

# Cleveland Wheelers

# SPOKESMAN

Issue 116 Autumn 2011



**Aaron Preston Handcycling**



## Dates for Diary

### Tourist Trials

18 September 50 in 4 Castleton Marton X Roads 9 am

### Club Open Events

25 September Stokesley Mike Binks Mem 9.30am

2 October Carlton Hillclimb 10am

6 November Flatts Lane Cyclo Cross 10.30am

25 December Newton Time Trial 11am

(complete with Christmas cake and wine)

### Novelty Events

30 October Speed Judging Great Ayton info car park 10am

13 November Freewheeling Competition Ingleby Greenhow 11am

### League 2000

September 12<sup>th</sup>

### Youth Training Sessions

6 – 7.30 Monday evenings, from October 3<sup>rd</sup> at Middlesbrough Cycling Circuit cost £2.50 to club members.

*The club's AGM will be held September 21st*

## Social events

### September 11<sup>th</sup> Pinchinthorpe Walkway Festival

A good family day out lots to see and do. Bryan and Margaret will be representing the club with a PR Stall

### October 28<sup>th</sup> Bring and Buy Fair Stokesley Town Hall 7pm

An event if you have not been before is well worth a visit. Lots of cycling items to buy sell or may be even swap.

Not interested in bike bits well just come along and have a lovely homemade cake plus a cuppa. Also plenty of time to chat to your cycling friends. For further details contact Bryan Bevis. 01287 633087

### **November 11<sup>th</sup> Quiz Night The Globe Pub Guisborough 7.30**

A very simple quiz night (Only if you know the answers (Steve)). A 7.30 pm sharp start cost £5.50 per head including an excellent buffet. Booking in advance NO EOL. Numbers limited to 45 so contact Bryan ASAP

### **December 18<sup>th</sup> Pre Christmas Lunch Great Ayton 12 noon**

Most of you will be aware that the past two years events have had to be cancelled due to heavy snow, which meant getting to Ingleby Greenhow would have been difficult. So for this year's event it is planned to use the WI hall, Newton Road in Great Ayton. Hopefully, being beside a main road, will help ensure the event goes ahead whatever the weather. A good buffet and hopefully carol singing, hopefully as Elton John can't make it any other musicians available. I did hear that we have some bag pipe players!! There is parking at the hall but be warned as the hall as a very nice floor it does not want marking with cleats. Bring your own booze, cost £5.50 advanced bookings only. Contact Bryan.

### **Club Dinner Dance Friday 17<sup>th</sup> February. Details later**

**Congratulations to Pat Bielby who reaches her 70 birthday on September 18<sup>th</sup> Happy Birthday Pat. Statistics say that those who have the most birthdays live longer!**

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.

## Racing Round Up

Any members wishing to be considered for the Club's BAR trophies please can you forward your times to the Racing Secretary by October 31<sup>st</sup>. Seniors must have 1x 10, 1x25 and 1x50, Juniors and Ladies 2x10 and 2x50, Veterans 1x10, 1x25 and 1x50, ages for the times as well if wanting to be considered for the Veterans please.

### **British Schools National Championships**

Some really good racing at the Middlesbrough Cycling Circuit for the British Schools National Circuit Race Championships. Riders from as far away as Jersey made the journey

#### **The first event was for the Over 16/Under 16's.**

From the gun Josh Teasdale (Team Jewson) and Harry Tanfield (Wallis Cycles) took control, none of the other riders able to live with them in the 35km race. They started lapping the other riders after about 10km. Eventually gathering them all up with 5km left. With around 800m left Josh put in an attack however Harry did not respond, but as they were both in different age groups they both won. Katie Howe coming in as first girl.

#### **Under 14's**

Saw another Tanfield this time Charlie (Velo 29) dominating events attacking after 1km in the 20km race. The rest never saw him again. With 5km left Sam Ross (Beacon Whs) left the bunch however Charlie hung back on the last lap from lapping the remains of the bunch to gain his victory. Eleanor Dickinson (Beacon Whs) 1st girl. Charlie along with Ethan Selby and Joseph Gubbins won the team prize for Stokesley School

#### **Under 12's**

Was a more tense race with no riders breaking clear in the 10km race. This one came down to a bunch sprint with Sophie Capewell (Lichfield CC) beating all the boys in winning her title. Team mate Harry Yates being the first boy. Toby Tanfield, Rhys Selby and Oliver Gubbins winning the team prize for Roseberry Primary.

## **Under 10's**

and the rain started just as the 5km race got under way

Three riders broke away, Connor Eyeington (Cleveland Whs), David Lewis (North Midlands Youth) and Bradley Hill (Lyme RC) with David coming out on top with Connor 2nd. Ella Lazenby East Bradford 1st Girl.

## **Under 8's**

The last race of the day was the under 8's the 3km race was held in very heavy rain. The race split from the start with no groups. Matthew Egglestone (Beacon Whs) proving the strongest Libby Smith being 1st girl.

## **Club Open TT's**

### **50 Mile TT**

47 riders completed the 50 on a superb morning Kevin Dawson, sportscover.com winning in a time of 1-40-14. Geoff Robinson fastest club member in 1-51-42

### **10 mile TT**

32 riders finished in the clubs 10 mile event on a tough morning. Dominic Munnelly, Ryton Triathlon was the fastest rider in 21-50 with Simon Coates being the clubs fastest in 23-47

The SPOCO event was cancelled due to a flash storm flooding the road about an hour before the start and the Mike Binks Memorial RR was postponed until 25 September due to roadworks.

In open events the youths are leading the way in road racing with Aaron Preston gaining 61 BC points to date, Connor Eyeington has 50 and Helen Kotch 42. In the senior ranks Mark Rennison leads the way from Stewart Tanfield. Mark has been placed in a number of events at Prissick and the Hambleton RR.

Simon Coates continues to have top ten placings in time trials, including 6<sup>th</sup> in the Ferryhill Whs event and in the Cleveland Coureurs

race. Geoff Robinson is also gaining top ten finishes with a 4<sup>th</sup> in the same Coureurs event

The evening Series has also drawn to a close for another year. The final event again being the two up. The 1<sup>st</sup> 3 teams being

- |                   |                  |        |
|-------------------|------------------|--------|
| 1) Dave Kirton    | Rob Carter       | 21. 16 |
| 2) Harry Tanfield | Charlie Tanfield | 21. 18 |
| 3) Ian Hutchinson | Mike Rennison    | 22. 21 |

In the season long series 23 riders qualified Richard Lilleker and Kath Blakey winning the scratch events and Mark Campbell and Kay Stokes winning the handicap sections. There have also been a number of suggestions which Organiser Mike Cole would appreciate your views upon:

Changes to the scoring system. Ie. 50 point for a win, 49 for second etc. Introduction of awards in differing age groups as well as overall i.e. 40-49, 50-59, 60-69 etc.

Reduction in the need to complete 2 two lap events to qualify for the competition.

Reduction in the number of events needed to qualify for the competition.

### **Three Weeks in Mexico**

Arthur Puckrin

The Quintuple Ironman Championship, Monterrey, Mexico – 2008  
(12 mile swim, 560 Mile Bike, 131 mile run)

After our 30 hour journey from a cold Northern England, we were pleased to be met by Carlos, assistant to race Director Jorge Andonie. Although Carlos speaks no English and my Spanish is of the “O” level failed variety, we arrived at the newly built Olympic Sports Village at the Park Ninos Heroes which was to be our home for the next three weeks. We discovered that our room was at the top of eight flights of

stairs (no lift) and to be shared with the rest of the British contingent. Fortunately, Carlos had brought his extended family with him for a day out and they helped to carry our bike boxes and luggage to our room where we collapsed in an exhausted slumber.

The next morning I put my bike together and had a training ride around the race track. I was pleased to find that both the bike and I had survived the journey without apparent damage. I then went for a trial swim in the new University swimming palace. Too large to be called a pool. It was actually, a massive swimming pool with space for 20 large lanes, and the total area included a water polo pitch, a diving pool and a training pool. The sports facilities in Mexico, put those in Britain to shame. I was accompanied by Harn Wei Kua from Singapore and to recover from our efforts we went to the “Sirloin Stockade” where we could eat as much as we pleased after our initial payment. A bargain for hungry Triathletes keen on “carbo leading”.

Our fellow competitors soon arrived, and I feel very humble to be able to compete with many great athletes from all parts of the world. For the next three weeks I will break bread with the rest of the world. Each one has the determination of the “Terminator” and I will do well to keep up with them.

I am pleased that the weather seems to be unseasonably cool for Mexico and is much like a good summer’s day in England rather than scorching hot. We attend the superior “pasta party” in the “Presidential International Hotel”. Actually they have practically everything you want, not only pasta.

Race day soon arrives and we cycle down to the start en masse, escorted by the police and prepare ourselves for the swim start.

## THE SWIM

My pre race plan was to swim easily and to stop after each hour for the first 6 hours and then every half hour for a drink of energy drink and a bite of banana. Everyone starts in a wet suit as the water is cool. I soon

abandon mine as it feels very uncomfortable and much too warm. I am cool in my trunks, but found it bearable as my speed did not seem to alter. After four hours, I feel very tired and got out for 10 minutes for a jam sandwich, a cup of coffee and a banana. This seemed to revive me and afterwards I swam without stopping to the end, although my support crew were very anxious about my failure to stop every half hour as arranged. Although the last few laps dragged, I was fairly comfortable and eventually the last lap arrived and I dragged myself from the pool. A quick change, something to eat and drink and on to the bike where I was escorted along the main road to the race track. I rode easily both to warm up and to avoid any accidents along the busy three lane main road to the park. It was now dark – 7pm and it had taken me 10 hours for the swim. Slower than I had hoped, but not too bad. I was at the rear of the field, but I would soon overtake the faster swimmers now I was on my bike.

## THE BIKE

It was now completely dark, and although the course had lights, not all of them working so I had to keep alert to stay on track. I soon started to overtake the faster swimmers. The winning strategy is to keep moving throughout with no sleep for the total distance. I wondered if I would be strong enough to do this. Obviously it is fatal to fall asleep on the bike. A crash and you are out of the race. But I would keep going as long as possible. If I was to beat these guys then I knew I must establish a good lead on the bike, as the others would almost certainly be better runners than I. In the early hours of the morning, I started to flag. I stopped for food and then two hours sleep between 4 and 6am. Of course I had to climb 8 flights of stairs to my bed. I would not be able to do this during the run, but while I was cycling it was at least a change. Just as it became light i was back on the track. I was overtaking all the others but my position at this early stage was immaterial. There was still a long way to go.

The park was home to 500 ducks who wandered across the track at various times. The local rule was, “If you killed a duck, you had to eat



it". I took great care to avoid them as some were fairly large and could cause a crash. It became very hot at mid-day and the fountains that played at various points provided a spectacular sight as vast jets of water were fired to a great height in the air. Still I must remain focussed otherwise my ride would come to a painful end. I would stop to eat and then sleep between 1pm and 3pm during the heat of the day. My original plan to continue without stopping was in ruins, but everyone else was resting as well, and I was in general improving my position. Back on the bike, it was soon dark again. The days were short and the nights long. Soon after sunset we had a spectacular display in the sky as the planets Neptune and Saturn were very close to each other and with the new moon rising early in the evening gave something to admire for a brief while. I had hoped to complete the 560 mile ride in 35 hours, but with the rests during the hottest part of the day and the coldest part of the night, it was apparent it was going to take at least 48 hours.

There was a close and exciting race at the front as Andreas Bucher from Germany and Wayne Kurtz of the USA were on the same lap, and remained this way throughout the cycling distance. They were racing so hard I found it impossible to close on them, although I did gain a few laps from time to time. I ate eggs and toast, tinned peaches, Ritz crackers and cheese. I drank tea, coffee and cold water, together with hot soup during the cold nights.

The second day on the bike. My speedometer had been broken during the flight so I had no check on the distance travelled, but I knew I was getting close. My speed increased, I began to make up the distance on the leaders, and I punctured, but did not lose much time as I had a spare wheel handy. The last few miles seemed to take forever. The two leaders were off the bike and running, and I would be close behind. As usual, in triathlon, it would all come down to the run. 48 hours 12 minutes for the bike, A lot slower than planned.

## THE RUN

It was dark, I did 2 laps then I would stop for sleep. I was desperate for rest. I prayed for sleep. I could not rest for long. Two hours and I was back on the track. Fortunately we had managed to obtain a ground floor room, so I could come straight off the track and into bed. Much better, although the disadvantage off the ground floor was that we were subject to regular invasions by millions of ants through the floor and the chirping of the cicadas lulled me to sleep.

I was soon back on the track. I would continue for as long as possible before a sleep. Monterrey is surrounded by spectacular mountain ranges which rise to about 7,000 feet and make me wish I had climbing gear and time to explore them. At night they were invisible, but as dawn approached you would first see a faint outline of the mountains, then a pink glow. This would intensify into a bright red light. The sun would rise and all would be covered in the heat haze.

It was interesting walking a few laps with Hilberberto. His mobile phone would ring continually as he continued with his insurance business during the race. Wayne and Andreas continued with their intense racing. I hoped they would tire each other out and I would sneak up on the rails as it were, but this was not going to happen. The back injury which had troubled me before the race would not allow me to strain myself, and I was not going to risk not finishing after all this effort. Still I held on to 3<sup>rd</sup> place. Andreas ran away from Wayne. He was a much better runner. Finally, the last day. No resting now.

I was anxious to reach the end. My feet were in agony. No rest, the sooner I reached the finish line, the sooner I could sleep. My feet so painful I had to stop, so I stopped to eat. That gave me a brief respite and my poor feet a chance to recover. Finally, the pain receded to a dull ache. This I could stand. Mary walked the last few laps with me to make sure I finished. Finally, the tape. Rejoicing, photos, a sit down and a cup of tea equals happiness after 5 days 12 hours, 33 minutes.

Thanks to Mary, the World's best support crew who got me over the finish line despite all the difficulties and to Jorge Andonie and his team whose organisation improves each year. Results:- 1, Andreas Bucher, Germany. 2nd, Wayne Kurtz, USA. 3<sup>rd</sup>, Arthur Puckrin, GB.

---

---

## Middlesbrough Transporter Bridge

---

---

Happy 100<sup>th</sup> Birthday Middlesbrough Transporter Bridge

The Transporter Bridge, which spans the River Tees, reflects the dynamic industrial heritage of our area.

The bridge was opened on 17<sup>th</sup> October 1911 under a 1907 Act of Parliament. The bridge was built at a cost of £68,026 6s 8d (£5,330,000 as of 2010) by Sir William Arrol & Co. of Glasgow between 1910 and 1911 to replace an earlier steam ferry. The Transporter Bridge design was chosen because Parliament ruled that the new scheme of crossing the river had to avoid affecting the river navigation. The original design concept for the transporter bridge has been attributed to Ferdinand Arnodin (1885 – 1924) who specialised in cableway transporters, as he was the first to patent the idea in 1887. The bridge took 27 months to construct.

The opening ceremony on the 17 October 1911 was performed by Prince Arthur of Connaught, as he was the only Royal available.

There are only twelve existing worldwide and two other Transporter Bridges still in existence in Britain. These bridges are at Newport (Gwent), opened 1906 and Warrington, opened 1916, but only Middlesbrough's is in a working condition.

The Middlesbrough Transporter is a total of 851 feet (259.3 metres) in length which makes it the longest of those remaining in the world. Its cantilever construction has three main bridge spans that give it its unique appearance. The bridge is, effectively, two almost independent

structures joined at the centre of the River Tees. Each half of the bridge has an 'anchor' span of 140 feet (42.6 metres) and then cantilevers across the river some 285 feet (86.8 metres) from the tower leg to meet its twin from the opposite bank. The passenger gondola is suspended by steel cables and runs on a wheel and rail system approximately 160 feet (48.7 metres) above the River Tees.

The Middlesbrough Transporter Bridge is fully operational and provides a regular service between Middlesbrough and Port Clarence. It remains the largest of the Transporter Bridges operating worldwide, and provides a valuable public transport service, crossing the river in two minutes. It is capable of carrying 600 people at a time. You drive or walk into a cradle that is suspended beneath the main span of the bridge and which carries its load of cars and pedestrians across the Tees some 160ft above the river.

During World War Two the superstructure of the bridge was hit by a bomb. In 1953, the gondola got stuck half way. While it was stuck, gale force winds lashed water to within inches of it. In 1974, the comedy actor Terry Scott, travelling from his hotel in Middlesbrough and a performance at the Billingham Forum, mistook the bridge for a regular toll crossing and drove his car off the end of the roadway, landing in the safety netting beneath.

In December 1993, the bridge was awarded the Institution of Mechanical Engineers' highest honour, The Heritage Plaque, for engineering excellence, in recognition of the Council's efforts in keeping the bridge in good working order. Its historical importance was also recognised in 1985 by its listing as a Grade II\* Listed Building and its prominence as a local landmark was further enhanced in 1993 by the installation of flood lights that operate during the winter months.

In April 1996 local government reorganisation transferred the ownership of the bridge to Middlesbrough Council and Stockton-on-Tees Borough Council with Middlesbrough Council responsible for the day-to-day running and maintenance of the Bridge.

It has featured in films and TV programmes including Billy Elliot, The Fast Show, Steel River Blues, and Spender. The bridge has also featured in the television programme 'Coast' and a series by Fred Dibnah, about industrial heritage. However in the third series of Auf Wiedersehen, Pet, the bridge became the 'star'. It was dismantled, to be sold to Arizona and be re-erected in the USA. The people behind the programme obviously did a very good job on the computers as Middlesbrough Council received phone calls from people worried that the bridge was really being pulled down. At the end of the final episode of the series, the BBC had to add a disclaimer stating the transporter Bridge remains in Middlesbrough.

Until recently, the safety announcement on the Bridge had a southern voice. When Middlesbrough Council decided to change the voice, they organised a competition, which was won by a Middlesbrough man.

September 10<sup>th</sup> is a heritage day in which you can climb the staircase and walk over the top, but you have to come down the same way. However on a number of Sundays during the year there is another way down if you fancy doing a bungee jump, our Transporter Bridge is the only bridge in the UK that you can bungee jump from.

The bridge was recently awarded a huge £2.6m grant by the Heritage Lottery Fund. The grant will enable essential improvements to be undertaken, including installing new glass lifts and restoring the gondola

## **Gifted and Talented**

The club recently held a coaching session for Middlesbrough Council's Gifted and Talented programme. This programme identifies children who have shown ability in Year 5 across a range of assessments. They are then invited them to a 2 day Multi-skill Academy at Teesside University while in Year 6. At this 2 day academy they do multi-skill movements using two main sports and sports science testing. They also

work on leadership skills through a creative session and peer assessment.

The next stage is where clubs across Middlesbrough get involved in offering the children the opportunity to try a range of activities to find out what they may be most suited to.

Paul Howe and Steve Binks hosted a Cycling session at the new Middlesbrough cycle circuit. There is the hope that by working together we should provide a pathway from the program to our sport and club, therefore strengthening both.

We are hoping to repeat this taster session on a yearly basis, with the possible input from the club/sport at the academies.

### **A Doctor's First Tour A "Wheel"**

The next time you course that pot-hole, spare a thought for our forebears on their cumbersome, uncomfortable mounts. There is an account in the February 1896 issue of the "CTC Gazette" of "A Doctor's First Tour A "Wheel". The good doctor's machine was "geared 58 ½ "with a laden weight of 49lb. Not surprisingly he soon decided to reduce this burden "even to breaking off half the handle of my tooth brush". The 'Queens's at Stockton is by far the best appointed of the CTC houses I have met". But at another, our doctors were aggrieved to be "charged 6d. per night for boots when I had only tennis shoes".

Generally he was pleased by the cleanliness of hotels, not encountering a single 'pulex irritans'. (flee!) But in one large Yorkshire town there was "no bath in the house . . . the people went to the public baths! however, I said I was not yet quite such a socialist".

He has harsh words on Yorkshire roads, describing Whitby to Guisborough as "unrideable" and concludes "cyclists should avoid all the Riding of Yorkshire north of Pickering and east of Northallerton".

## **Bacon & Leek Risotto**

2 leeks

8oz bacon chopped

1 red pepper

8oz rice

1 tin chopped tomatoes

½ pint stock

mixed herbs

heat oil in pan and add bacon and cook.

Add leeks and pepper cook for 2 minutes

Add rice and stir until opaque

Stir in tomatoes and herbs, cover and simmer until liquid is absorbed.

---

### **You know you're an Incurable Bikaholic When...**

*...You have an uncontrollable urge to bring your bike into the house preferably in the living room or the bedroom.*

*....You find it amazingly easy to justify the purchase of a third bike this one just for special rides*

*....You faithfully log every mile ridden.*

*....You regard the severity of a sickness or injury by the length of time it takes until you can resume biking.*

Thanks to <http://www.bicyclesource.com>

---

**CLUB SUBS ARE NOW DUE. PLEASE DO NOT FORGET THAT FAILING TO PAY THEM BY DECEMBER 31ST 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.**



## CLUB OFFICIALS 2010/2011

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
General Secretary	<b>Stan Douthwaite</b> , 10 Ostler Close, Ingleby Barwick Tel 01642 761338
Social Secretary & Membership Secretary	<b>Bryan Bevis</b> , 13 Thames Avenue, Guisborough Tel 01287 633087
Treasurer	<b>Maureen Daniel</b> , 4 Cliff Tce, Liverton Mines, Saltburn Tel 01287 640249
Racing Secretary & Youth Development Officer	<b>Steve Binks</b> , 116 Park Ave, Teesville Tel 01642 297657
Committee Members	<b>Clive Thornton Norman Bielby, Derek George, Bill Millen, Mike Cole, Nigel Hopper, Jason Kotch</b>
Spokesman Team	<b>Shereen Binks, Steve Binks, Derek George</b>
Web site editor	<b>John Kelly</b> , 58 The Avenue, Nunthorpe Tel 01642 3 13285 <a href="http://www.clevelandwheelers.com">www.clevelandwheelers.com</a> <a href="http://www.facebook.com/clevelandwheelers">http://www.facebook.com/clevelandwheelers</a>

*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)