

Cleveland Wheelers **SPOKESMAN**

Issue 129 Winter 2014



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Have a Wonderful Christmas and may
all your wishes come true in 2015

MEMBERSHIP

Dave Kirton

For those members that don't have internet access and e-mail just to let you know we have made a few small amendments to the membership. It won't effect many of you as most of the none internet members are the life members 70 and over.

We have brought the membership renewal date forward to November 30, this is to allow me more time to clarify the membership list for the following year In order to help sort the marshalling duties. We have also removed the 50% penalty for late payment as it wasn't helpful, and abandoned membership cards as there is little need for them now.

If you have just turned 70 and been with the club for 10 years or more then please let me know so I can change the status of your membership on my records.

For every one else, please get your membership £10 or £5 juniors (16-17 years old) to me as soon as possible by the payment methods listed below.

Please can I also remind parents/guardians of Cleveland wheelers under 16s that you need to let me know that your child will be staying with the club over the following year.

By next year we hope to move to the British cycling on line membership system which allows payments by visa on BC website but this is still being looked at and tested.

Thanks all for your help and particularly the veteran members that still send me nice letters! Dave Kirton, CLeveland Wheelers membership

Please send cheques made payable to Cleveland Wheelers to 6 Glendue Close, Nunthorpe, Middlesbrough, TS70QN. Or call round with the money in person

Pay via pay pall to davekirton74@gmail.com

Or request details for bank transfer.

Or see me out and about on my bike!

NEWS AND DATES

Christmas Day TT 11am Newton under Roseberry.

Youth Training every Monday at the cycle circuit 6 to 7.30pm cost £2.50

FRANK BRADLEY

Frank, one of the club's vice presidents, died peacefully in Castledene Nursing Home, Wilton on October 6, Frank aged 82 years.

He was one of the first members of the club back in 1958 and has been a club member ever since, held various club positions, organised races, was part of the Spokesman team in early years, however the support he gave for us youngsters in the early part of my cycling career was immense more so after my brother was killed. He also raced although he packed in racing in the late 1970's. He became a keen photographer and regularly won the CTC photographer trophy.

FREEWHEELING

Congratulations to Mike Rennison on winning the most hard fought battle for the Cleveland Wheelers Freewheeling Trophy today. 25 solos and 1 tandem left starter Steve Binks on the tail wind downward slope to be greeted by markers Bryan Bevis and Sherry Binks at the finish. Most riders crested the first slope to congregate further up the road.

1 M Rennison	2 M Smith	3 J Kelly Jnr
4 Darren Pine nm	5 M Jenkins nm	6 M Storry Snr nm
7 S Tanfield nm	8 R Bergstrand	9 I Childes
10 M Felgate	11 D Thompson	12 M Storry Jnr nm
13 T Main/R Waller nm	Tandem	14 D Clift nm
15 Debbie Pine nm	16 G Tate	17 T Swales
18 P Christon	19 T Tanfield nm	20 N Walker nm
21 M Preston nm	22 R Lofthouse	23 L O'Leary nm
24 Steve Binks	25 J McNicholas	26 Sherry Binks

(nm = No Mudguards)

EVENING TIME TRIAL AND HILL CLIMB SERIES 2014 SEASONS REVIEW

2014 saw a number of changes, the first of which is in the event title. Reacting to the comments of members saw a slight change in the name but more importantly the addition of an end of season Hill Climb Series. Over the last few years there have been some changes but this year saw the most significant in that racing started earlier in the year and finished later to give the space for the Hill Climbs. Racing on the Seamer Circuit started mid-April with Lesley Meadows as the organiser for the first 3 events. The early season start attracted 31 and 40 members in the first two weeks which vindicated the decision to start early; it is clearly what people want! The only concession to the time of the year was to move the start time to 6:30 to make the most of the daylight. May saw Bill Millen take over the on the night organisation with strong numbers continuing to arrive each night with a peak mid-May at 47.

Steve Tilly took over the organisation next in time for the 'big one' our annual joint event with Stockton Wheelers which attracted 56 riders! The organisational baton was then passed on to Colin Moore and then Paul Christon for the summer season. In previous years this period has seen a decline in the number of riders turning up as people go on holiday but not this year the average for this period being around 30 per night. The final event as usual was the two up time trial, not counting for the competition but just as fiercely fought out with some very quick times being recorded!

The changes proved popular with 600 individual rides being recorded with a weekly average of 35 riders per week. Throughout the season Bill Millen acted as time keeper, Ian Hutchinson did all of the clerical stuff! and Derek George sorted out the handicap positions. Without all of the people mentioned above, and all of the on the night marshals it would not run so it is as usual a BIG THANK YOU to you all for your help.

On to the racing front, in the Mens Scratch event James Gash showed what a winter and turbo dedication can do by consistently recording top times only getting some competition when Richard Lilleker turned up, taking the second position on the leader board. Third place went to Robert Lee a good reward for a consistently strong season. 27 men completed the required 6 single lap and one double lap requirement to be in with a shout.

In the Ladies Scratch event Angela Ackerley proved to be the strongest throughout taking a well-deserved first place from Tricia Bell, second and

Katie Scott, third. Six ladies completed the required number of events.

In the 40 to 49 age related category Steven Turner won through to claim the prize. Robert Lee was the strongest in the 50 to 59 group whilst Roger Oldroyd took the 60+.

In the Men's handicap competition James Meadows upheld the Meadows winning way to take first place from James Gash with John Kettle gaining third place. Ladies Handicap winner was Kay Stokes from Barbara Kettle with Sandra Main third.

The junior Handicapped competition was won by Paige McLeod from Toby Tanfield, second and Ross Turner, third. Competition has improved each of them over the last year to the extent that they give many of the adults a run for their money.

The new Hill Climb series proved to be a popular addition to the season, running from mid-August to mid-September. This inclusion added 4 additional weeks to the club season and required on the night organising and marshalling. Thanks to David Cole for stepping in to do the first week organising before I returned from my trip to Poland, it was a good one to miss with very wet conditions for all concerned. Thanks also to the marshals who allowed it to work. 105 individual rides were recorded with 28 people riding the first one in spite of the weather! Clay Bank proved to be a good choice as the car park at the top of the hill meant that it was easy for riders and a good number of spectators came to support the riders.

The racing was close at the top of the leader board; the best 3 rounds from the 4 saw Richard Lilleker storm the 1.7 mile hill usually with a time around 6 minutes to gain the new trophy. Second place went to Graeme Tate with Dave Kirton third. Special mention goes to Toby Tanfield, the junior taking an impressive fourth with some excellent rides to comprehensively beat his dad! Second claim member Rob Carter proved to be the fastest up the hill over the four weeks with a time of 5 minutes 46 seconds in week 3.

A very brief comment regarding the joint Stockton Wheelers/ Cleveland Wheelers annual time trial event. Stockton took the trophy again after winning the second leg comfortably from an understrength Cleveland team who were much closer in the first leg. Well Done Stockton. Next year all holiday is cancelled for Wheelers as we must get the trophy back!

It has been a good season in no small way helped by in the main decent

weather each week. As always additional help would be gratefully received to spread the on the night organisational load! If you feel that you could help out please get in touch with me or a committee member we would love to hear from you.

CLUB OPEN EVENTS

The hill climb on Clay Bank saw 37 solos and 1 tandem leave start timekeeper Gavin Russell to race up the climb to finish timekeeper Bill Millen. Fastest rider was Josh Teasdale In-Gear Quickvit Trainsharp RT finishing in 05:47 Richard Lilleker in 06:48 was fastest club member to finish 6th, Organiser Dave Kirton's time of 07:08 saw a 10th place finish. Toby Tanfield's time of 07:20 saw him fastest juvenile and Tricia Bell was fastest lady in 08:39

Other club times were Graeme Tate 07:11; James Meadows 08:12; Paul Williams 08:12; Ian Hutchinson 08:23; Stewart Tanfield 08:23; Aaron Preston 08:25; Ross Turner 08:55; Tom Levell 08:58; Roger Davies 09:00; Sally Buckworth 09:05; Kay stokes 09:51; John Kettle 10:09; Paige McLeod 10:45 and Bryan Bevis /Michelle Christon on the tandem in 15:48

30 riders started organisers Shaun Joughin's 10 on the Stokesly Hutton Rudby Swainby course the winner was Paul Thirling Stockton Wheelers CC in 22:41 Fastest club rider for 5th place was Richard Lilleker 23:32 with Simon Coates 23:46 good enough for 6th. Aaron Preston in 27:42 was fastest youth and Angela Ackerley's 28:46 saw her fastest lady. Other club members times were Robert Lee 24:34; Graeme Tate 25:21; Ian Hutchinson 26:12; Paul Christon 26:19; Gary Tyerman 27:30; Timothy Swales 28:09; Chris Roose 28:14; Ross Turner 29:32; Paul Hedges 30:25; Joanne Roose 31:16.

TROPHIES 2014 SEASON

25 scratch

1 Simon Coates	2 Richard Lillekar	3 Robert Lee
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25 Handicap

1 Robert Lee	2 Simon Coates	3 Richard Lillekar
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Hillclimb

1 Richard Lillekar	2 Dave Kirton	3 Graeme Tate
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10

1 Richard Lilleker	2 Simon Coates	3 Robert Lee
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Youth Girls

1 Lily Raw	2 Megan Hopper	3 Megan Thom
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Youth Boys

1 Daniel Thompson

2 Zac Raw

3 Toby Tanfield

Senior RR

1 Ian Cowen

2 Marcus Smith

3 Mike Brearley

Youth RR

1 Aaron Preston

2 Toby Tanfield

3 Zac Raw

QUIZ

- 1) In my day, I was among the most feared riders in the peloton. They called me the Cannibal. Who am I?
- 2) I was known for my aggressive style. My 'never give up attitude' was why people called me the Badger. Who am I?
- 3) My absolute control of the peloton during the Tour de France, and my meticulous preparation to prepare for it, have led some to refer to me as the Boss. Who am I?
- 4) My trademark bandana and earring are were a few of the reasons I was called the Pirate. Who am I?
- 5) My success on the bike helped heal a proud country that had been brought to its knees as WWII ended. I was known as the Champion of Champions. Who am I?
- 6) The Alti d'Angliru is part of which race?
- 7) The Cipressa is part of which race?
- 8) Since the first Tour of Britain was raced, it has been renamed and undergone several changes. Which of these has NOT been a name given to this event?
- 9) Chris Boardman retired at the end of the 2000 season, but how many times did he win the Tour de France prologue in his career? 3
- 10) In 1974, Eddy Merckx completed a unique treble of Tour de France, Giro d'Italia and World Road Race Championships. Which rider later equalled this feat?

Answers at back

LET'S GET RETRO!

Paul Christon

As with many of these things the idea started with a few conversations which led to something, which led to something else which ended up with me coming up with an excuse to ride my bike, as though I need one! The acquisition of an old 1970's Coventry Eagle rescued from my uncle's garage was the starting point I suppose. I needed to justify having it and so organised what I thought would be a ride that would attract about half a dozen or so Wheeler's riders.

I didn't bank on:

1. Getting carried away with the idea and devising an ill thought out points competition based on what I thought were perfectly sensible and logical criteria, but what were in reality were way too complicated.
2. Dave Kirton plaguing me by text/Facebook/phone/email for a month asking me for points for his homemade frame.
3. Having to make a trophy.
4. 29 people turning up
5. Me not actually getting to ride my Coventry Eagle!

I am stressed and this is supposed to be a relaxing social ride and we haven't even set off yet. I am trying to work out the points for the combination of bike and rider while the wind is doing its best to blow away the form I'm trying to write things down on. What a stupid idea! People are asking for points for all sorts of things, Kirton inevitably is moaning on about his frame 'surely it's worth at least 2 points, it took me a year to make it!' he drones on for the hundredth time, others are asking for things as obscure as bar tape, tyres and pumps. Eventually though I have done all those who wish to submit their machine and attire for rigorous inspection. Shaun Joughin's retro tights actually lose him a point, much to the relief of the other riders, we don't want to encourage this sort of thing in future.

Once I've had time to survey the scene and take it all in I realise that it's an impressive display that has gathered in Stokesley car park. A wonderful range of marques: Woodrup, Mercian, Dawes, Peugeot, Olmo, Stallard, Gios, Coventry Eagle, Falcon, Gillot, Graham Weigh, Concorde, Viking, Ellis Briggs, Geoffrey Butler, Moulton and of course Kirton's own brand. Some of these bikes were beautiful examples of 40's 50's and 60's machines, wonderfully restored and maintained, others were well used, but by no means

less worthy steeds. It's a good mixture too of Wheelers riders and other friends of the club who have turned out.

People have also gone to town on their apparel too, caps, old jersey, gloves, shoes, goggles and even tyres around the shoulder. We make an impressive sight as we leave the car park, so much so that a local Bobby stops the traffic to let us out, wish I could take credit for that but it was totally spontaneous, simply a wonderful gesture befitting of the intention of this ride.

So now all we had to ride these old beasts for 27 miles including the steep side of Clay Bank. The crunching of gears was a familiar sound as most riders had to reacquaint themselves with friction shift. I had the luxury of indexed bar end shifters as I was actually riding my 1990's Olmo, having loaned the Coventry Eagle to John Kelly Senior. The annoying thing is that he scored more points than me, in fact if he had dug out some retro gear he may have well have won the trophy. I meanwhile was third last in my own points competition with 4 points (2 for my steel frame, 1 point for my gears and a discretionary point, awarded by me, to me, for my rather splendid 7 Eleven cap) only Dave Kirton and Shaun O'Shea (on a bike loaned to him by Dave) scored less than me.

Quite early on we had to tackle Clay Bank, overcoming the challenges of weight and, for many, gear ratio, especially for those on fixed! A couple of riders claimed that they had to dismount because they were riding behind Shaun Joughin and his tights and it all got a bit too much for them!

Once rested up the rest of the ride went surprisingly smoothly as bikes and riders worked remarkably well with few mechanical gremlins. A really great feature of the ride was that not only did it bring out a few old machines who rarely see the light of day but it brought out the old bikes too! In all seriousness though there was some great banter on the day with many stories told and useful information shared. What shone through were two things, classic bikes are still very enjoyable, if a different experience, to ride and that sometimes people simply enjoy just riding bikes with no emphasis whatsoever on performance.

I really enjoyed pulling it together and intend to make it a regular fixture as long as people want to ride it. So who won?

The first prize awarded was for 'best in show'. There were some great contenders but I think everyone was agreed that Ian Jones' combination of his

restored 1950's Stallard built by his granddad, combined with a chocolate brown retro kit, turn of the century style goggles, shoes etc. was a worthy winner. He even made life harder for himself by having to operate rod gears and deal with a stem that flexed alarmingly.

The inaugural trophy for top Wheeler went, rather appropriately, to top Wheeler himself Bryan Bevis. Bryan presented a Moulton machine that tested out my point scoring system but he narrowly edged out John Carr and his Dawes.

The final award for best effort went to club newcomer Owen Taylor who put a great deal of time and thought into his retro kit and Dawes single speed.

NINE MONTHS IN THE USA. SIX MONTHS CYCLING.

Paul Thornton

“Instead of all that commuting, why don't you move to Virginia for a while and start that plant up?”. Thanks very much. Virginia? It's half way up on the right hand side, much like Yorkshire.

Arriving in January for six months (which has now turned into 15) with three suitcases and a bike box, we're plunged into minus ten conditions. Minus ten Fahrenheit. All cyclists know how much weather influences our riding so that wasn't a great start. But Virginia is very dry, the roads are rideable even after a deep freeze and a 'winter' bike is unheard of. I've washed my only bike only once, its brake blocks remain pristine and nothing much wears out.

Those first winter Sunday rides exploring the local roads were a blast but very lonely. No one on two wheels at all. After the variety of North Yorkshire, the local roads can seem monotonous as they gently undulate through forests. Even I am comfortable on an 11-23 block. I began to look forward to having more time (and less work) to enjoy those early summer rides. Deceptively smooth roads too, smooth enough that the very occasional pothole takes you by surprise. And so it was that all by myself on a quiet road on Easter Sunday, I managed to trash a collar bone, three ribs and a pair of Wheelers shorts. A titanium plate on my bone, lots of correspondence with the insurance company and three months later, I was at last riding confidently again but without much fitness. Since then I've taken in the best local routes and a few big climbs on holiday in the rarified air of Colorado.

While I was off the road, fair weather cyclists came out of hibernation.

Wheelers' kit always causes some comment along the lines of "you're a long way from home" (meaning Cleveland, Ohio). Little do they know. We are Englishers in the site of the original 1607 English settlers so even a modest Sunday route can pass through places named by those homesick pioneers – Chester, Richmond, Isle of Wight, Scotland, Surrey . . . even Wakefield if I'm adventurous. The route certainly passes Bible Belt churches, Dukes of Hazzard style homesteads, wineries, groups of Harley-riding bikers and the very occasional cyclist.

I'm slowly getting acclimatised though. Firstly you have to recalibrate what hot means. We are on the same latitude as mid-Spain and Garmin tells me that average temperatures on summer rides have topped 35°C. You train yourself to drink and to sweat. 'The test for 'hot' is whether, at 32 kph on a flat road, the breeze can evaporate all sweat from your legs. Warmer than that and you have to wring out your socks. I've come to appreciate that "riding into a hairdryer" feeling. Secondly you quickly learn to assess road kill ahead. The occasional raccoon and possum are ok, a group of vultures usual means a smelly deer carcass, skunks need a deep breath and single "sticks" on the road sometimes signal a last minute hop over a basking snake.

Although lacking fitness, I've done a couple of Gran Fondos in the Blueridge and Smokey Mountains and look forward to more rides in the hills as the Fall colours emerge. Quiet, swoopy, smooth roads where the steady climbing (probably a five on the "Christon-Kirton" scale) usually amounts to 3000+ metres in what they always call a 'century'.

The events have been pricy but slickly organized, friendly and good fun. For reasons I don't know, overall start to finish times aren't given. Rather they incorporate four timed sections, usually climbs, with prizes given for overall time on those. And like most sporting events here, nothing can start without the mike being handed to a smartly dressed girl while everyone puts hand on heart and listens to her singing the national anthem. I'm not sure that Great Ayton is ready for something similar at 10am on a Sunday morning.

I was here for quite a few months before finding out that the World Road Champs are in town in September 2015. The circuit is tough yet entirely urban so it's a shame not to be able to have a blast around the same roads the pros will be using. I'm sure they will put on a great event – US is good at that. The first few months of being here were so frantic work wise that solo weekend rides were a relief. But this winter (we're here until next March) I've found a good club to ride with. Looking forward to it . . . and then to getting

home and to resuming club runs!

THE YOUTH SCENE

Steve Binks

Some club members may be aware that the Cleveland Wheelers have a thriving Youth Scene with coaching every Monday night and The League 2000 but what is it all about and how did it all come to happen.

The story starts in the late 1980's when some club members were ferrying their and other youngsters all around the country, these youngsters included David Fisher, Andrew Jackson, Phil West, Daniel Smith and Martyn Dobson. My involvement is that David is my Brother-in-Law. There was only a couple of road races in the North East at the time, how things have changed. In 1991 we decided that we should be organising youth races so started looking for a closed circuit, this was when Chris Smith said "What about the perimeter road around the Police HQ on Ladgate Lane?" So Chris and myself had a look and it was perfect.

The following season we organised two youth races a three stage race, an idea from Houghton CC who stopped organising a similar event at Durham the year before and the Cleveland Divisional Championships. The winner of that first event was Simon Davidson Teesside Clarion, but six club members took part Philip West, Daniel Smith, David Fisher, Stephen Hatcher, Ian Melvin and Richard Paul.

The Police HQ races saw some amazing talent over the 16 years the races were held there including Lizzie Armistead's first ever road race and yes my claim to fame I pinned her number on.

We were starting to get noticed at British Cycling and some years the stage race was included as part of the national selection criteria, but 1997 we decided we had to do more so myself, Norman Bielby and Dennis Punshon met with the Motor Sports Park people at South Bank and the Youth Racing League was born. Initially sponsored by Financial Advice Bureau the league was named the FAB League.

1997 saw 6 events and 28 different riders and the format was a RR and a TT, 1998 saw us go fortnightly and 53 different riders. As the numbers grew to stop a lot of 'standing around' the skills test was invented and became an integral part of the nights.

Our sponsor pulled out in 2000 so the league became known as ‘The League 2000’ a steady growth continued and in 2014 we had 151 different riders completing the 12 rounds.

2014	151;	2013	146;	2012	125;	2011	110 11 events;
2010	113;	2009	141;	2008	120;	2007	124;
2006	108;	2005	105;	2004	73;	2003	66;
2002	76;	2001	82;	2000	58;	1999	48;
1998	53;	1997	28 6 events				

Year in bold, total number of different riders that year

Big thanks must go to Norman Bielby, Bryan Bevis, Derek George, Pat Bielby, Sherry Binks, Margaret Bevis and since he stopped competing Josef George who help this to happen every year, however we are all getting older (except Joe) so to keep it going more fresh faces are required.

The club also continued to develop the administration side and in 2004 became only the third club in the whole of GB to become fully accredited Go-Ride, although we did start the process in 2002. I was also told at the time that the 1st two clubs had BC full time staff in their ranks.

As part of the process we had to provide

- Documentation of the club management structure,
- Published membership fee and pricing policy for young people
- Evidence of an open and inclusive constitution, and regular communication with members

Go-Ride is British Cycling's development programme for young people. The programme provides a fun and safe way to introduce young riders to the world of cycle sport and provides a platform to improve bike handling skills. The Go-Ride programme incorporates Sport England's Clubmark Scheme, which is a cross-sport quality accreditation for clubs with junior sections. We undergo assessments every three years (next one 2015) and must have at least three positions.

Club Coach (Me)

Must be fully qualified to Level 2 and have up to date first aid

Club Welfare Officer (Bill Millen)

Must have attended a Good Practice and Child Protection Course, but cannot be a qualified coach

Club Contact (for the last assessment Clive Thornton took the role for the purposes of Go-Ride only), this person must of completed the 'Club for All' course.

We were also instrumental in getting the Cycling Circuit. When Clairville Stadium was closed to cyclists British Cycling approached us, as a Go-Ride club, to front the campaign/bid to get the circuit built. A number of meetings were held between Middlesbrough Council, British Cycling (Peter Root) and myself representing the club. We even invited the Mayor to be guest of Honour at our Dinner Dance one year to keep the wheels turning. The circuit has helped youth development flourish on Teesside.

We hold youth coaching sessions every Monday night with myself and Josef being the main coaches but suitably assisted by Bill Millen and various parents, numbers have been low this Autumn but hopefully will pick up in the new year. The sessions revolve around the youngsters having fun and wanting to be on their bikes, a typical session would start with group riding, followed by a specific skill and finish with races as varied as a time trial to a handicapped devil or slow race.

So if you do have any youngsters wanting to give cycling a go come on down on a Monday night cost £2.50 and then join in with the League 2000 and the next Mark Cavendish or Lizzie Armistead could be with us.

FUNNIES

Q: What do you get if you cross a bike and a flower?

A: Bicycle petals!

Q: Why can't a bicycle stand up on its own?

A: Because it's too tired!

Q: What do you call a bicycle built by a chemist?

A: Bike-carbonate of soda!

Q: Why couldn't Cinderella win the bicycle race?

A: She has a pumpkin for a coach!

Q: Do you know what is the hardest part of learning to ride a bike?

A: The pavement.

Q: What do you call an artist who sculpts with bicycle parts?

A: Cycleangelo

Q: What did the little boy take his bicycle to bed with him?

A: Because he didn't want to walk in his sleep.

Q: "What do you call a crazy pavement?

A: A cycle path.

Q: When is a bicycle not a bicycle?

A: When it turns into a driveway.

Q: What is a ghost-proof bicycle?

A: One with no spooks in it.

Q: How do you know you've married a cycling addict?

A: You laundry has more bike jerseys than clothes

source: <http://www.jokes4us.com/sportsjokes/cyclingjokes.html>

Quiz Answers

1) Eddy Merckx

2) Bernard Hinault

3) Lance Armstrong

4) Marco Pantani

5) Fausto Coppi

6) Vuelta Espagna

7) Milano - San Remo

8) The Great Race

9) 3

10) Stephen Roche

PEDDLERS

**bikes by, Giant, Eddy Merckx, Basso, Moda, Lapierre,
Forme.**

**wheels by, Mavic, Giant, Easton, American classic
good stock of parts & accessories, Repairs &
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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, stephen_binks@sky.com