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MR PRICE CYCLE CLUB

MR PRICE CYCLE CLUB

Behind Safe Cycling



www.facebook.com/mrpricecycleclubkzn

Newsletter

Vol 24, Sept/Oct 2011



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New Members

1. Claudia Ringewauldt
2. Shaun Neveling
3. Raymond Goodwin
4. Mohammed Goga
5. Anbanathan Velayudan
6. Nazeer Peer
7. Suleman Amodjee
8. Barry Trevor-Roberts
9. Wayne Tarr
10. Justin Short



Msunduzi Road Challenge

New 126km Route for Msunduzi Road Challenge

The inaugural Msunduzi Road Challenge will see a culmination of thousands of avid cyclists take to the streets of Pietermaritzburg and surrounds on the scenic 90km, 111km, and newly set 126km routes this October.

The Msunduzi Road Challenge is South Africa's inclusion into the highly anticipated UCI World Cycling Tour (UWCT) – a series of global mass-participation road cycling events that offer the unique opportunity for enthusiasts to ride an all-new road cycling challenge, whilst at the same time offering seasoned competitors the opportunity to qualify for the one-off UWCT Final in 2012, previously known as the UCI Masters Road World Championships.





The new 126km route distance replaces the proposed 182km road race distance, whilst keeping in line with the UCI regulations for Men in the 16-49-age category that wish to qualify for the UWCT Final.

A few of the early entries experienced a technical difficulty with the lines during the online payment process, and this has since been rectified and the entry procedure has been running smoothly.

The Msunduzi Road Challenge is a Race Tec timed event, and participants will be required to wear a Winningtime or Race Tec timing chip in order for their times to be accurately recorded and their result to be acknowledged.

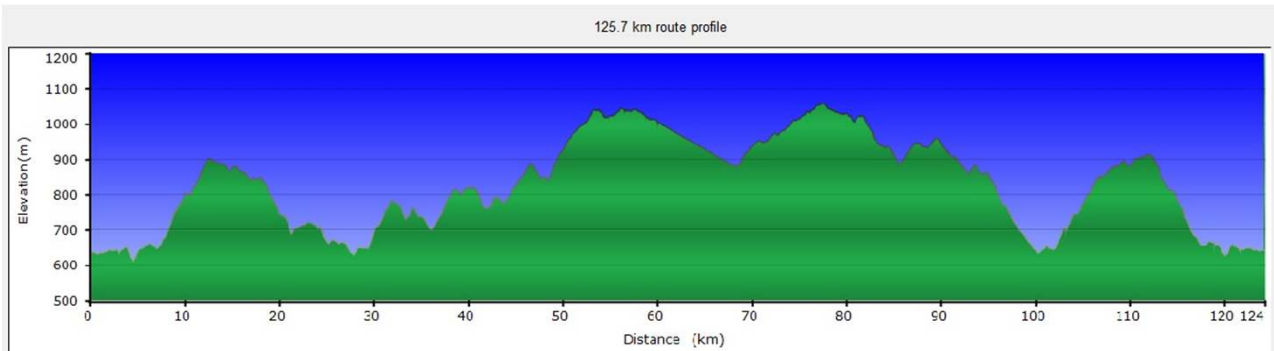
Route maps and profiles for the 126km, 111km and 90km Road Race as well as the 27km Time Trial can be viewed on <http://www.msunduziroadchallenge.co.za>. The road race distances will reflect those who have adhered to their training schedule.

Early bird entries to this brilliant event right here in South Africa will score as the first 2500 entries are guaranteed a sample bag!

Event Information

- **Date:** Saturday 29th October to Sunday 30th October 2011
- **Venue:** Alexander Park, Pietermaritzburg, KwaZulu-Natal
- **Distances and Age Categories:** Road Race (Qualifiers for the UWCT Final must enter as per their age category below – recreational riders can enter any distance they wish)
Men – 16-29 / 30-34 / 35-39 / 40-44 / 45-49 = 126km
Men – 50-54 / 55-59 / 60-64 = 111km
Men – 65+ = 90km
Women – 30-34 / 35-39 / 40-44 / 45-49 = 111km
Women – 50-54 / 55-59 / 60-64 / 65+ = 90km
- **Distance:** Time Trial – 27km
- **Entry Fees:** Road Race – R200 (\$ 30.00 or € 25.00)
Time Trial – R120 (\$ 20.00 or € 15.00)
- **Start Times:** To Be Confirmed
- **Enter Here:** <http://csams.cyclingsa.com/msunduziroadchallenge.aspx>
- **Online Entries Close:** Friday 30 September 2011 – first 2500 entries are guaranteed a sample bag
- **Late Entries Close:** Friday 21 October 2011 and will incur the additional nominal charge of R50
- **Merchandise:** Participants can purchase an exclusive commemorative event shirt together with their entry submission via the CyclingSA website - the shirt is to be collected at registration. The cost is R165.

Msunduzi Road Challenge Route Profile



Friday Coffee Spring / Bokke Ride

On Friday the 2nd September 2011 the Kloof Group celebrated in style by riding in Spring/Bokke outfits through the streets of Kloof, Hillcrest and Waterfall and ended off with Coffee and refreshments.

All our members had an absolute blast.



Kauai Florida Road Offer

Dear Corinne

Kauai Florida road (next to Spigas) are wanting to associate ourselves with organizations like yours that promote an active lifestyles.

Kauai Florida Road is open from:

Monday to Friday:	6.30am till 9pm
Saturday:	7am till 9pm
Sunday:	7am till 8pm

We will provide a cycle rack in the mornings and are offering a free cappuccino with any breakfast purchased. Members will be required to state they are a member of the Mr Price cycle club to qualify. This offer is valid until the end of October 2011.

We will also be offering free unlimited wifi to our regular customers.

In the future we would like to do other initiatives so let's please keep in touch.

Thanks
Pantelis Patric Eleftheriou
Director
Kauai Florida Road

Mpati Cycle Challenge

On September 10, 2011 we lined up outside the Dundee primary school for 80km of the Mpati Cycle Challenge.

The Mr. Price Vets team was represented by myself, Emile Fouché and Gwyn Pine.

The racing started with a short neutral zone to get us through the town of Dundee. As soon as the racing proper started, attacks started left, right and center. At about 10km into the race Emile and myself got away and open a gap of about 20 seconds to the chasing group. Werner Moolman (Cyclelab Durban) knew that the two main contender in the group- AC Swanepoel and Victor Grobler (Team Intelibus) was not going to make the racing, but rather sit wheel to the end and then attack, so he made the pace hard, unfortunately in so doing he closed the gap to us, dragging the group back to us.

Werner Moolman then straight away put in another attack to which AC Swanepoel and Victor responded. Emile and myself knew we couldn't let them go, so we worked hard to cross over. We crossed over at around 30km done and from there on the 5 of us rode away from the chasing group.

The out and back route was more demanding than we expected and the headwind all the way back to the finish didn't make the ride any easier.

Mpati Cycle Challenge cont...

With around 3km to go I put in an attack to try and break the breakaway up, but didn't really succeed. Emile then went, also with no success. Victor and AC then went, with Werner Moolman chasing.

In the end Victor took the win overall with Werner Moolman 2nd and AC Swanepoel 3rd. I crossed the line in 4th overall and 1st in the Vets 30-39, closely followed by Emile. My first podium and my first win-great feeling I must admit.

It was a fantastic race and a good day at the office for the Mr. Price Vets team.



Dome to Dome – 4 September 2011

After the Margate South coast challenge has been canned for the second year in a row, we decided to head to Johannesburg to do the Dome to Dome which took part on the 4th of September. The team members going up were Werner Venter, Mike Viljoen, Andrew Reeves, Gwyn Pine and me. Gwyn, being the Ballie between the 30 plus year old laities raced in the 40+ category. We weren't allowed to race with the licensed VA category as we were registered as a Top club team.

We lined up in the start pins with the Pro/Elite/u23 bunch. You know, it is that category where the paid riders and those with the prospect of being a paid rider start (Those who can train while the not so lucky sit at work). At 6h15 the shout was given by the commentator to start the race and there we went. The Dome to Dome, which should now be called "Back to School", is not an easy event and it turned out to be a hard morning of sucking wheel. It was a new route this year, starting at the top of Sterkfontein heading out past Tarlton, up past Maropeng, a lap of the Cradle and back to the top of Sterkfontein. The race started off on a drag from Protea Rif School and then a bit of a breather until you turned right onto Robert Broom Drive.

We encountered a climb and unfortunately we lost Werner there as he had a bad day. We got onto the R24 and then turned right onto the T7 where the bunch was going at a high pace over a drag that made me almost spit my back teeth out. This is where Mike decided he had enough and only Andrew and I were left. Unlike me Andrew can handle himself at the front of the bunch the Pro teams. A break of ten riders strong formed where most of the Pro-teams were represented and the bunch went into cruising mode, which was still at a speed of between 45 and 50 kilometres an hour at stages.

Dome to Dome cont...

There was a long drag before we reached the actual climb towards the finish line and the pace of the bunch was high, too high for me and I popped off. Going up the climb, I could maintain a good pace and saw Andrew just a couple metres ahead of me. Andrew crossed the line as the 5th (No chip) Vet with me in 6th with a time of 2h15:07. The race was won by Reinardt Janse van Rensburg from MTN Qhubeka in a time of 2h11:33.

After the race we made the decision that we would be withdrawing from the Top Club team status, as we want to be able the race. An established Sub Vet racing format was destroyed to help get the country's top and Pro cyclists used to racing in bigger bunches. Maybe a good idea at a time, but Top Club failed. We want 30+ racing back and we want to be able to compete against riders in the same situation as us, working for a life and cycling as a hobby (Although we don't always want to admit it).

Bring back Sub Vet racing! We are not the only team that feels this way!

DTCC Charity Ride

We will once again tackle the epic Nigel to Durban charity ride to raise funds for the Mr. Price Red Cap Foundation. Should you wish to participate in this year's event (only 30 x places are available) please confirm your place by the 14th October 2011 and I will require a non refundable deposit (R1500.00) by the 28th October 2011.

A brief about the event:

Date: 4th-5th Dec. 2011. We will travel to Nigel on Friday 3rd December 2011.

Cost per person R3000.00 which will cover your cost for transport from Durban to Nigel, accommodation at Nigel and Ladysmith, all meals & drinks on the ride and diner at Ladysmith and lunch at the finish.

The distance for the first day's ride is 344km and day two is 269km. NB. The ride is an undulating ride.

Your entry fee will cover the cost of your 2 x cycle tops and should you want your company's logo on the kit it will cost you R5000.00. This money is donated to the Red Cap foundation.

I will send out an itinerary once I have a list of confirmed names.

For further details : contact Kelvin on email address: kelvinv@iafrica.com

Hill 2 Hill Race Report

Sunday 18 September 2011 – 03h30....

Alarm goes off at 03h30.. less than 5 hours sleep having tormented myself with the never ending question: what were you thinking..... My dog looks at me with questioning eyes, “surely your alarm must have been set wrong” and proceeds to snore on. The cats didn’t even blink.... But I had to get up..

A quick glance in the mirror says enough, the look of fear is very evident but I walk on to get into that ever elegant cycling gear which I know is going to have to withstand some seriously long hours in the sun, dirt, wind, not to mention being exposed to a barrage of curses which would make a sailor blush.

Quick bowl of oats and coffee and off I go.. The drive to Hilton is very uneventful.. Not a word is really spoken between the driver and myself as I am starting to seriously wish it would start raining/snowing/hailing..*please*.... anything but this beautifully clear sky!!

Start time 06h05 but decided to ride with my two buddies whose start time was a slightly more civilised 06h35. (got punished for that as they then add the 30mins onto your finish time which was not very Ayoba but good to know for future).

And there we were.. All nervous smiles and excitement... big bellied men who talk the talk, riders babbling on about finishing times last year, the gear ratio on their bikes, the super -sonic energy drink they are about to try for the first time and so on. My camel bak full of ice and water seems totally unnecessary and rather chilly on my back as I try and protect myself from the wind and early morning chills between a handful of cyclists still waiting in the pen...

My shirt pockets bulge with “in case of emergency” gels/raisons and...oops.. forgot to bring the bananas. We move forward to the start line and everyone is now nervously clearing and re-setting their Polars, checking their bottles, adjusting their glasses, fidgeting with the contents of their pockets.. all tactics to make sure one keeps occupied as running away leaving your bike behind seems like a very tempting option at this stage.

And we’re off.. .. the ‘wannabees’ scream unnecessary ‘hold your lines’ as they zoom past, clearly should have been in A batch but decided to ‘not peak too soon’ or something like that. We just shrug it all off and cruise through the first bits of dirt, sand, and some stunning single track. All the while I am realising that this was not the most clever idea I have ever had and that I sure felt a lot less tired when I did this last year. But on we plough. In Pietermaritzburg the welcome sight of tar is an emotional moment for me. The buzzing of my tyres on the tar sounds like an orchestra playing (ok maybe not an orchestra) but it sounds mighty fine. Still cruising we get ‘marshalled’ onto the pavement and blow me down with a feather, the next thing I know I am actually going down steps!! Can’t now quickly say: “oh oops don’t know how to do this” with a string of riders behind me, so being virtually bucked off the bike for the next 15 or so steps was a rather ‘testing’ experience. Lots of groans and squeals from the rider behind me, but I sure wasn’t brave enough to even utter an “are you ok”, let alone look back.

So we rode on. Through single track, crossing rivers, over pavements, through parks, and the ride went on and on... Thank goodness, ignorance is bliss as little did I know we had not even left Pietermaritzburg yet.

After the first 25kms or so a very welcome sight greeted us as we were climbing up the sandy road with a never ending hill. We saw some banners, heard music...YAYAY water table!! Suddenly some extra power appeared from nowhere, granny gear was quickly disengaged and slight acceleration of .5 of a km we aimed for the welcome oasis awaiting us.... But by some cruel twist of fate in the distance we noticed a guy packing up the banners, the music being turned off and instant panic set in!! Wait for us!! Eventually we get to the half collected banner...blurry and double vision the order of the morning at that.. only to read the most dreadful words I’ve read in a long time: King of the Mountain..... aaargghhhhh!! No water, no music, no oranges ..no nothing. My partners both draped themselves over their handlebars in an attempt to look nonchalant and not bothered in the least as I tried to hold back some seriously severe utterance of distaste.

Hill 2 Hill cont...

The water table did eventually appear, and many thereafter. This was the total highlight of my Hill2Hill!! Food glorious Food!! Coke, water, energy drinks, oranges, potatoes, bananas, doughnuts, friendly people who tell you that you are doing so well, looking so good blah blah blah when you can clearly read their minds questioning: "should we call the 911 people for this person. That crazy fixed stare surely can't be normal?"

What a challenge. What a race. What beautiful single track. What amazing diversity in terms of fields and forests, dust, sugar cane, jeep track etc. Such beautiful weather, amazing crowd support, amazing friends along the route, and as we continued on our quest past the 44km to go mark...such amazing....cramps!!

As I stopped to walk (yes yes shameful I know) the last 100m of Bartletts hill, something very evil appeared from under my skin and writhing and pulsing tried to bring me down to the ground.. My right thigh had become possessed!! I was too shocked to do anything but stare at this life underneath my skin.. and then the pain set in... and did not let go...with every slight attempt to straighten my leg/bend my leg/hit my leg/poor water over my leg it just gripped a little harder!! Out of sheer desperation and the incessant heat pelting down on me, the sounds of the water table luring me in the distance, I managed to slowly walk on and miraculously the 'beast' decided to take a rest..(only to make idle threats for the rest of the way home like a school bully at break saying: 'I'll get you later.. snigger snigger").

I need not elaborate on how tough the rest of the route was or how hot a day it ended up being, 50°C is nothing to be sneezed at, how many riders I saw collapse from pure exhaustion, how many more were covered in blankets with drips attached to them.. The later it became the bigger the battlefield.

I eventually managed to drag my very weary body, dirt covered bike and my little 'thigh passenger' over the finish line to be met by amazing friends and a bitterly cold Amstel!!

By far the toughest race I have ever done but what an amazing experience!

As they say: No guts No Story!!

Huge thank you to those who supported my quest from far , to my fairies for the endless support and beautiful messages, to my co riders, to our 'taxi driver/bottle carrier/second/rescue vehicle', to Ma en Oom Harold for the amazing encouragement!!

And to all the riders who took on this beast – huge respect to all of you!!

I'll be back!!

Iris Varty



Stihl & Cycle Lab Midmar Notts Road Race

The Mr Price Vets team that lined up for the start of the Midmar Notts 80km race comprised of Bryan Cusack, Emile Fouchè, Gwyn Pine, Andrew Reeves, Werner Venter and Mike Viljoen. Team strongman Sean Merredew was away at a mountain bike race.

The start was a calm affair with a relaxed rollout. The weather was cool with a steady headwind on the way out. The first attack came after a couple of kilometres from Martin Atterbury, he was soon joined by Robert du Preez and Nic Smith. The 3 got a decent gap but the headwind was hurting them and Nic came back to the bunch at the bottom of Happy Hill.

Werner Moolman and Andrew Hill then turned up the pace on Happy Hill and the 2 Marty's riders were caught by the top.

The headwind was slowing the bunch and not many riders were prepared to commit to pacing on the front. A few individual attacks went off the front, 2 attempts from Emile, but nothing was staying away.

Just after Nottingham road we hit the 3 climbs and Bryan rode hard on the first climb to soften up the bunch. Some attacks went off the front on the second rise, and Mike was in one of them. The bunch was not happy though and all moves were pulled back before the turn around.

As we took the turn around we saw the leading Tandem, having started 10mins ahead of us, was now only about a minute ahead. Gwyn started getting excited and, together with Werner Moolman, decided to hunt the Tandem down.

And so the speed went from 30km/h on the way out to 60km/h on the run back. The downhill and tailwind were making the speeds high and the carrot of the Tandem was keeping it fast. The tandem of Andrew and Leon held the charging bunch at bay until after Nottingham road but were then caught.

This now meant that attacks would start, after a few attempts, one from Werner Venter, a good move of 2 Cycle lab riders went clear. This meant Fego and Mr Price had to chase, although Fego only committed one rider to the chase. The one Cyclelab rider dropped from his teammate who now had a 30sec gap on the bunch.

The Mr Price team put in some strong pulls and brought back the Cyclelab rider Brett Berriman, but as he was caught with 3km to go Fego's Deno van Heerden countered hard and I hesitated to see who would chase.

The bunch was now tired however and that hesitation would cost us the race as we had a case of Deja Vú from the last Midmar race when Mike Adey rode away in a nearly identical way to win solo.

Deno had about 5 seconds on us at the line, I hit the corner first but Brett Berriman surged past me to take 2nd, giving team Mr Price a 3rd with a charging Mark Davel taking 4th.

All in all it was a good race and tactical lesson learned.

PS: If you want to sprint against Bryan, be ready for some elbows and knees...



Lauren Varty - Fundraising

Dear Friends,

This year I have decided to take on a challenge completely out of the ordinary ... I have decided to join a group of crazy enthusiastic cyclists and ride the Momentum 94.7 Cycle Challenge on 20 November dressed as a cow!

You are probably thinking that I have finally lost my marbles, not so! I have joined The Cows 2011 Stampede which is aiming to have more than 300 cyclists dressed in cow suits riding the Cycle Challenge in a quest to raise more than R4 million for CHOC Childhood Cancer Foundation SA.

Click here: www.laurenvarty.givengain.org

Click on 'Riding the 94.7 with the Cows – The Cows'

Click on the RED DONATE button and donate now this amazing cause!

WHAT IS CHOC? CHOC Childhood Cancer Foundation SA plays a key role in providing care for children diagnosed with cancer across South Africa.

It is a country wide organization that provides the highest level of care required to treat childhood cancer in keeping with the latest developments world-wide.

The funds raised for the 2011 Stampede will be used to improve childhood cancer awareness. Statistics show that if childhood cancer is diagnosed early enough and treated correctly, the majority of children (about 70%) can be cured. Currently only 50% of children are diagnosed and reach a treatment centre in time. This translates into at least 600 children in South Africa dying each year from cancer who could survive if they were diagnosed and treated early enough. With 2011 marking our fourth stampede, The Cows feel strongly the need to address the most pressing issues facing CHOC and the Pediatric Oncologists across South Africa which undoubtedly is the improvement in the survival rate of children diagnosed with cancer.

CSA License

Members need to renew their Club Membership fees for 2012 first before they can apply for their 2012 CSA License.

**Cycling South Africa membership application
Licensing 2012**



Please email or fax the completed form with proof of payment to:
 Fax number 096 276 3095 or 021 557 3155
 email to membership@cyclingsa.com

CSA ID (License Nr)

Please provide all the information below

First name	
Last name	
Nickname	
*Club	

ID number	
Date of birth	
Gender	

*CSA Members need to belong to a club in order to obtain membership
 Non-Club Members need to contact their provincial administrator in their province for a full club listing

Residential Address	
Suburb	
Town	
Country	
Post code	

Postal address	
Suburb	
Town	
Country	
Post code	

Cell number	
Telephone number	

Fax Number	
Email	

Medical aid

Main member	
Medical aid name	
Medical aid number	

Emergency contact	
Emergency contact number	
Relationship	

Medical conditions	
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Allergies	
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Indicate Discipline	Road	
	MTB	
	Track	
	BMX	
	Paracycling	

License Category (Racing License Only)

Banking details Absa Bank
 Account name: Cycling SA
 Account: 407 6928454
 Platteklouf Business Park
 Branch Code: 632005

Date _____
 Signature / Applied By _____

Purchase details	
CSA membership	R 75.00
CGC Affiliate fee R75.00 (compulsory if you live in Central Gauteng)	
GN Affiliate fee R25.00 (compulsory if you live in Gauteng North)	
KZN Affiliate fee R35.00 (compulsory if you live in KZN)	
Racing License (R350)	
Road Cover (R60.00) *	
Total	

*Details of Road Cover can be found on www.cyclingsa.com

Mr Price

CYCLE CLUB

MEMBERSHIP APPLICATION FORM 2012

Club:

Region: Kwa Zulu-Natal
Club details: Mr Price – KZN
P O Box 207
Gillits
3603
E-mail: dusart@iafrica.com
Tel: 031-7674448
Fax: 086-5256703

Bank Details
Mr Price Cycle Club KZN
Bank: Nedbank
Branch: Durban North
Code: 193305
Number: 1352086778

Contact Details:

Name: _____ Gender: M/F
Address: _____
Code: _____
E-mail address: _____
Cell Number: _____
BBM Number: _____

ID Details:

Please note all details will be kept confidential at all times and not distributed to any list

Date of birth: DD/MM/YY
ID Number: _____ Age: _____

Costs:

Payable to Mr Price Cycle Club – KZN
• Annual membership fee R 350.00 (Additional family members R 300.00)
YELLOW LABEL RED LABEL
• Cycle shirt R 330.00 R 390.00
• Cycle shorts R 410.00 R 530.00
• Bib shorts R 550.00 R 660.00
TOTAL DUE: _____

CSA Licence – please see attached licence form for applicable fees. Costs are variable. Payable to CSA
Please indicate your size:

Cycle Shirt: (S)___(M)___(L)___(XL)___(2XL)___(3XL)___other _____
Cycle Shorts: (S)___(M)___(L)___(XL)___(2XL)___

NB: The above fee excludes your CSA licence. Apply for your licence: www.cyclingsa.com

Agreement:

Conditions:
I, _____ hereby agree to abide by the Rules & Regulations of Cycling South Africa and the Mr Price Cycle Club and will not bring the club, the sponsors or the sport of cycling into disrepute in any way whatsoever. I hereby accept that cycling is a dangerous sport and I am aware of all the associated dangers. I will in no way whatsoever hold the sponsors, club administrators or sports bodies responsible for any injury suffered while cycling or participating in any cycling events. I accept that the Club Constitution is available for my perusal and am satisfied with its contents.

Signed:

I confirm all the above details to be correct and accept all terms and conditions as stipulated.

SIGNATURE _____ DATE _____

Application for CKZN Colours

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 Monday 14th November 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 14th November 2011 to the road commission.

Awards will be awarded at the annual Awards on the 25th of November 2011 at the Cricket Stadium in Durban.

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.

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 Champs TT	3	2	1
SA Road Champs	10	10	10
SA Champs TT	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
Toti 69er (3 rd July 2011)	3	2	1
Engen Dynamic Cycling Race (2 October 2011)	3	2	1
Amashova (16 th October 2011)	3	2	1
Msunduzi Challenge Pmb.(29 th /30 th October 2011)	3	2	1
OFM Classic Bloemfontein(6 th November 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
Being Selected for a National Team and attending	10

GRAND TOTAL

Signature Applicant	
Signature Club Chairman	

For Office Use

Approved	Declined
Signature Road Commissioner	

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 Champs TT	3	2	1
SA Road Champs	10	10	10
SA Champs TT	10	10	10
Waterside New Castle Cycle Race (20 February 2011)	3	2	1
Toti 69er (3 rd July 2011)	3	2	1
Midmar Notts Pmb. (25 th September 2011)	3	2	1
Engen Dynamic Cycling Race (2 nd October 2011)	3	2	1
Amashova (16 th October 2011) Under 16's	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

Signature Applicant	
Signature Club Chairman	

For Office Use

Approved	Declined
Signature Road Commissioner	

Nutrition

Every meal is important, but no meal is more important than the one before a race. Choosing the wrong foods, eating too much or too little, or eating at the wrong time can affect your performance and possibly ruin your race, or at least make your performance less than optimal. Eating the right pre-race meal at the right time ensures that all your hard training doesn't go to waste.

The main purpose of the pre-race meal is to fill your liver with glycogen, especially if it precedes a morning race. Liver glycogen fuels your nervous system while you sleep, and as a result, your liver is roughly 50 percent glycogen-depleted when you wake up in the morning. Your muscles, inactive during the night, remain fully glycogen loaded from the previous day.

Timing

Timing is perhaps the most important consideration. The ideal time for a pre-race meal is about four hours before the race, because it's early enough to digest and store a large amount of energy (i.e. a large number of calories), yet late enough that this energy won't be used up by race time.

Most running races start early in the morning, and since sleep is also important, it's often impossible to eat a full breakfast four hours before the horn sounds. That's okay. It's usually possible to eat at least two hours out. While you won't safely be able to eat as much this close to race time, you can still eat enough.

The appropriate size of your pre-race meal depends on three factors: the duration of your race, your size and the timing of the meal. The longer the race you're competing in and the heavier you are, the larger your pre-race meal should be. The closer your pre-race meal falls to the race start, the smaller it must be. If you're able to eat four hours out, you can safely consume up to 1,000 calories. If you eat just two hours before the start, eat a smaller meal of 300 to 400 calories.

What to Eat

At least 80 percent of the calories you consume in your pre-race meal should come from carbohydrates. Keep your protein, and especially your fat and fiber consumption low. These nutrients take up space that are better utilized by carbohydrate. Also avoid gas-producing foods such as onions.

The types of carbohydrate are not important. While some studies have shown a performance benefit associated with eating a low-glycemic index (GI) meal rather than a high-GI meal before exercise, these meals were eaten just 30 minutes before exercise (the worst possible time for a high-GI meal, because blood glucose levels tend to decrease about 30 minutes after a high-GI meal). Recall that in a high-GI meal, carbohydrates enter the bloodstream very quickly, whereas in a low-GI meal, carbs enter the bloodstream at a lower rate.) In studies involving a more sensibly timed pre-exercise meal, the glycemic index of the meal has had no effect on performance.

Choose foods and drinks that are not only easily-digested, but also easily-consumed--especially if you're prone to nervousness. Few athletes have their usual hearty appetite on race mornings, but the butterflies in their stomach usually permit consumption of soft, bland foods such as oatmeal and bananas.

A liquid meal such as a breakfast shake is another good choice, as long as it's high in carbohydrate and low in protein, fat and fiber. If you don't have a ritual pre-race meal, try various options and pay careful attention to the results. As with your pre-race dinner, once you've settled upon a pre-race breakfast that works well, stick with it. Here are my choices for the five best foods to eat (or drink) before a race:

Bagel

A bagel makes an excellent pre-race breakfast food, not only because it's rich in carbohydrate, bland and easily-digested, but also because it's something many runners eat for breakfast routinely, hence familiar. Eat it dry or top it with something low in fat such as a light smearing of reduced fat cream cheese.

Banana

Bananas are almost all carbohydrate. A large banana contains more than 30 grams of carbohydrate, just one gram of protein and no fat whatsoever. Bananas are also high in potassium (400 mg), which is lost in sweat during running. As mentioned above, their softness and light taste make them easy to consume even with pre-race nerves, and their natural "wrapper" makes them handy for eating on the road.

Nutrition cont....

Energy Bar

Energy bars such as PowerBar and ClifBar are made to be eaten before exercise. Most are very high in carbohydrates and low in fiber, fat and protein. The better bars also contain useful amounts of sodium, potassium and the antioxidant vitamins C and E. A cappuccino flavor PowerBar, for example, contains 45 g of carbohydrate, 110 mg each of sodium and potassium, 35 percent of the recommended daily allowance of magnesium and 100 percent of the RDA of vitamins C and E.

There's a huge variety of energy bars on the market--some are better than others. Choose one that's close to the PowerBar formula I just outlined. Avoid the high-protein, low-carb bars that have become popular in recent years. The advantage of the wide selection of bars on the market is that it's easy to find one you like and can eat without unpleasantness before a race. Pay attention to texture too. Some bars are very chewy, and for some runners (myself included) eating chewy foods tends to exacerbate the stomach churning that's associated with pre-race nervousness.

Meal Replacement Shake

I drink one or two meal replacement shakes before almost every race. Brands such as Boost and Ensure have a nearly perfect nutrition profile, they take care of energy and hydration needs, they're super-convenient, and nothing is easier to consume before a race--even if you're extremely anxious. And they taste good. Ensure, for example, delivers a whopping 250 calories of energy in a little eight-ounce can, including 40 grams of carbohydrate. The one downside to these beverages is their efficiency. By providing so much nutrition in such little volume, they are not as filling as solid foods and can actually leave you feeling hungry in the middle of a marathon if you rely on them solely.

In the same general category as meal replacement shakes are performance recovery drinks including Endurox R4 and Ultragen. They are normally used immediately after exercise, but they can also be used for the purpose of pre-race fueling. They are sold as powders that you mix with water. Because these drinks are slightly more diluted than meal replacement drinks, they do an even better job of hydrating and fueling simultaneously.

Oatmeal

Like bananas, oatmeal is almost pure carbohydrate, plus soft and light in taste. It is also the most filling food among the five best pre-race foods, which is good for those wanting something substantial in their belly before they head out to burn a few thousand calories. Some runners also prefer to eat a real breakfast food for breakfast, and oatmeal certainly provides that.

Oatmeal requires preparation that can be more challenging on the road than at home. If your hotel room has a microwave oven, you're all set as long as you've brought some kind of bowl with you. If there's no microwave oven, you can use the coffee maker to heat water.

There are so many factors we must think about before a big race. Following these guidelines can help you deal with one of the most important elements.