

MR PRICE CYCLE CLUB

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 Email: dusart@iafrica.com

January '11 Newsletter

Volume 21, Jan '11

DOUBLE TRIPLE CHARITY CHALLENGE, 4—5 December 2010

This is the first year that the Double Triple Charity Challenge (610 + km) has been organised and is definitely one that should be recorded in the history books of famous rides. The ride has been organised by Mr Price and all funds raised went to the Red Cap Foundation. [Cont pg 2.....](#)

Golden Gate Road Trip—Jan 2011

It has been two years since Allan and I did the "Bloemfontein Expedition" and during the course of 2010 we decided to organise another road trip. Time was limited so we could not organise another 10 day riding expedition, but we had enough time for a 6 day break away. January the 2nd arrived and we met up at Oscars for our first day of riding. [Cont pg 3.....](#)

320Km Cycle Challenge—Rose

That which was thought to be un-do-able, is now DONE! Every kilometre I rode, I was able to know that you all were backing me (in fact the songs on my iPod reminded me of each of you at different moments. To have such a strong support base is not something to be dismissed. [Cont pg 5.....](#)

KZN Road Champs 23 Jan 2011—Werner Venter

On a cold and very wet Sunday 23 January, a small field of male Elite, U23 and Vets 30-39 lined up outside the Van's hotel in Camperdown for the 2011 edition of the KZN road championships. Mr Price Vets team represented by Andrew Reeves, Mike Viljoen, Bryan Cusack and myself. [Cont pg 6.....](#)

Bike Transport to the Argus 2011

Bike transport is available to the Argus Cycle Tour 2011.

Cost: Single Bikes – R600.00 & Tandems R700.00. Bikes leave from Mr Price Cycle Club office on Wednesday morning early the 9th March and arrive in Cape Town on Thursday the 10th March. Leaves Cape Town the 14th March early morning.....

Email dusart@iafrica.com for more info or to book a space..... limited space available.....

Letter to Kelvin & Corrine

Margarete and I wanted to send our congratulations and thanks. What a brilliant Road championship we had on the weekend. Of course our experience was heightened by Sheldon's results. But that aside, the organisation, venue and general atmosphere was absolutely brilliant. People always want to find something wrong. [Cont pg 6.....](#)

Mr. Price MTB - Virginia Farms Eston

Virginia Farm is situated in the Eston region of Kwa Zulu Natal. Eston is situated halfway between Durban and Pietermaritzburg, and is predominantly a sugar cane farming area. This region also forms part of one of the oldest conservancies, namely the Beaumont Eston Conservancy. [Cont pg 7.....](#)



Newsletter Spotlight

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- [Club Social](#)

New Members

- [Corne Meier](#)
- [Marilyn Duke](#)
- [Noel Varty](#)
- [Kevin Latham](#)
- [Lauren Varty](#)
- [Charmaine Smith](#)
- [Andrew Reeves](#)
- [Lisa Baumann](#)



<http://www.facebook.com/mrprice.kzn>

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Double Triple Charity Challenge '10

We drove through to Nigel on Friday the 3rd and stayed over at the Gold Field Hotel, which combined with the Dros restaurant made out to be an awesome venue. Supper was very festive (for some more than others) and everyone, well let us say all the cyclists, ordered huge plates of food to fuel their bodies for the next day.

At 3h30 on Saturday morning cell phone alarms started going off and then we all got up to get ready for the 5h00 am start of the day's 340km stage. The route took us through Balfour, then Greylingstad and then to Standerton where we stopped for breakfast at the Wimpy. At that moment everyone was still feeling strong and very chirpy. From there we departed to Volksrust where we stopped for lunch. By then we had about 190km in the legs. It was a hot day averaging 33 degrees Celsius and the backup cars had their hands full keeping us hydrated and fed between the stops. As we were getting closer to Newcastle we saw an oncoming cyclist heading towards us at the speed of light. Gwyn Pine joined us for a couple of kilometres leading us out of New Castle, telling us how lovely his afternoon nap is going to be, which at that stage sounded pretty good to all of us. The 300km mark came and went, jokes and smiles were getting less and less and for the last 40 km most of the guys, including me were getting really tough. After more than 11 hours in the saddle we rolled into Ladysmith towards the Royal Hotel where we stayed for the night. Supper was an all you can eat buffet and I am pretty sure that the Hotel must have ran at a loss when a group of almost 20 cyclists start devouring their food like a swarm of grasshoppers on a corn field. Kelvin du Sart debriefed us on the day's ride and told us that between the lot of us we used 200 bottles of water and 200 cans of coke. That was our hydration excluding our own bottles we mixed to take on the ride.

We awoken just before 4h00 am Sunday morning for the 2nd day of the challenge, a 270 km ride from Ladysmith all the way down to Durban. The enthusiasm was not exactly the same as the previous morning as everyone got on their bikes, trying to find the sweet spot on the saddle while soft pedalling out of Ladysmith heading towards Estcourt. The first 30 km were fairly flat until you get to the Estcourt turn-off. The day's fun started there with some rolling hills before you reach the town and two (censored) of climbs heading out of Estcourt to Mooi River. Funny enough, even with all the previous day's suffering there was some excitement growing while we headed to Warthog hill and some of us could not help ourselves to push the pace a bit going up there. Graham Daniel attacked the climb like a fly heading to the roof up a vertical wall while Bryan Cusack, Werner Moolman and me just rode at a steady effort without doing too much damage to the legs. Before we reached the top we noticed a whole lot of smoke from the radio tower's direction and we thought that maybe Graham exploded after that huge effort. When we reached the top we noticed he hardly broke a sweat. We regrouped and after having some refreshments we headed to Mooi River where we stopped for breakfast. From there we headed to Nottingham Road and then to Midmar where Derrick Tivers joined us for the rest of the ride. From the top of old Howick Road through Pietermaritzburg to Poly Shorts we had Metro police escort. We stopped for lunch at Camperdown, prepared by Corinne du Sart and Kevin du Sart, and then headed to the hills. The pace up the hills, Inchanga, Alverstone and Heidi's was set mostly by Bryan Cusack and easy enough so that Stuart Roos did not blow. At Kearsney College we met up with some more Mr Price Cycle Club riders and rolled out of Hillcrest down the M13, then the N3 escorted by Metro police to keep the cyclists safe. We finished at the Mr. Price Head Office in NMR Ave awaited by friends, family, snacks, some drinks and the best of all, some cold beers! That was the end of an awesome two days in the saddle.

The cyclists that completed the full two day challenge are Graham Daniel, Andrew Kenny, Craig Jones, Ryan Ambler-Smith, Leon Grobler, Werner Moolman, Jonty Tivers, Bruno Quevauvilliers, Jimmy Redman, Ryan Redman, Zuku Nonxuba, Richard Proctor, Stuart Roos, Bryan Cusack, Thomas Gilbert, Charles Gilbert and me, Emile Fouche. Some riders completed the second day only. Sorry guys, I do not know your names.

Then huge thanks must go out to the guys and girls who managed us and provided backup for the two days. They were Kelvin du Sart, Wayne du Plooy, Jenny Tyers, Chris Lionnet, Natasha Deary, Catherine Roos and Breanna Gilbert. Without them it would not have been possible to do this

It feels like quite an accomplishment finishing a more than 610 km cycle in two days and if you are up for the challenge, look out for this ride next year because I think it is here to stay for many years to come. You do not have to be a race snake to be able to complete the ride but knowing what it feels like to spend more than 10 hours a day in the saddle would be a bonus.

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Golden Gate Road Trip—Jan 2011

The official "Golden Gate Road Trippers" were Allan Gillespie, David Duke, Andrea Fish and me, but on the Sunday, with the start of our trip we were lucky enough to have quite a lot of company for the most of the ride. We originally planned to ride from Hillcrest to Nottingham Road, but our destination ended up being a little bit further inland, about 10km on the other side of Mooi River. For the first 70 km of the ride we kept the pace fairly chilled, but at the bottom of Old Howick road the 7 km climb was taunting the race snakes and we could not help ourselves but to do a bit of an effort up there. Mike Viljoen and I went ahead leaving the others to do the hill at their own pace. I am very glad he is in our team because Mike climbs like a demon. My two Mr Price team mates, Werner Venter and Mike, turned back home at the top while the rest of us went to get some refreshments and refuel our bodies at the Spar Centre. There were eight of us heading towards Midmar Dam from Hillton. Allan took us on the scenic route through the flick-knife neighbourhood when we reached Howick. At Midmar Dam Andrew Bell and his friend Donovan finished their ride while Johan Roux and Laura Fish were still riding with us towards Beer Fustite. There we said our last "Good Byes" and started the last 30 to 40 km of riding to our destination on a farm near Mooi River. When we reached the farm we setup camp while Gordon Gillespie, our backup driver, cooked us a superb meal. After finishing supper and three bottles of red wine, we went to sleep experiencing our first rainy night.

We woke up to a dry, but cloudy morning for the 100km stage to Ladysmith. The weather was actually perfect for cycling. After breakfast the four of us hit the road and soon the legs were warmed up and the previous day's pain forgotten. Just before Estcourt we were low-flying down Warthog Hill and Griffons which was huge fun, but I am sure that in the back of our heads there was the thought that we have to come back up these climbs on our return trip. From Estcourt to the Colenso turnoff we had the wind behind us and we were cruising comfortably. We refilled our bottles at the T-junction, the next stop would be Ladysmith from there. This was a scary bit of cycling as the road surface in the yellow line area (where it existed) was quite bad. Allan seemed to have found his legs when we reached the hills just before Ladysmith and earned the name "Rhythm Boy". After we arrived at the farm in Ladysmith we had a refreshing swim (In a swimming pool for those who are about to start asking questions) and then we setup camp. Gordon cooked us brunch after which we just lazed around relaxing, waiting for supper. At supper time the rain gods noticed our tents and continued sending rain down on us for the whole night.

We were happy to see that it was fairly dry outside when we woke up at 4h00 (I am still wondering why?) on the Tuesday morning to pack up camp, eat and then start our long stage of 180 km to Golden Gate. At 7h00 we at last managed to get on the road. Between Ladysmith and the N3 we encountered two sections of road works, which we treated as interval training to get through them quickly. Once we crossed the N3 it was easy riding to Bergville where we had a pit stop for something to eat and fill our bottles. The next challenge for the morning was coming up. Yes, you guessed it, Oliviershoek pass. Dave was wearing his climbing shoes going up the 11km climb and I accelerated once or twice to take some photos, waving at Johan and Laura who arrived as extra backup crew, but we pretty much went up at our own pace as there was still about 90km left after we reached the top. At the top Gordon was cooking breakfast already. As soon as we had eaten we were on route to Golden Gate again. We encountered some more sections of road works from Oliviershoek pass to the Qwaqwa – Harrismith road, but used these sections as Paris-Raubaix training as the rocky, un-tarred, new road was rideable. After about 70 km of riding from Oliviershoek Pass, we went through the entrance of Golden Gate National Park where we encountered some more character building hills. Dave must have been tired and faked a puncture about 10 km from the campsite and according to Allan's stop watch it took him like 9 minutes to fix it. Dave, you can write your comment here: _____ . Gordon was very happy that he did not have to cook that night as Laura has prepared us some amazing pasta and vegetable dishes which we appreciated very much after a long day in the saddle.

After a rest day and continues raining from 5 minutes after we arrived at the campsite, we got on our bikes for a very long day in the saddle. We were tired of the rain (Well, I was) and just wanted to get back home as soon as possible (Well, I wanted too). Dave convinced us all to skip Ladysmith and head straight to Mooi River, as it was quite fast and easy riding until you

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reach Estcourt, or so we thought. We weren't all smiles like we were on the Sunday morning. As we were about 5 km from the camp site, the rain stopped and the sun was starting to show itself through the clouds. It seemed that the rain was a special order for Van Reenen Rest camp. I would recommend that if you want to camp at Golden Gate, camp at the gate. After some spectacular views of both the park and wild life we went out the gates towards Qwaqwa. This is when we realised the plan of fast and easy riding went out the backup vehicles' rear window, as the wind had other plans for us. It wasn't going to push us home, it was in our face and we had to work to get there. We had a quick refreshment stop at the intersection turning right to Oliviershoek pass and from there headed straight to Bergville, through the road works sections and down the pass. At Bergville we stopped for lunch and then we headed to Estcourt where we encountered a quick rain storm, after just dodging a huge one after we went through Winterton. As we neared Estcourt we knew we were nearing Griffons and Warthog Hill. We had only about 40 km left but we had to conquer the two big climbs first. After Griffons Andrea said she will not be able to get over Warthog hill as well, but after some motivation and offers of shirt pockets (which she refused to take advantage of), she conquered the hill as if she is the climber for a ladies Pro Team. As we turned right onto the P172, towards our destination, I jokingly asked if we are going to finish the ride with some sprint intervals. To my surprise Dave increased his pace and replied: "Yes, let's go!" I was still hesitating, but then decided to finish the ride with some fun and kicked with a huge effort creating a bit of a gap on Dave instantly. With 200km on the legs I could not maintain the pace and Dave caught me. I was quite impressed, not bad for a 50 year old. (I'll start dodging flying coffee cups now!) We did the last 10 km in a matter of minutes. After we arrived on the farm we had supper and were happy to sleep in the barn.

At 7h00 the Friday morning we were on the road to finish the last stage of our trip, a 150km ride back to Oscars in Hillcrest. I love riding towards Durban from Mooi River as by the time you reach Nottingham road, it is very familiar territory and it feels like you are almost back home. As we got on to the Midmar Notts route from Beer Fustle, I went to the front and set a comfortable pace all the way to the intersection where we turn right into the "Flick-knife" neighbourhood to Howick. Gordon cooked us brunch on the top of Old-Howick and then we refilled our bottles in Cator Ridge for the last time. Heading to the top of Inchanga I changed to the big chain ring as we reached Monteseal turn-off, just in case someone felt in the mood for some more sprint training. I was relieved that no-one did and we just kept on cruising easily till we reached the bottom of Heart-Break hill, where Andrea decided to attack us up the climb finishing her tour off in style!

At Oscars Andrea was awarded with flowers and champagne for riding like a star and Dave, Allan and I helped her finishing the bottle, celebrating the end of our awesome road trip.



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320Km Cycle Challenge cont

The ride was amazing and here are a few highlights, but believe me I could quite happily talk about this ALL DAY!!

Wake up call 3:30am (crazy!)

It was misty and rainy at the start which meant a slight delay to the start and a slow descent down Oliviershoek pass. We had "rain/drizzle" on and off all day.

Griffins Hill (aka Warthog Hill) as expected was tough on the legs, and the stop at the top was welcomed! A hot milo at Mooi River 1Stop got me up, over and through Rosetta easily. What bliss the road down past Nottingham Road through to Midmar/Howick is!

Lunch was a most welcome sight, as my Husband joined us at this point (in the car!) and he had my favourite Peanut Butter Sarmies, Black Cat is really a source of "power!". Blasting down Townhill was, as always, a pleasure, and the roads at this point were dry so we got to really enjoy it. At the Alan Paton Ave / Alexandra Rd intersection our back up crew Ambulance looked after us by blocking the cars and playing their lights and siren for all to realise we were there! It was quite a sensation knowing those lights and the siren were for you, so that you could have right of way without being harassed.

Fox Hill... Was not pleasant, with 220km in your legs you feel every centimeter of that climb. And that is all I will say on that!

As always I thought Inchanga was perfect. Seriously the civil engineers need an A+ for that, however they get an F – for Alverstone! Our last feed stop was at Pot & Kettle and we noticed the weather turning mizz again. Heidi's felt so simple after all the riding and climbing of the day.

What was freaky was that the down hills of Botha's hill, Fields Hill and the M19 were NOT easy! Not easy?! Yes, you read correctly, NOT easy. By this time my legs knew exactly what to do, round and round and round... however my brain was starting to "check out" and it took everything in me to concentrate on the road, the corners, the water, the "road furniture" etc and staying upright became a conscious activity!

I was privileged to have people along the route supporting me and it felt amazing. To see them waving and hear them cheering, really made me feel great!

Seeing the bluelights at the bottom of the M19 was bittersweet... it was nearly over. BUT I had a HUGE GRIN on my face, I felt amazing. Tired yes, but amazing. As we rode through Springfield and into Durban with a bluelight brigade it felt surreal, as our average speed climbed to 45km/hr and we were buoyed in by spirits of joy and delight at having completed the challenge. There is a cheeky little ramp up onto the roof of the station where we finished, but having been warned about it well in advance, I made sure I geared correctly and it was easy.

The welcome home, of cheering and clapping took my breath away! We had done it, I felt like crying and laughing all at once. And still that Stupid HUGE GRIN was there! I LOVED IT, EVERY SINGLE KILOMETER (even Fox!)

I will be doing it again next year, so if you want to experience it to... I would **STRONGLY** recommend you do it!

If any of you were planning on donating and haven't yet, you sure are welcome to still do so. (<http://www.backabuddy.co.za/champion/project/2-cycle-320>)

THANK YOU AGAIN to everyone who has supported me in this adventure!

Rose

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2011 Kzn Road Champs Cont

The race started at a very sedated pace for the first few kilometers as we all got to grips with the cold and rain. The first break in the group came as we turned left onto the Richmond road at Thornville, with most of the big names present. On one of the climbs toward Richmond the group broke further with a very select few in the leading group. Andrew managed to hang on to the main group, but Bryan and I dropped to the second group. We realized that Bryan had a good medal chance in the 35-39 category with only Brett Berriman from Cyclelab to contend with so we decided to go to plan B and work to protect his chance, as our main competition in the 30-34 category, Fego Coffees, was in the leading group and we had no chance of catching them.

At around 50km into the race we picked up Andrew that dropped off due to the fatigue in his legs from the previous days' time trial effort. I worked hard in the front, driving the pace while Andrew recovered and we sheltered Bryan. On our second to last lap around the Van's circuit, Barry Stander came racing past us as he put a lap into our group-he rode extremely well and went on to win the overall title by 3 minutes from Luke Roberts and Richard Baxter. Our race stayed together all the way to line with Andrew leading Bryan out to take a much deserved win in the 35-39 category. Good result for our team (even though that was plan B).

Thanks must go to Mr. Price KZN for staging a fantastic weekend of KZN Championships as well as to all the marshals that stood in the pouring rain to protect us while we were riding.

Letter to Kelvin & Corrine cont

But for us it was a perfect event.

The course was a championship course, and for that we are grateful. We are disappointed each year by SA Champs, when a flat route is chosen. South Africans need to start to develop riders that can compete with the rest of the world. The rest of the world, climbs big hills. All the one day classics, bar Paris Roubaix have massive climbs, that need negotiating more than once. Barry Stander is set apart, because of his climbing. We need to produce more than sprinters - "Robby Hunter". You guys are at the cutting edge of SA Cycling, developing the new talent. Please don't give in to the "mediocrity". Just like Kevin Evan's dad, in the "Cape Epic", people will always give him complaints. But then, everyone always talks about how great, and how tough the Epic is. Sheldon will be encouraged to win, in all forms of road racing, no matter what is set before him as a course. But to us, your event this weekend represented a proper cycling spectacle. It had it all. Downhill's, cornering, Climbs, and an absolutely brilliant TT Circuit. It was further enhanced, by the fact that we could see the riders so often. If ever SA Champs comes to KZN. My opinion, bring the TT to this test track.

Thank you for all the work you guys put in. The KZN cyclists should realise that they are in debt to you guys.

Thanking you guys again. Well done man, that was a brilliant event.

Kind Regards

Clyde, Margarete and Sheldon Lahner

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Mr. Price MTB - Virginia Farms cont

Conservancies are voluntary committees made up of the local community, and its user groups which practise co-operative environmental management. Due to the topography of this region, farming is not suited to all the areas and pockets of undeveloped land exist, which are still in a pristine state, rich in plant, animal and bird life.

The farm owners Pete and Lou Stainbank have decided to share these pristine areas, along with their commercial farm operation, with you, by providing self catering accommodation and a chance for you to utilise the resource for your pleasure, be it birding, hiking, fishing, horse riding, cycling etc.

VIRGINIA FARM MTB EXPERIENCE

We are very proud to introduce to you, a new MTB experience. A 20km track with 4km of single track incorporating all that a mountain bike enthusiast demands. A magnificent setting surrounded by fantastic scenery, undulating and flowing track, which we hope will be a pleasure for you to ride. It is safe and fully marked and is designed in such a way to accommodate all ages and fitness levels.

Clubs, groups and friends are very welcome.

Showers and changing facilities are available. Future plans are the building of new change rooms and a coffee shop.

Our primary business is Sugar Cane but we have decided to open up our farm and all its beauty for you to enjoy. We have it all, in timber plantations, sugar cane fields, grasslands, indigenous bush, high sandstone cliffs, deep valleys, streams and dams. Come and have some fun!

VIRGINIA FARM ACCOMMODATION

"THE SHED"

Come and relax in a Converted Farm Shed, now a large 3 ½ bedroom flat. Use this accommodation as your base for activities in the Eston Area. The Eston area is well-known for its Sugar Cane and Timber Farms, an ideal getaway for the outdoor enthusiast and nature lovers.

Self catering rustic accommodation sleeping up to 7 people. 1 bathroom with Shower and toilet, the facilities are not en-suite. A large Open Plan kitchen, dining room and living room. A Verandah to sit outside and enjoy the fresh country air. Linen and towels are supplied.

"THE COTTAGE"

Come and Relax in a fully furnished, self catering, Farmhouse. Surrounded by a beautiful garden and a fantastic view, it's perfect for families and groups. 3 Bedrooms (sleeps 6) : 2 bedrooms with single beds and 1 with double bed, 2 bathrooms, Open plan dining room and lounge, Large Entertainment area with a braai, Swimming pool, Linen and towels are provided

For assistance please call Pete 083 7811042

Please take note that you need to book and receive confirmation at bookings@virginiafarm.co.za

For additional information view the website at www.virginiafarm.co.za

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CLUB SOCIAL MIDMAR NOTTS FAMILY DAY

The MIDMAR NOTTS cycle race takes place on the **27th February 2011**. After the race the club will be supplying a lunch for all club members **FREE OF CHARGE**.

Family members and friends are welcome at a cost of R50.

R.S.V.P johan.roux@umgeni.co.za
by the 21st February for catering purpose.



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Application for CKZN Colours 2011

TO QUALIFY FOR YOU KZN COLORS YOU WILL BE REQUIRED TO DOWNLOAD AN APPLICATION FORM FROM THE KZN WEBSITE OR OBTAIN A FORM FROM YOUR CLUB. IT IS YOUR DUTY TO MAKE SURE THAT your application is FORWARDED TO THE ROAD Commissioner NO LATER Than THE 28th October 2011

Road cycling colours may be awarded by Cycling KZN after consideration of the recommendation made by the KZN Road Commission. A Team manager or club committee may recommend for consideration to the colours committee the awarding of colours to any person they deem warrant to the honour.

Final recommendations are to be submitted by the 28th October 2011 to the road commission

Awards will be awarded at the annual Awards on the 12th of November 2011

- It is the applicant's responsibility to keep records of his points.
- You need to accumulate 10 points to be awarded KZN colours.
- You can accumulate points over a period of two years, in one age category.
- Poor sportsmanship and disciplinary actions can disqualify you from receiving provincial colours even if you accumulate the required number of points.
- Only riders with a Junior or Full Racing license may qualify for CKZN colours.

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**Application CKZN Colours
 2011
 u10 –u16**

Name	
Surname	
CSA Lic Number	
CSA Race Category	
Club	

Race / Event	1st	2nd	3rd
KZN Road Champs	3	2	1
KZN Track Champs	3	2	1
SA Road Champs	10	10	10
SA Track Champs	10	10	10
Waterside New Castle Cycle Race (20 February 2011)	3	2	1
MacDonald's (20 th March 2011)	3	2	1
Engen Dynamic Cycling Race (7 August 2011)	3	2	1
Midmar Notts (2 nd October 2011)	3	2	1
Lassen KZN Series (must attend at least 8 races)	3	2	1
TOTAL POINTS			

Being selected for KZN Team and attending	1
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GRAND TOTAL	
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Signature Applicant	
Signature Club Chair- man	

For Office Use

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Application CKZN Colours 2011 Junior – Vets

Name	
Surname	
CSA Lic Number	
CSA Race Category	
Club	

Race / Event	1st	2nd	3rd
KZN Road Champs	3	2	1
KZN Track Champs	3	2	1
SA Road Champs	10	10	10
SA Track Champs	10	10	10
Fast One (30 th January 2011)	3	2	1
Right for sight (13 February 2011)	3	2	1
Tour Durban (1 st May 2011)	3	2	1
Engen Dynamic Cycling Race (7 August 2011)	3	2	1
Amashova (16 th October 2011)	3	2	1
Lassen KZN Series (must attend at least 8 races)	3	2	1
TOTAL POINTS			

Being selected for KZN Team and attending (JNR)	1
Being Selected for a National Team and attending	10

GRAND TOTAL	
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