers, cake makers and servers. A big thank you to them.

The Long Distance All-Rounder Championship – 2011 **By Arthur Puckrin**

As a change from Triathlon, I decided that for this year I would attempt the cycling Long Distance all-rounder competition. This involved 3 races: 100mile, 12 hour and a 24 hour. I was told that this was difficult and when I looked at the programme I understood why. Although you could

choose from several 100 mile races, there was only one 24 hour race and 3 x 12 hour races. Of the 3 x 12 hour races, one of these was on the same day as the 24 hour race, and the other two races were on the same day. So there was in fact no choice. Anyway, I sent off my entry forms and would have to do what I could. The 100 mile championship was local at Ripon, and the 24 hour and 12 hour were both in Chester and North Wales so not too far to travel. Now for some training. As race days would soon arrive.

National 100 mile time Trial Championship – 9th July 2011 – Ripon

It was with some trepidation that I set out for Ripon. I had not done as much training as I would have wished, and also the skies were very threatening with heavy showers forecast. Fingers crossed, and hope for the best as usual. We cowered under the bushes trying to gain some shelter as we waited for our turn to start. Once going, hopefully we would escape the rain. Only light at present, but the skies were black. At last my start – away I zoomed, downhill onto the dual carriageway of the A168. The course was 3 laps of the A19/A168. Dishforth roundabout to Osmotherly. Very boring, but fast and fairly flat with a westerly wind which was forecast to be light, but in the event varied from light to strong. At least I escaped the rain. The road was dry, and I tried to keep up my speed. These straight roads seem to take forever, but I tried to concentrate, just keep pedalling and try to maintain a consistent effort up the slopes and increase to maximum on the downhill. Keep in the tuck position to minimise the effect of the wind which was mainly from the side.

At last – Osmotherly turn off the main road, onto the underpass, and then back up the other side. Only one more lap and I was half way, I tried to encourage myself. It

seemed a long way back to the start, but at last I made it. I did not feel too bad. Just more laps and I am done. The black clouds had vanished to leave a fine day, but as I approached Osmotherly once more, and the turn off, I could see them hovering and getting closer. Two miles before the turn off and down came the rain. Or rather I rode into it. The roads were awash. Just a short distance and I could reverse my journey and remove myself from the water, I told myself. It became even heavier. At last the turn off.

At the turn the Marshall shouted to warn of DEEP WATER. They were not kidding. I rode circumspectly through the water and up the other side. Now, increase speed and get away from all this water. Two miles out, the rain disappeared. Over half way now. I tried to encourage myself. I would soon arrive at the end. Faster riders overtook me although my speed was up to 31mph. What were they doing? At last the end of another lap. I crawled up the slope to the 3 roundabouts at the end of the Dishforth turn. Just one more lap. I zoomed downhill with increased speed. One more lap. It remained dry until I again reached Osmotherly, then as I thought I had escaped the rain. After I turned to retrace my steps, down it came again. These black clouds were just waiting for me. Still I would soon be away from them. I increased my speed – downhill away from the rain. Just half a lap left. I was very tired now, now but my ordeal would soon be over. A long struggle to the finish at the A168 Diner. I could see the signs 5 miles then one mile, power through the finish – I wish – However in my elation, at finishing, I had forgotten that I had a 5 mile ride into the wind to escape from the A168 and the car for the lift home. I noticed several riders collapsed into the hedge at the side of the road. I was not that bad, and eventually the last uphill into the wind, off the main road and back to the H.Q. at Ripon Leisure Centre.

My time was 5 hours 18 minutes 38 seconds. Probably as good as I could have wished for, but well behind the only other local finisher – Jeff Belt, Stockton Wheelers in 4.27. An excellent ride well done, Jeff. A good feed, a shower and I was a new man.

The National 24 Hour Championship – Chester – 23rd July 2011

We travelled out with two days to spare so that I would be well rested and I could have a look at the course. I had an early start, just after 1pm. There was a strong northerly wind behind me so I made a quick and easy start to the far end of the course, but it was obviously a hard slog on the returned journey. We had 2 long laps of forty miles to start with and then some smaller laps on the “Quina Brook” circuit. After the ride out and two long laps I had a quick stop to re-fuel and restock my drink bottles. As well as energy drink, I had a bottle of “Red Bull” which hopefully would keep me awake during the night. It seemed to work. After some jam sandwiches, cheese and biscuits and a banana I was on my way. Over 100miles covered, just about 300 more to go.

I was trying to ride easily for I knew there was a long night ahead. The road surface on Quina Brook was very loose and it took me 3 laps to find the best line through the rubble. I hoped there was no traffic coming the opposite way as some of the bends were blind. Four laps of Quina Brook and the light was fading. I had another quick stop to fix my lights and put on cold weather clothing. I also had a coffee and food to last me through the night.

Back onto the long 40 mile circuit, it was now very dark, traffic was surprisingly heavy for a Sunday morning and the wind had eased with the fall of darkness. At the end of the lap, I had another stop. A treat as it was 11 ½ hours and 200

miles. The Red Bull seemed to work as I was still wide awake. After re-fuelling off I went into the night, another long lap. Just 2 more and it would be day light. I tried to encourage myself. There was a brief streak of light in the sky, but not enough to see by. I needed my twin headlights and I had 4 rear lights so hopefully I would not be run down by a 40 ton Artic. I was past and repast by riders in the night, all anonymous in the darkness. I took care to shout my number as I passed each timekeeper. I hoped they would be awake. These laps seem to be far longer at night. Also I was tiring now. But I was well over half way, just keep those wheels turning and eventually the end will come. As I returned from my 6th long lap, day light arrived. I stopped for breakfast of jam sandwiches and cheese and Ritz crackers, coffee and coke. Fatigue was setting in now. Back onto Quina Brook for as many laps as possible. At least the laps went quickly, although there was quite a steep hill towards the finish of the laps which seemed to get steeper each time I rode up it.

I had another stop for food. The wind had freshened with the coming of daylight, and I would have to ride back 16 miles into the wind and uphill most of the way. After 20 hours on the go, I did not fancy this at all. I had a lie down for 10 minutes, but then decided I had better get on with it. Once on my way, it was not too bad. Although I felt terrible, I was surprised to still overtaking riders, but at least it gave me some encouragement. At last I reached the finishing circuit and calculated that I had 2 laps to go. It had been very cold in the night, and although it was midday now, I had still not warmed up and was still wearing my winter gear of 4 shirts and leg warmers. I felt no need to remove them. I was very tired now and looking forward to the end. One more lap down, stat on the next. They seemed to pass quickly, and although I had a few minutes in hand, I did not feel like

starting another lap, so I stopped at the time keeper at the end of the lap and rode in for a welcome shower, cup of tea and sit down, relief it was all over.

We still have not had final results, but I knew I was well ahead of my distance from the previous year, mainly because I had been able to stay awake all night and keep riding. I made it 359 miles, not brilliant, but probably quite good for me. Thanks to Jon Williams and his team who as always organised a superb event. An early night and good rest was required.

The 12 Hour National Championship.

I had 3 weeks to prepare for my final event, the 12 hour National Championship which was on a similar course. I was reluctant to ride the bike for some days and still very tired after a week of rest and recovery. However, the week before the event, I managed to ride an 84 mile ride, a 70 mile ride and then some taper and 3 days rest before travelling to Chester. This meant a 6am start. Breakfast was 3 slices of bread and jam and a banana. I couldn't face anything else so early so it would have to do.

The rain, heavy during the previous week had fortunately disappeared. A dry and cold start, and no wind. We had 4 long laps. The first was towards Shrewsbury. I found out why we did this first. Several long hills. Good job I was fresh. However, this soon passed and I had 3 laps of the road towards Telford which although it had several log drags which slowed me down had no steep climbs. Just as well.

I had planned to stop and re-fuel after 100 miles, but for some reason the 1st lap was cut short and I never made it to the re-fuelling point. However this meant the 3rd laps lap started early. Good psychologically, but still the distance had to be covered at some time. 3 laps, I had a quick stop at 150 miles.

Jam sandwiches cheese and Ritz crackers, coffee, coke, and on my way. One more short lap and onto the finishing circuit. I was very tired now, but so was everyone. The wind freshened in the afternoon making it more difficult, but the short laps – about 13 miles went quite quickly. I counted to 3 and hoped it was the finish, but no, I had to start another one and although it was interesting with a rough road surface to avoid if possible, there was a steep hill towards the end of the laps which seemed to get steeper each time I climbed it.

Eventually, the timekeepers showed mercy and told me I could stop. 205 miles completed. However, I still had to ride another 6 miles to the finish in the church hall. Where I found I was unable to face solid food and had to make do with cups of tea. After 3 hours of waiting for the results and my Championship medal, then back to the Hotel for an early night and a good long sleep. Many thanks to Mary, the world's best support crew who kept me fed and watered and drove me across the finish line. To John Taylor for inspiration and to the organisers and timekeepers who were diligent and correct. .

National Cycle Network

The National Cycle Network is a magnificent network of cycle paths passing throughout the United Kingdom and linking the whole country with 10,000 miles of traffic free routes, quiet lanes and traffic calmed city streets to form a comprehensive cycling network right across the country. The National Cycle Network is co-ordinated by the charity Sustrans, with the support of over 450 local authorities and other partners. In 2001 Sustrans was awarded the Queens Award for Enterprise for their work in coordinating the National Cycle Network

There are a number of these routes which pass through our area. One of the most significant is National Route 1 which connects Dover and the Shetland Islands mainly via the east coast of England and Scotland. The stretch of Route 1 between Harwich and the Shetland Islands forms the entire British part of the long-distance EuroVelo 12 route known as the North Sea Cycle Route, linking Britain, via Bergen in Norway and the Hook of Holland, to other countries that share a coastline on the North Sea.

The section in our area is mainly coastal route and is currently open and signed between Hunmanby and Whitby via Scarborough, and between Staithes and Middlesbrough via Redcar. An alternative route between Whitby and Middlesbrough is available by following Regional Route 52 to Rudby and National Route 65 to Middlesbrough which is fully open and signed. North of the Tees a series of traffic-free routes and short on-road sections connect Middlesbrough and Tynemouth via Seaham and Sunderland and form the Three Rivers cycle route. National Route 1 uses many of these sections and runs north - south close to the coast.

The North Sea Cycle Route was developed by an international partnership with 50% funding from the European Commission's Interreg IIIB North Sea Programme. 68 partners in the following 8 countries are providing co-funding; Belgium, the Netherlands, Germany, Denmark, Sweden, Norway, Scotland and England. The route opened in 2001 and has joined the ranks of the famous. In May 2003 the route was awarded a Guinness record certificate confirming that the North Sea Cycle Route is the world's longest cycle route being just over 6000 km long.

Route 65 starts in Middlesbrough and heads south to Hull. This is known as the White Rose route and was cycled a

couple of years ago by Paul and Andrew Howe. It is 115 miles long via Market Weighton and takes in some of the best roads (and tracks) as it climbs over the North York Moors via Mount Grace Priory and Bylands Abbey on its way to York and Hull.

Route 14 Winds its way from Stockton to South Shields via Hartlepool, Durham, Consett and Gateshead.

The Network is signed using a system modelled on the Danish Cycle Network and adopted by the Department for Transport, the Scottish Government, the Welsh Assembly and the Northern Ireland Executive. The same system is now being adopted by a number of other European countries. The National Route numbering system is similar to the original A-road numbering system introduced in the 1920's, with primary routes radiating clockwise from London, and their branches adding digits to the primary number. National Cycle Network routes beginning with numbers 1-6 are generally in England, those beginning with 7 start in the far north of England and Scotland. Those beginning with 8 are generally in Wales and those starting with 9 are in Northern Ireland.

Scone search Bryan Bevis

A few issues ago there was an article concerning the whereabouts of the best scones that could be had in the local cafes. Well Margaret and I recently tried Upsall Hall café (Monday to Fridays only). Not only are the scones good they only cost 80p and a mug of filter coffee for £1. Now that's value for money for bike riders with deep pockets.

Peddlers

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