



# Mr Price

## CYCLE CLUB NEWSLETTER

Vol 8 Jan '08

### A GREAT CYCLING YEAR AHEAD

**W**hat a phenomenal year of cycling Mr Price Cycle Club had in 2007 and this year it is just going to get even better. I trust most of our members have come out of hibernation after the festive holiday break and awoke with a great roar. If not, start roaring and set yourself some personal achievement goals and of course hop onto that bike and get those legs ticking over.

KZN held their first league race on Sunday, 13 January 2008 and it was great to see so many members taking part. (see page 9 for further details on this race)

At the Mr Price Cycle Club AGM held on 4th December 2007, a new committee was voted in. Most of the 2007 committee members returned to do another stint for the Club. However, we do bid farewell to outgoing Vice-Chairperson Charmaine Maas who due to personal commitments, has had to step down. On behalf of the Club, we thank her for all her past contributions. Keith Wenke has replaced her as Vice-Chairman. This year, we have onboard Andre Fitt who will be the mountain bike liaison person. It is the Club's intention to grow the mountain bike membership and hopefully this objective will be achieved through Andre.

Gordon Gillespie our advocate for "Safe Cycling" was brutally mugged a few weeks back. Thankfully, he is making progress but in the interim, until his health returns, he will stand down. We wish him a speedy recovery and thank him for all his contributions to the Club.

Your Committee members for 2008 are:

Kelvin Du Sart	(Chairman)
Keith Wenke	(Vice-Chairman)
Corinne Du Sart	(Treasurer)
Bertie de Jager	(Secretary)
Leon Grobler	(Club Captain)
Andre Fitt	(MTB Captain)
Julian Cox	(Junior Captain & KZNCU Liaison Officer)
Dave Ward	(Webmaster)
Heidi Beaumont	(Newsletter)

Members, if you have any suggestions to improve the

Club or any gripe or complaint, don't keep it to yourself come and talk it over with the committee members so that they can implement your suggestion or rectify the problem. Let's nip those gripes in the bud before they grow into huge monsters.

To all our new members, if you have just ventured into the cycling world and it all seems a bit daunting, please contact anyone on the committee, who will be more than willing to show you the ropes and "oh boy" how quickly you will learn. I am always amazed at how quickly it takes an entry level cyclist on an entry level bike to convert to a more expensive and fancier one. Trust me, I have a garage full of bikes, wheels, saddles, helmets and goodness knows what else which has been handed down to the lower echelons of the family (not that they are complaining) because the upper hierarchy has had to replace these articles with much needed "HAVE TO HAVE" items. All in all cycling is a very fun sport which can be done by the whole family and is a great way to keep healthy (and mmmm of course unwealthy). Remember, to join us after every race at the Mr Price Cycle Club tent for much needed refreshments and of course a tongue wag.

This newsletter is for our members, so it would be great to hear not only about the team riders but about "YOU" our other riders. If you have a story to share, share it with us, whether it is a funny one or a personal victory. Stories inspire people to reach their milestones and Mr Price Cycle Club is not only about winning cycle races but about all its members achieving their goals and having fun. Therefore, roadies and mountain bikers, if you have any photos, stories, jokes or any other articles of interest, please email them to me at [wenke@mweb.co.za](mailto:wenke@mweb.co.za) so they can be incorporated into this newsletter.

Happy safe cycling for 2008.

*Heidi Beaumont, Editor*



# MR PRICE WELCOMES NEW MEMBERS

Mr Price Cycle Club is always pleased to welcome all new members to the fold:

- |                   |                      |                     |                   |
|-------------------|----------------------|---------------------|-------------------|
| 1. Mark Elferink  | 2. Michu Van Wyk     | 3. Garth Gaffley    | 4. Karin Elferink |
| 5. Lance Kievit   | 6. Neil Mc Harvey    | 7. Callum Mc Harvey | 8. Tania Wild     |
| 9. Andrew Shenker | 10. Chris Desjardins | 11. Michael March   | 12. Gayle Adlam   |

## What's on in jan/feb 08

1. The next KZN league race will be held in Newcastle on Saturday, 9 February 2008. This is the Waterside Wimpy Cycle challenge and has three distances:  
100km starting at 06h30  
65 km starting at 06h40  
25 km starting at 06h50  
Total prize money for this race is R11600.00 If you are wanting an entry form, please contact Mr Price Race Office on (031) 7674448.
2. On Sunday, 10 February 2008 Mr Price Cycle Club hold their first club ride for the year. Leaving Suncoast at 05h30. Three distances will be offered; 100km; 65 km and 30 km. The route will be out towards Ballito and back. Back-up vehicles will be provided for each distance. Afterwards your family can meet you at the Suncoast grass deck for a picnic and giveaways. All riders are welcome to bring a non-member to ride. Please advise Corinne du Sart if you will be partaking in this social ride and what distance you will be completing. Corinne's office number is (031) 7674448 or email [dusart@iafrica.com](mailto:dusart@iafrica.com)
3. On Sunday, 24 February 2008 the Battery Centre Midmar Notties will be held at Midmar Dam. Distances on offer are 80km and 30km. This is an out and back route to Nottingham Road and is always well supported event. Further information on this race will be sent out by the Mr PCC Race Office.

## CLUB CAPTAIN'S MONTHLY CYCLING TIP

### Ride with Safety and Courtesy as your guide

**Watch For Traffic Coming From The Rear** - Since those in front cannot see traffic approaching from the rear, it is the responsibility of the riders in the back to inform the others by saying "Car back". This warns leading riders to maintain position and the potential of a passing car. Use discretion on the car back warning. On busy roads with continuous passing traffic, the call out of car back tends to lose its significance. Use the warning "Car up" on a narrow road to warn following riders of approaching traffic.

**Leave A Gap for Cars** - When riding up hills or on narrow roads where you are impeding faster traffic, leave a gap for cars between every three or four bicycles. This way motorists can take advantage of shorter passing intervals and eventually move piecemeal around the entire group.

**Wait At Turns** - If the group becomes at all separated, even by a few dozen metres, someone should wait at the turn until the next rider arrives at the intersection, and so on until all riders have made the turn.

**Move Off the Road When You Stop** - Whether you are stopping because of mechanical problems or to regroup with your companions, move well off the road so you don't interfere with traffic. It is usually best for the lead rider to pull forward in the stopping area and for other riders to pull in behind the rider in front of them. As a courtesy, during regroups the last cyclist in controls when the group will restart.

**Riding Two Abreast** - Ride single file or double file as appropriate to the roadway and traffic conditions and where allowed by law. Even where riding double is legal, set a good example and be an ambassador for cycling. Courtesy dictates that you single up when cars are trying to pass you if the lane is wide enough for them to safely do so.

## VET'S AND LADIES SUPERSERIES 2008

### BACKGROUND

The Vet's and Ladies SuperSeries will comprise a series of events held nationally, as part of the standard CSA Road Racing calendar. A new category will be created which will be open to any fully licensed Veteran or Lady Cyclist.

Points will be awarded for places in the race; these points will be allocated to individuals and teams, and will run over the series of events. The Series winners being the individuals and teams that have accumulated the most points.

### GENERAL RACE RULES

Each event in the series shall be conducted according to the standard CSA race regulations.

### RIDER SUBSTITUTIONS

Riders are allocated to teams on the same basis as their CSA license i.e. the team that a rider represents shall be the same team as their CSA license.

### RIDER ELIGIBILITY

Entrants must be in possession of a valid CSA license (CycloSport or Full Racing License). In the event that the field grows larger than 200 riders, the SuperSeeding index will be applied to limit the number of riders that are eligible to participate.

### TEAM SIZE LIMIT

There shall be no limit on the size of a team. However, only the best 3 rider's results in an event shall count towards the team competition.

### POINTS SYSTEM

The Vet's and Ladies Super Series will be based on Individual Points Rankings as well as on a Team Ranking. The individual points are awarded as follows:

Single Day Road Races, Time Trials and the Final Overall Classification in Stage Races  
1st 30; 2nd 25; 3rd 21; 4th 17; 5th 14; 6th 12; 7th 10; 8th 8; 9th 7; 10th 6; 11th 5; 12th 4; 13th 3; 14th 2; 15th 1.

Individual Stages in Stage Races-

1st 10; 2nd 8; 3rd 7; 4th 6; 5th 5; 6th 4; 7th 3; 8th 2; 9th 1; 10th 1

The top three riders' points will be added together after each event to count towards the team classification.

### POINTS COMPETITIONS

There will be four separate points' competitions: Men's Team and Men's Individual, and Ladies Team and Ladies Individual.

In the team and individual competition, the worst two events will not count towards the overall classification. This will enable teams or riders to forfeit events that they are not able to attend, without compromising their chances in the overall competition.

### COMPETITION LEADERS

The leaders of the individual competition will be presented with a leader's jersey, whilst the leading teams in the team competition will be allocated red numbers. The status of the various leader boards will be aired on SuperCycling.

### EVENT BENEFITS AND COMMITMENTS

Each event in this series will be televised.

Events will be required to create a new start group to cater for this category.

Officials will be required to officiate on placings up to 15<sup>th</sup> place, men's and ladies.

### RIDER AND TEAM ENTRY FEES

Entry fee into the competition will be once-off and will be R250/rider. Online entries will be provided.

When entering a rider must indicate the team they will be a member of, should they be riding as part of a team and not only as an individual.

For more information and the list of races, please log onto [www.supercycling.co.za](http://www.supercycling.co.za)

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### MEMBERSHIP SUBS ARE NOW DUE

We are very fortunate that the Club's subscription fees for 2008 have not increased. They are still R175 for the first member and R100 for every additional family member.

Membership forms are available from the Mr Price Cycle Office or can be downloaded from our website [www.westcycle.co.za](http://www.westcycle.co.za)

You can also download your CSA licence from this website too.

There has also been no increase in the Club kit, cycling pants and tops still remain at R150.00 each. These are obtainable from Corrine (031) 7674448

## ANNUAL GENERAL MEETING HELD ON 4 DECEMBER 2007

The Mr Price Cycle Club AGM was held at the Blue Waters Hotel on 4 December 2007 at 19h00.

### CHAIRMAN'S REPORT 2007

Good evening Ladies and Gentlemen, thank you for attending tonight's AGM. 2007 was a huge occasion for the Club, not only was it the 20<sup>th</sup> anniversary of the Westville Cycle Club, it was the beginning of the National Mr Price Cycle Club (KZN, Gauteng and Cape Town). Many of our Westville members resisted change and decided to look for greener pastures. Many members, said, we, the Club did not do enough for our members, yet, to date, one year later, not one of those who complained, has come forwards to assist. Membership dropped below 100, but as we moved on during the year, the dust settled and members that moved to greener pastures started to return to the fold. Yes!! We had a name change, but nothing else changed and once again, I do believe our members (just over 300) have had their monies worth for the R175-00 per year and R100-00 per additional family member.

E-mail goes out to all our members on a regular basis, queries are attended by a very competent secretary (Corinne du Sart) and Club Captain (Leon Grobler). The website is consistently updated by our webmaster (Dave Ward) and our new look newsletter goes out on a bi-monthly basis, thanks to Heidi Beaumont and Keith Wenke.

I would like to thank my 2007 Committee, Vice Chairlady, Charmaine Maas (The Cowsister), Treasurer, Corinne du Sart (the Koeksister) Bertie de Jager (Secretary), Leon Groblar (Club Captain), Julian Cox and Gordon Gillespie (KZN Cycling liaison officers), Keith Wenke and Heidi Beaumont for the newsletter and Heidi for acting as masseuse on the Vet tours. To each and every member who has assisted during the year, no matter how insignificant it may have looked to you, your help is always appreciated. Team managers ( I am not going to name people because I am more than likely going to forget someone and get into serious trouble again). You guys are the best!

Finally, I thank our main sponsors Mr Price, Springbok Atlas and GU for their commitment to help grow cycling as a sport.

### Racing

1. In March we hosted a Development race in Thabankulu and in April, we hosted another in Matabele. And no thanks to our Club members, I got assistance from Burg Wheelers.

2. In August, we hosted the 3rd Tour de Bluff with R50 000 in prize money, R7 500 in meat vouchers, 10 x bicycle lucky draws and a Vuka motorcycle lucky draw. This race attracted 5 x men pro teams and 1 x women pro team. The race went off well and Bluff Meats are on board for 2008.
3. In September, we hosted the 20<sup>th</sup> Tour de Nando's with the new route format and excellent weather, another successful Tour de Nando's. Nando's are onboard for 2008.

### Social Events

1. A big thank you to Leon and Keith for organizing all the Club social rides during the year. The biggest being the Tour Durban route on Easter Monday, with many of the other Clubs joining in the ride. People thought that this was the Tour Durban's race.
2. Club Rides from Dalcairn are up and running once again. This ride leaves Tuesday to Friday at 04h45. Saturday as per discussed on Friday and Sunday's ride leaves 06h00.

### General

1. With the Mr Price sponsor, the Club was once again able to sponsor 3 x Vet tours, 9 x junior riders and 2 x lady riders. In 2008, we will however lose our lady riders. Claire Matthews will ride for Konica Minolta as a pro junior and Isabel Moolman will rider for the JHB Cyclelab ladies' team (the Amakrokrok). We wish them all the very best and success in their new teams and remember that the front door to this Club is always open when you return. In 2008, we will sponsor 3 x Vet teams and assist 5 x junior riders.
2. Membership/Renewal fees and Club kit prices to not change for 2008. The full range of cycle kit is available from Corinne. We do have most sizes and have also just placed an order for new stock.
3. Renewal membership forms are available tonight, for those wanting to rejoin.

### Sponsor

Once again our other sponsors have been very generous when it comes to sponsoring cycle races. Hatton Cycles for co-sponsoring the Nando's race, Bluff Meat Supplies for the Tour de Bluff and all our product sponsors; Bokomo, Blue Chip Racing and Duys Engineering. Without your sponsorship, we will not be able to put on such fantastic races. I thank you for your loyal support.

### Your Chairman

*Kelvin du Sart*

## AGM REPORTS CONTINUED...

### VICE-CHAIRPERSON'S REPORT 2007

Good evening Ladies and Gentlemen

I would like to start by congratulating each and everyone of the team members on your excellent performance during 2007. When "Team Red" arrives in the Springbok Atlas bus you most certainly look like a profession team, and are a Team to be proud of. Well done and keep up the good performance in 2008. To all the other club riders well done on achieving your own personal goals during this year.

I would personally like to thank some of the Team riders who encourage Corinne alias "The Koeksister" and myself during the Argus Cycle Race. Some of you ended up riding the route twice. Sorry we were so slow but with only two training rides of 40kms each there was no ways we were going out to beat any records, the aim was to just finish. To everyone who sponsored Corinne and myself on the Ride thank you we greatly appreciated it. We raised an amount of R8 560 for the Jona Vaughan Home for the Mentally and Physically Handicapped.

To all our 2007 sponsors we thank you. Our Club would not be the Club it is today without your sponsorship. I can honestly and truly say that without Kelvin and Corinne there would be no Club or Team so to both of you thank you so much for all your input during the year. Kelvin puts in a lot of time into meetings with sponsors, police etc and often puts his own business interests on hold to do Club work. Unless you are involved behind the scene you just cannot grasp just how much work goes into organising a race and Tour. To Corinne I am sure the Team will agree with me, you are a mother hen to everyone who goes on Tour, you never stop ensuring that we are all comfortable and have enough to eat etc, and for that we thank you. You go out of your way to make us as comfortable as possible. To Keith and Heidi thanks for the amazing newsletters. A huge amount of work goes into producing these and we are extremely grateful for all your hard work.

To the rest of the Committee thank you so much for your hard work and dedication to the Club during 2007. At this point I would like to apologise to the Committee for my absence during most of this year but due to work commitments and ill health I was not able to be as actively involved as I would like to have been. For that reason I have decided to step down from the Committee for 2008 but will be willing to help behind the scene.

To the Committee keep up the good work in 2008. To all the other Club members who have assisted the Club during the year thank you.  
To all cycling enthusiast I hope 2008 is a good year for

you and that each and every one of you reach your own cycling goals.

To the Club may you go from strength to strength.

Best wishes

**Vice-Chairperson**  
*Charmaine Maas*

### CAPTAIN REPORT 2007

Its hard for me to identify any one event that stands out more for me than any other over this last year.

The Club has shown tremendous strength in its infancy as a sponsored club. The commitment by key members within the committee and some of the ordinary members has allowed a unity which has been able to withstand some strong challenges from other clubs. The manner in which the club has been managed and the unselfish input has helped to solidify it's position as the leading Club in the province.

This year saw the introduction of a highly successful newsletter. Our editor and her partner have put in a huge effort to produce one of, if not, the best newsletter in cycling in this province. It is probably read by as many of our own members as it is by other members because of the media through which it is disseminated. To Heidi and Keith congratulations and we look forward to the year end edition.

Another innovation started by one of our members was the now much spoken about and successful driving schedule. This idea was initiated because of the sadly unsafe conditions which we have to be subjected to whilst we try to enjoy the sport we so dearly love. This driver's schedule was started by Iven Scharein, a new member to both our club and team this year. Iven also administers the schedule and regularly updates, as and when changes are necessary.

This schedule has helped to commit riders in the Westville group and permitted us safe cycling throughout winter and has probably also attributed to the success many of these riders have seen in their results. With having seen the real benefits of this exercise I would encourage other groups to do the same.

The club's growth of competitive cyclists has also increased. Since my initial involvement I have seen more cyclists displaying a keenness to get right up there in the results. And here I speak of non-team members. The hunger to achieve has grown significantly and this for me is exciting. That enthusiasm is not only obvious amongst the adults but has become a trend amongst those from

## AGM REPORTS CONTINUED...

U-10 upwards. I would like to think that much of that is as a result of more parental involvement which goes a long way to stimulating. For the rest, we are in the fortunate position of having a racing team of Vets, who are an added inspiration.

This year sadly sees the departure of two great lady cyclists to professional teams in Jo'burg. They are Isabel Moolman and Claire Matthews.

These ladies have had a very short but yet highly successful career so far.

Isabel also more popularly known as "Blommie" only started riding with some commitment in about March of last year. This year she became South African champion in both the Road and T/Trial. She has competed successfully in both her own age category as well as amongst the elite ladies and has achieved commendable results.

Claire has also been very successful not only on a local level but nationally as well. She is young and has a huge talent.

We are glad to have been associated with them and like to think that the opportunity came whilst they were members of the Mr Price Cycling Club.

The Junior team has also seen steady progress. Whilst the time given to these young men was not perhaps as much as they would have liked, still progress was made. The members here included Kent Mckinon, Dane Antill, Dane Merrick, Brian Cox, Edward Greene, Edwin Mooney, Grant Titmuss and Mathew Weston. Zane Goss left us during the course of the year. Most of these guys have shown huge improvement since the beginning of the year.

Outstandingly though mention must be made of Edwin Mooney as his enthusiasm and commitment has afforded him results that were certainly beyond expectation.

To the vets team and management I would like to take thank every one of you for a really great year. It was great to be able to be part of this winning group of folk.

The involvement by all to make tours and individual events such a pleasure goes beyond any description.

This group of folk make racing just so special. There is a camaraderie amongst them all which I'm sure is the envy of many.

For those of you who were able to join us on the recent trip to compete in the 94.7 will testify to this.

On the point of the team I would like to welcome Mike Andrews to the 40+ and hope that his stay with us is an enjoyable one. He left us about 2 years ago and has come back a much stronger rider.

We are continuously looking for riders who will be able to ride for the team.

As mentioned at the Awards Evening the 30+ is an area where we will be paying particular attention in the next 6 weeks.

To all of you who achieved your goals this year, well done and congratulations.

I hope that the goals for next year are already being considered and wish you well in your endeavours.

Then finally and most importantly to Kelvin and Corinne who relentlessly give so much of their time to this wonderful Club, Guys on behalf of the club we thank you and look forward to another year of your involvement.



*Mr PCC'S junior team's at their raining camp at Midmar Dam in December 2007*

**In Big Ring  
Your Club Captain  
*Leon Grobler***

## MR PCC SET TO GET DOWN AND DIRTY



**I**t is with much excitement that the Club Committee looks to rejuvenate the mountain bike section of the club. With land restrictions over the last while we have found great riding areas hard to come by. Yes there are Giba Gorge and Kenneth Stainbank Nature Reserve, but what we all long for

is prime single track suitable for all levels of fitness and riding ability.

We believe that with Tongaat Hulett (TH) issuing permits and thereby allowing access to the sugar cane plantations, that once more we will be able to enjoy the green hills of Natal.

### PERMITS

- The club has been issued a number of permits. Although there should be sufficient, these will be distributed on a first come first served basis.
- Riding on TH property is strictly controlled and thus please do not ride there unless you have been issued a permit, Obtain application documents from the club website, these include:  
Information form  
Application form  
Indemnity form
- The forms are to be completed and posted to the clubs postal address (please mark clearly "MTB PERMIT APPLICATIONS").
- Completed forms to be accompanied by a passport photo and proof of payment of the respective permit fee (payable to EMBA – Ethekewini Mountain Biking Association (bank details on the application forms). Proof of payment of R30 – payable to the club for the issue of the respective permit mtb number board (bank details on the website)

The permit number boards will be issued with the same number as your mtb license number should you be a licensed rider and thus this will double as your race number. If you are not a licensed rider, you will be issued a day board at the races. First prize is to have one board for

both.

Should you have any queries, please feel free to contact me on 0829055753 or on [andref@transqua.co.za](mailto:andref@transqua.co.za).

Once we have a group of riders registered we will send out notices of club rides, and we will ensure that all riders are catered for. These outrides will also be an opportunity to inform members of where they may ride, as the routes are marked – both in Shongweni area and Durban North.

We look forward to receiving your application forms.

### UPCOMING MTB EVENTS

For details of all the races for the year, please see the calendar on our web page. In the short term, members can look forward to the following races:

- Wartburg – Saturday 9 February 2008 (good family event with various distances) This is one of the few races that is held on a Saturday – most of the races are on Sundays.
- Sani2C towards the end of February (entries are closed)

We will be endeavouring to have club support at the races, so please come and join us for an after race refreshment.

Your  
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Andre



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## DOUBLE CENTURY

**T**he double century has got to be one of the toughest races I have ever done and definitely one to look at for the future. Over 2000 participants for such a gruelling event.

We landed at our base to find out we have a team Astana pro in our team Rene Hasselbacher. Well if that isn't intimidation, I don't know what is. We set off at 6.40 am, cool conditions but with a wind that was very refreshing. The pace was brisk from the start and after 10km's we had our first casualty, one team mate off already (we start with twelve-6 must finish to get a time). No problem, 11 left and 192 km's to go. A little while later, we hit our first 14km mountain pass, next casualty another rider off. Rene the Pro in the meantime is letting us know where we are going to hard on the climbs (this would be our ultimate undoing). That left 10 riders and the pace was picking up with 140km to go.

About 70km's into the race we had another set back, one of the riders had a mechanical, so Rene stopped to help him and in the process we lost 2 more riders, that left us with 8 and well over 120 km's to go. By this stage we had 4 minutes on our closest rivals and were way out in the lead. Eating was proving to be a problem because we were going so fast and breathing at this stage seemed more important.

The wind was picking up and at the 105 km to go mark, we had a block head wind which had us in the gutter and just fighting to get off the front and back into the pace line. The wind and the mountains had definitely reduced our tempo but not enough to have myself and Werner struggling. We were taking strain to say the least, but too much pride wouldn't allow us to miss turns on the front, even though the legs were screaming blue murder.

Werner popped next with 30 km's to go and a short while later I found myself in the same predicament. By this stage our legs were smashed just turning the pedals was painful. We made a decision that one of us should try pace on in case the other guys had a mechanical. I thought the last 20km's would be easy but that was not so, 3 more heavy climbs later and a wind that wasn't playing fair, I found myself with 10km's left all downhill (small ring into a stiff head wind).

I crossed the finish line a broken man and not sure if I would ever stand up again. The team managed a 5hr25min result, missing 3rd by 20seconds and only to find out the top 4 teams all finished within 2 minutes of each other.

*Contributed by Lee Muir*

## 320KM CYCLOTHON

**W**hen I was approached to ride the Habit 320K Cyclothon, I was a bit hesitant because 320 km to cycle in one day is a long, long way to cycle. However, the fact that this race is for charity, did sweeten the temptation somewhat and I convinced myself that; "Hey, 320 km isn't so far to cycle" and entered.

The Cyclothon is basically not a road race but a challenge against you, your bike and the road. Monies raised are donated to Baby House which is a transition home for HIV affected babies. The babies are between birth and 1 year old and are placed in loving homes within 6 months of being taken in. 2007 would be the 10<sup>th</sup> year of this challenge.

I have many vivid memories of the trip and the camaraderie amongst my fellow cyclists taking part in this mad challenge. However, one of my highlights was meeting the legendary Phil Ligget "The Voice of Cycling" in person and having the privilege of listening to him regale stories of the tours and races that he has commented on. His passion for cycling oozes out of him and is ever so catchy. The man is literally a walking encyclopedia and he is able to reel off information and dates on any tours or races, at the flick of a tongue. He was truly inspirational and definitely set the tone and psyched us up for that long ride home and what a long ride it was.

The cyclists taking part were divided into two groups; Group "A" who had about 60 riders including Phil and Trish Ligget set off on their mission from Little Switzerland at 04h30 in the morning. Group "B" consisted of 25 riders including myself. The pace in this group was a little faster than Group "A" and we set off an hour later with the intention of catching up to Group "A". However, going off at a later time would prove to be our downfall because the sun was definitely out to take prisoners on this day and we buckled under its relentless rays.

The first 70 kms into Winterton was an easy, comfortable ride with the cyclists just enjoying the freshness and the stimulating scenery of the Drakensburg. Winterton was our first pit stop and in true à la carte Du Sart style – we had a fabulous healthy breakfast. Kelvin Du Sart is like the modern day MacGyver, he has all sorts of tricks up his sleeves and when he does something, he does it right and our team of cyclists were definitely not going to go hungry, thirsty or without excellent back-up on this ride. Seriously, he is incredible, without his support as well as Isabel Moolman and Alexis Wright's support, our team would have crumbled.

## 320 KM CYCLOTHON CONTINUED...



The second stage into Mooi River proved to be a little more difficult, with the leg muscles having to endure a number of longer climbs and

the sun, "Aaaaaah the sun, it just kept getting hotter and hotter and it felt as if we were being fried alive. Have you ever smelt burning flesh mmmm not a pretty smell!" By the time we reached Mooi River, a number of cyclists were showing signs of fatigue but our spirits were still up. Kelvin and the girls dished us up some much needed pasta nourishment and of course fresh cold bottles to get us to the next pit stop. It was a relief to reach Notties knowing that there is +/- 35 kms of exhilarating, downhill riding. However, that relief is quickly dampened when you realize that you still have 160 kms of riding to go. At Midmar Dam, we had another pit stop for a bottle change and to stretch our legs.

At this stage, my butt was beginning to feel slightly tender from being in the saddle for 7 hours and I was seriously considering putting a large slab of steak between my thighs like the pros used to do in the Tour de France. Fortunately, I could still feel my legs and I knew that I could get a good few more kilometers out of them.

Fox Hill proved to be the battlefield for many of the riders. Halfway up Foxies, under a sweltering 42 degrees, David Yapp had serious humour failure and was already disrobing his kit as he rode up the hill. At the top of the hill, he put his bike on the trailer, took off his cycling shoes and went to sit in the team car – enough is enough. However, if I was going to carry on riding, trust me so was Yapp and I marched over to the car and tried to reason with a seriously unhappy Mr Yapp. After convincing him that he would truly be peeved off with himself, if he did not finish the race, he "yapped" down and got out of the team car and put back on his cycling kit. The "boytjie" was ready to do battle again for the next 85 kms.

It was up Inchanga that my legs began to scream at me and started saying "howzit". When I look over my power metre graphs from this ride, Inchanga certainly tells a sad tale for me. However, I managed to get up over Inchanga with the help of the team and as we came up over Botha's

Hill, we were met by Corrine Du Sart and the Matthews family cheering us on. This lifted our spirits and with the smell of the finish line in our nostrils, we toiled on in our mission. Luckily, the ride from Hillcrest to Durban is mostly downhill and this spelt "relief" for our sore muscles and weary legs.

Before the start, if we had not met up with Group "A" on the ride, we agreed to meet up with them at the end of the M19 and ride together in one big bunch to the finish line. Our team was about 10 minutes behind Group "A" but oh what a great sight it was to see them at the end of the M19, knowing that we were only a few kilometers away from the finish.

Cycling amongst peak hour traffic along Umgeni Road at 16h30 in the afternoon is no joke and had its few hair raising moments. However, the spirits of the riders were now very high. Riding up the ramp of Mr Price Head Office I had a mixed bag of emotions, one of exhilaration, one of relief, one of pure exhaustion and one of pride that I had completed the challenge and had stayed the whole way. After 11 hours in the saddle, we had completed our mission and ridden 320 kms in one day.

To all my fellow cyclists and to every single person who helped us complete the end of the ride – a very big thank you!!

**"Life is not a journey to the grave with the intention of arriving safely in a pretty and well preserved body, but rather to skid in broadside, thoroughly used up, totally worn out, and loudly proclaiming, "WOW! What a ride!""**

An unforgettable experience!! "Will I be back next year?" That night over dinner I told Heidi, "Never again!" However, after a good night's sleep, I was men-



tally preparing myself for next year's ride. It can't come

## A MISTY START FOR THE POTGIETER

**C**ato Ridge woke up on a Sunday morning in January to the first race of 2008. The venue for the Potgieter Trophy was moved from the South Coast to Cato Ridge and attracted a reasonable size field.



Due to heavy mist, the start was delayed by thirty minutes and at 06h00 the 85 kilometre race was underway.

The route involved three turnaround points, the first being on the road to Geordedale at the bottom of a reasonably long descent. Initially the pace was hectic and it seemed to us, who were following, that the riders were testing each other to see who had been slacking off over the festive season.

The front bunch broke away on the ascent after the first turnaround and then headed out towards Thornville via Camperdown. Other than three riders who got away on the road towards Thornville, and who were soon back in the bunch, there was not much activity. After the turnaround on the Thornville Road there was some respite as the bunch rode down to Umlaas Road before tackling some nasty bumps towards Hammarsdale and back through Inchanga.

There was a break of approximately seven riders on the steep ascent to the T-junction just after Inchanga and, although they were being closed down by a chasing bunch, they managed to stay away until the finish.

Special mention must be made of Justin Short who stayed with the front bunch and finished nine seconds ahead of the chasing bunch consisting of four riders, including Werner Moolman and Donovan van Gelder.

The 55 kilometre race was won by young Phillip Krugel (U14) who outsprinted four under 16 riders.

The 20 kilometre race was won by Keagan Matthews and was well supported. A Mr Price ballie (who shall remain nameless) took part and claims that he wanted to keep his eight year old son company!

The only casualty of the day was Keith Wenke who crashed tested his helmet when he was brought down, at

speed, on the descent from Hammarsdale whilst trying to avoid an incident between two other riders. Fortunately he survived with some serious roasts.

The results of the top five Mr Price riders in each category are as follows:-

### 85 km

#### Elites

Werner Moolman – (4<sup>th</sup> in age category; 9<sup>th</sup> overall)  
Donovan van Gelder – (5<sup>th</sup> in age category; 10<sup>th</sup> overall)

#### 30 – 34 (men)

Justin Short – (1<sup>st</sup> in age category; 5<sup>th</sup> overall)

#### 35 – 39 (men)

Lee Muir – (3<sup>rd</sup> in age category)

#### 40 – 44 (men)

Gwyn Pine – (2<sup>nd</sup> in age category)  
Iven Scharein – (4<sup>th</sup> in age category)

#### 45 – 49 (men)

Flip Krugel – (1<sup>st</sup> in age category)  
Kevin Rainier – (2<sup>nd</sup> in age category)  
Ray McCullum – (5<sup>th</sup> in age category)

#### 50+ (men)

Atholl Dand – (1<sup>st</sup> in age category)  
Kobus Ehlers – (2<sup>nd</sup> in age category)

#### Juniors (men)

Edward Greene – (4<sup>th</sup> in age category)

#### Under 23 (ladies)

Farran Beaumont – (1<sup>st</sup> in age category)

#### 30 – 39 (ladies)

Charmaine McCullum – (2<sup>nd</sup> in age category; 6<sup>th</sup> overall)  
Margaret Scharein – (3<sup>rd</sup> in age category; 9<sup>th</sup> overall)

#### 40+ (ladies)

Marina Smuts – (1<sup>st</sup> in age category; 3<sup>rd</sup> overall)

#### Juniors (ladies)

Claire Matthews – (1<sup>st</sup> in age category; 2<sup>nd</sup> overall)

### 55 km

Phillip Krugel – (1<sup>st</sup> in U14 boys age category; 1<sup>st</sup> overall)

### 20 km

Keagan Matthews – (1<sup>st</sup> in U12 boys age category; 1<sup>st</sup> overall)  
Lauren Hutchinson – (3<sup>rd</sup> in U14 girls age category; 4<sup>th</sup> overall)

Kath-  
(3<sup>rd</sup>  
girls  
category)



leen  
Wenke –  
in U12  
age cate-

## Sensible Recommendations For Weight Loss

**G**etting back onto the bike after a great festive season of feasting can be a bit of a battle especially if you have over indulged. Keith even though he was doing base training over the festive season, picked up over 4 kilos in a space of a month. However, losing the weight is not so easy because I myself battle with this dreaded issue. I guess it just boils down to "willpower" which I obviously seem to lose every now and again.

However, I have completed a wellness and nutrition course and dieting is basically very simple. It's about making a few simple "lifestyle" changes which will result in a leaner, happier, and faster athlete. The effects are big! :

- Avoid all beverages with high fructose corn syrup e.g. soft drinks are a "No! No!"
- Try to stay away from processed foods with partially hydrogenated fats.
- Avoid sugary foods like cookies, cakes, and low-fat foods (that's code for high in sugar.)
- Try to stay away from saturated fats found in red meat, cheese, butter, and fried foods.
- Avoid alcohol at all costs. -You may have to start paying attention to the back label of foods where ingredients like high fructose corn syrup, partially hydrogenated fats, and sugars are displayed.

So you say you're already dialed in on these tips? Then let me suggest paying attention to the glycemic index of foods.

- Choose foods with a LOW glycemic index before you exercise each day. e.g good old jungle oats
- After exercise select carbohydrates with a HIGH glycemic index for a speedy recovery.
- Once you've replaced your glycogen stores resume a LOW glycemic index food intake.

But wait, what's the glycemic index? Simply put, its a scale from 1 to 100 ranking foods according to how much blood sugar levels elevate after eating.

### HIGH GI - LOW GI

greater than 70 -less than 55  
sugar, Gatorade brown rice, pasta

High GI foods are rapidly digested and absorbed and cause a significant jump in blood sugar levels. This in turn elicits a large insulin response or spike which is great during and after exercise when your glycogen depleted muscles are crying out for more carbohydrates. But any other time you want to maintain steady insulin levels by consuming LOW GI foods which are more slowly digested and absorbed. You may want to check the glycemic index of some of your favorite foods just to be sure.

OK, that's all good but you still need to hit your "climbing" weight. Well, as Eddy Merckx rather eloquently said, "Eat Less, Ride More". Don't we all wish. Basically it all comes down to

taking in fewer calories than your daily caloric requirements, otherwise known as a caloric deficit.

Before I go any further there are times in an athlete's training schedule when it is OK and not OK to lose weight. After the season is over and during your base phase are great opportunities to trim the fat. During your weight program or once you start your intensity and begin racing are not. Instead back up and try modifying your diet and pay attention to the glycemic index of foods described above. If it's the right time of year try some of these tricks:-

- Try eating several small meals over the course of the day rather than three large ones.
- Pay attention to the glycemic index of foods and try to avoid HIGH GI foods.
- Eat bulky foods that are not calorically dense like salads and vegetables.
- Try to make a habit of snacking on fruit instead of your usual quick fixes.
- Drink loads of water during the day, the more water you drink the better your kidneys will flush out the excess toxins.
- On the bike, teach your body to burn fat by riding slow enough that it is using your body's fat stores as the primary source of energy (<70% HR MAX.)

Well, that should get you started and remember to consume plenty of carbohydrates once you start your intervals and begin racing. Dieting during the season is risky business and could result in a decreased power output.

I highly recommend the following two low GI low fat cook-books "Eating for Sustained Energy 1 and 2" by Liesbet Delport RD (SA) and Gabi Steenkamp RD (SA). They are filled with loads of scrumptious meals which can be enjoyed by the whole family.

Happy eating!

*Contributed by Heidi Beaumont*

### **TOP SECRET**



*A sneak glimpse as to what the back of MacDuSartywer's 007 support vehicle held for the 320 km ride*