

MR PRICE CYCLE CLUB

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November '10 Newsletter

Volume 20, Nov '10

MTN OFM Classic 2010—Emile Fouche

We were a bunch of round about 85 riders that lined up in the VA batch for the 2010 MTN OFM Classic that was held on 7 November in Bloemfontein. The Mr Price 30+ team was represented by Werner Moolman, Mark Davel, Iven Scharein, Gwyn Pine and me. [Cont pg2](#)

KZN Cycling Road Criterium Series 2011

Cycling KZN is very disturbed that the number of road races for 2011 has drastically decreased. This is because sponsors are not willing to sponsor events that are not supported by the very same people that complain that there are not enough races in the Province (The Cyclists). [Cont pg 3...](#)

KZN Cycling Road Criterium Series 2011 ENTRY FORM ON PAGE 5

Jacaranda Satellite Classic 2010

It was a huge batch of 83 VA riders lining up on the start line of the Jacaranda Satellite Classic on Saturday morning the 23rd of October. The Mr Price KZN Vets team was represented by Werner Moolman, Mark Davel, Iven Scharein, Norvyn Pitout and me. [Cont Pg 6...](#)

Bicycle Safety

Cycling is fun and a form of healthy exercise. Before riding your bicycle on roads, take time to learn the rules. Many cyclists are seriously injured or killed in accidents because they have less protection than drivers of vehicles. The cause of these accidents occur often due to cyclists do not practicing safe riding skills. [Cont Pg 7](#)

Mr Price MTB

Looking for a regular MTB Club Ride? From Jan 2011 Mr. Price MTB will meet once a month for a club ride from various locations within KZN as well as a weekend away.

Watch this space as there will also be a series, the same as the road points, whereby Mr. Price will choose a number of races throughout the year on the MTB calendar, and points will be awarded accordingly that will go toward the end of year awards.

For any Mr. Price MTB enquiries, please contact Brett Bolton on 083 655 0202 or email brettbolton1@gmail.com.

Jan – Mar 2011 MTB Events Calendar on [page 8](#)

Nutrition



Proper nutrition can constitute the difference between winning and coming second. [Cont Pg 9](#)



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



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- [Nutrition](#)

Welcome to our new Mr Price Members:

1. Jacques Van der Merve
2. Poovan Chetty
3. Alan Cameron
4. Rose Cameron
5. Andrew Escott-Watson
6. Siobhan Walker
7. Kyle Walker
8. Andrew Walker
9. Glynis Pretorius
10. Teegan Coulonval-Boucher
11. Jannie Smuts
12. Moira Armstrong
13. Melissa Armstrong
14. Sheldon Lahner
15. Clyde Lahner

A bicycle does get you there and more....

And there is always the thin edge of danger to keep you alert and comfortably apprehensive.

Dogs become dogs again and snap at your tyres; potholes become personal.....

And getting there is all the fun.

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MTN OFM Classic cont...

Other teams present were Fego Cafe (Our rival team from KZN) and Wiehann (a Bloemfontein based team). It was nice to see some familiar faces from the days when I first started cycling three years ago, like Manie Smith (with who I also trained with in my karate days) and Jean Fourie (from Cycle World where I bought my first entry level road bike).

At 6h25 we heard the gun shot and we headed for the left turn into First Street. I wanted to make sure I am close to the front of the bunch at the start of the race as I knew the route like the back of my hand and knew what lay ahead for us in this first 20km. As we turned right into Nelson Mandela I was just about on the front of the bunch with Iven. After turning left into West Burger Werner told me to hang back a bit as he wanted me to be able to react if someone tried to put in an attack on these first two hills that were just around the corner. A Wiehann rider was leading us over the first hill going passed "Oranje Meisies Skool" (This name just does not sound the same in English). We turned left down into Happy Valley and then right into Albrecht Street, which is a short steep climb. I crested the top first with the bunch on my back wheel. Our whole team stayed near the front most of the time. Turning left into Generaal Hertzog Werner went off the front with another cyclist (I think Paul van den Heuvel from Cyclelab) on his wheel. From there the route took us to a right turn into Jan van Riebeeck, right into Generaal Dan Pienaar and then left into Lucas Steyn which was the last steep hill for the day.

The VA bunch was split when we reached the top of Lucas Steyn with a select group of 30 cyclists in this front group, now the leading bunch. Lucas Steyn extended into Frans Kleynhans Rd. The road changed direction into a crosswind and Werner rolled to the front, taking us to the right hand lane, guttering the bunch. I decided to roll through to help Werner out a bit, but momentum allowed me to roll off the front and I found myself opening a gap on the bunch so I went on a flyer. The route took us left into Kenilworth Rd and then left on to the R64 (Dealesville Road). I was hoping for another cyclist to cross over to me in this time but no one did. The bunch was closing the gap on me and on the small climb going past Langenhoven Park towards the N1 I needed a breather. Rowan Tyler (Fego) seized the opportunity and attacked the bunch on this climb, overtaking me and Turning left onto the N1 North, I could not react. The bunch caught up with me and we got on the N1 together. I rolled up next to Jean (Wiehann) and told him that Rowan is a strong boy and that they (his team) might want to put on a chase. Werner and Gwyn rolled towards the front. A Cyclelab rider attacked the bunch to cross over to Rowan. Werner looked at me to react, but I couldn't and then Gwyn went with a couple of riders following him. The bunch closed in on Gwyn's group and then the chase was on to catch Rowan and the Cyclelab guy. Mr Price contributed to the chase with a couple of other riders and we caught the two riders going up the drag near the Engen one stop.

From there all the way to the Glen off-ramp the bunch pretty much stayed together. We went left on to the off-ramp, turned right and right again to get on the N1 South on-ramp. The bunch stuck together as we turned left into Andries Pretorius. Mark put in an attack but was rolled in before we reached the circle where we turn left into Rudolph Greyling. Werner told me he was going to put in an attack sometime and when he gets caught I must go. The bunch had an idea of its own though and the wind played a huge factor in this race. We turned left onto the N8 heading towards Thaba Nchu. Werner tried to get off the front before he turned left into Dreyer Ave but the bunch would not let him go. Jean Fourie (Wiehann) put in an attack before the turnoff as well but all was together as we turned left straight into a headwind. I was definitely too far at the back of the bunch now as



my team was close to the front and it was just one long line of cyclists trying to survive. I slowly worked my way forward and by the time we turned left onto the Maselspoort road Werner set me up perfectly to put in an attack and I did. This was the perfect place for me as I would be off the front of the bunch passing my parents house and was looking forward to see them cheering me on, but to my disappointment they weren't there! Later I found out they left too early to go to the finish, which they also missed.

Another rider caught up with me and gave me a breather. We rolled a little bit but the bunch was on us as we were heading for the airport. Iven was leading the bunch turning left at the circle all the way till we turned right, back onto the N8 heading back towards the finish. There was a cross wind from the right and we stayed on the left of the road guttering the bunch. Werner rolled through and we

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MTN OFM Classic 2010 cont...

started working. Paul and another cyclist went to the front and eventually the whole bunch was riding gutter until we turned left into Nelson Mandela Dr. Werner told me to go on that small kick on the left turn and I tried, but my legs wouldn't let me do a decent effort so Iven pushed the pace going up there. The pace was fast heading towards First Street and Werner put in an attack going around the corner. The bunch was together turning right into At Horak and to get a result was up to Mark now as he is our sprinter. Unfortunately for Mr Price Deno van Heerden (Fego) pipped Mark on the line with Paul van den Heuvel (Cyclelab) in third.

It was an awesome well organised race and we worked hard as a team to get a result. Our hard work paid off thanks to Mark for getting a 2nd on the podium.

KZN Cycling Road Criterium Series 2011 cont

Cycling KZN plans to add 11 x low budget races to our calendar for 2011 on condition that we get the commitment from our cyclists that they will support these events.

Safety will be our top priority and cyclists contravening the road rules will be disqualified. Each event will be properly marshalled and will have an ambulance service in attendance. There will be a sweep vehicle and 2 x neutral service vehicle. No team vehicles will be allowed on the circuit. A race report after each event will be sent out to each registered cyclists with information for the following event.

Information:

- Venue:** Event 1 to 10 – Van der Merwe's Garage on Umlaas Road. Event 11 (Final Event) – NMR Ave.
- Route:** On the 10 km Van der Merwes Circuit.
- Distance:** U 16 to Vets 60+ Vets Men – 7 x 10 km laps = 70 km.
 U 16 to Vets 50+ Ladies – 7 x 10 km laps = 70 km
 U 10 to U14 Girls & Boys – 3 x 10 km laps = 30 km
- Dates:** as per poster.
- Times:** January to May 2011 – 6.00/6.30 a.m.
 June to August 2011 – 7.00 a.m.
 September to November 2011 – 6.00/ 6.30a.m.
- Cost:** R65.00 per event or a once off payment of R500.00 for 11 events.
- A rider must register to participate in the series. It will cost each rider R50.00 for a permanent frame & back number. These numbers are only to be used for the series and not for other races on the calendar. Registration closes on the 31st December 2010. N.B. If these numbers are low, the series will not go ahead. So please encourage all you fellow cyclists to register ASAP.

Once you have registered for the series, your name will be entered into the SERIES REGISTER which will be at each event. You will not be required to complete an entry form....just sign the register before the event. If you decide to pay per event, you can pay at registration. You will not be able to participate in the Series if you do not Register and pay your R50.00.

- RULES:** The men and ladies will race separately (will have their own start).
 Ladies will start after the men have completed. We will alternate the start each month.
 The U10, U12 & U14 boys and girls will start altogether 5 minutes after the start of the first batch.
 There will be one start for all men and one start for ladies, but you will earn points for your age group. The same will apply in the U10, U12 and U14 age groups.(except they will start together)
 The age groups will consist of Under 16, Juniors, Under 23,Elite, Vets 30to 39,Vets 40 to 49, Vets 50 to 59 and Vets 60+.
 The winner of each age group on the day of each event will be presented with a winner KZN Series Jersey for the Month.
 The Series Winner of each category will be presented with a trophy at the CKZN Awards Evening.

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KZN Cycling Road Criterium Series 2011 cont

The allocation of points as follows:

1 x point for starting

1 x point for finishing

1st x place – 5 points, 2nd x place – 4 points, 3rd x place – 3 points, 4th x place – 2 points, 5th x place – 1 point.

The top 3 x Series Winners in each age categories will be allocated points that may be used towards your CKZN Colours. 1st Place – 4 points, 2nd Place – 3 points, 3rd Place – 2 points (provided there are 4 or more riders in that age category) if less the points will be 1st – 3 points, 2nd – 2 points & 3rd – 1 point. (You must take part in 8 out of the 11 events to qualify for points for CKZN Colours)

The club with the most riders at each event will be presented with a Floating Trophy for that Month.

For further details, please contact the Road Commissioner Kelvin on email address kelvinv@iafrica.com or the Road Secretary ,Bianca on ppc.kzn@gmail.com



The graphic is a blue-themed calendar for the KZN Road Cycling Series 2011. It features a central title 'KZN Road Cycling Series' in large, light blue letters. Below the title, it says '11 x Events 2011' and 'Only R 60.00 per entry'. There are two photographs: one of a cyclist on a red bike on the left and one of a group of cyclists on the right. The calendar events are listed in blue boxes with white text, arranged in a roughly circular pattern around the central text. A small yellow bell icon is positioned above the central text.

Event Number	Date
1	16 Jan
2	13 FEB
3	27 Mar
4	17 April
5	15 May
6	12 June
7	24 July
8	21 Aug
9	18 Sept
10	9 Oct
11	13 Nov

Contact: kelvinv@iafrica.com

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KZN Cycling Road Criterium Series 2011 Entry Form**CKZN ROAD CYCLING CRITIRIUM SERIES****REGISTRATION FORM 2011**

NAME:.....

ADDRESS:.....

EMAIL ADDRESS:.....

CELL NUMBER:..... CSA Licence Number:.....

Next of Kin:.....Contact No:.....

DATE OF BIRTH:..... I.D.No.....

AGE GROUP AS AT 01/01/2011:

CLOSING DATE FOR REGISTRATION : 31st DECEMBER 2010**Payable to Cycling KZN Road Cycling**

Registration R 50.00

Per Event R 65.00

Series x 11 Events R 500.00

Total Payment**Bank Details:**

Cycling KZN Road Account

Nedbank Kloof Branch - code - 15932640

Account Number: 1593046510

Conditions:

I,.....hereby agree to abide by the Rules & regulations of Cycling South Africa and Cycling KZN and will not bring the sponsor 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, Administrators or sports bodies responsible for any injury suffered while cycling or participating in any cycling events. I accept that the Cycling KZN Constitution is available for my perusal and am satisfied with its content.

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

Signature:..... Date:.....

Parents Signature: Minor.....

For more details contact Kelvin on email address kelvinv@iafrica.com or Bianca on ppc.kzn@gmail.com
 Phone:0824469833/0741240225 Fax: 0865256703

Website: www.cyclingkzn.co.za

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Jacaranda Satellite Classic 2010 cont...

The start at Pelindaba was quite tricky. We had a couple of hundred meters of neutral zone towards a T-intersection and turning left we had to be very careful not to hit cyclists or the cars of cyclists who is starting in the later batches. I was lucky enough (or unlucky enough) to find myself quite near to the front of the bunch early in the race and could easily respond to the first attack. I managed to find myself in a small break with Johan Joubert from MTN, one or two Cyclelab guys and another couple of other riders. We all rolled through but were caught by the bunch a couple of km further. Another move went that was brought back almost immediately and then Pieter Calitz from Cyclelab rode off the front while the bunch watched him go. I was sitting on the front not exactly sure where my team mates were when a Blackrock rider attacked the bunch crossing over to Pieter. Nobody else was responding and that was my signal to follow the third move of the morning.



I do not know what the rider from Blackrock's name was but he was definitely the stronger of us three pushing the pace hard. The route took us to the Dam's edge, over the Dam and left towards Van Gaalens. Then towards Magalies and after that to the base of Hekpoort hill. We were rolling through just about all the time, except for on some sections, where the Blackrock rider was pushing so hard that I decided that it would be suicide to do anything but sit his wheel until he slowed down enough for one of us to roll through.

After being in the break for 50 to 60 km we were caught at the top of Hekpoort by a chasing bunch and I was very happy to see both Werner and Norvyn in the mix. I managed to hang on for a little while but got dropped at Skeerpoort. A bunch with Mark caught up with me but I was spent. A couple of kilometres further I also got dropped from this group and I started to solo home until Iven caught up with me and I could sit his wheel back to Pelindaba.

The chasing bunch with Mark caught up with Werner's front bunch. Werner was keeping an eagle's eye on Jac Louis van Wyk (Blackrock), but let his attention drift to elsewhere in the bunch for a small instant. Unfortunately it was right at that instant when a move happened and Jac Louis got away with Julius Cobbett (TCS) and Paulo Contente. Jac Louis won the race with Julius in 2nd and Paulo in 3rd.

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Toolbox Talk—Bicycle Safety



Bicycle Safety

Cycling is fun and a form of healthy exercise. Before riding your bicycle on roads, take time to learn the rules. Many cyclists are seriously injured or killed in accidents because they have less protection than drivers of vehicles. The cause of these accidents occur often due to cyclists do not practicing safe riding skills.

Some additional laws and regulations may be applicable for bicycles in your city or town. You may find this information at your local authorities / traffic control department.

- * Wear an approved bicycle helmet at all times (must conform to ANSI, ASTM or S n e I I standards). The most serious injuries in bicycle accidents, occur to the head.
- * Ensure that the bicycle is in good condition (e.g. must have effective brakes).
- * Always give vehicles and pedestrians the right of way. Make eye contact with both to 'confirm' their intention.
- * Slow down and check traffic at all corners
- * Keep both hands on the handle-bars - except when doing turning signals
- * Walk your bicycle across busy streets.
- * Use bicycle lanes where these are provided.



Points to remember !!!

- Most traffic laws apply to bicycles too!
 - One person per bicycle (unless there is a child seat)
 - Never grab onto a moving vehicle for a 'free ride'
 - When cycling in a group, ride in a single file
 - Keep the volume down on your earphones. You need to hear all sounds that could warn of danger e.g. engine noise and road noise from tyres of vehicles behind you, children, etc.
 - When riding in the dark the bike must have head lights and reflectors. Wear bright colours when cycling at twilight and in the dark.
- èA law enforcement office is able to prevent an unsafe bicycle from being used on the roads.

Incident in SOPAF

- 2 cyclists travelling side by side collided with each other as one of the cyclists tried to avoid an open ditch. This resulted in one cyclist falling and going under a passing Bulk Vehicle resulting in a fatality.

WHAT SHOULD A VEHICLE DRIVER LOOK FOR, WHEN DRIVING NEAR CYCLISTS?



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Jan - Marc 2011 MTB Events Calendar

Start Date	Start Day	Finish Date	Events	Region/City/Town
06 February 2011	Sunday	06 February 2011	SUBARU MTB CLASSIC	CEDARA COLLEGE
26 February 2011	Saturday	26 February 2011	WARTBURG KIRCHDORF SCHOOL CLASSIC	WARTBURG
06 March 2011	Sunday	06 March 2011	DRAK MTB XPERIENCE	UNDERBERG

Note that the write up below is the 2010 Wartburg race details. 2011 Race details should remain the same.

Wartburg Spar MTB Classic: 45km

The route passes through working farms, which means that sometimes we have to change parts of the route to fit in with this. Our route has matured nicely over the past number of years. It will remain about 80% the same as last year, with only a few forced changes. Gerald, our course designer has promised a few new challenges to keep your glutes in a clench. A new section of track has been cut, but because of the high clay soils along the cliffs, this option will only be used if conditions are reasonably dry. As usual, the highest point is at about 28km, and a fast rolling return will add to the enjoyment levels. The dual track will prevent the Classic riders from running into the Intermediate backmarkers, where the races share the same route.

Add-on

The add-on is an option available to those who would like to get extra mileage in their legs before the longer multi-stage races later in the season. The idea is to race the 45km classic, then team up with some buddies and complete any of the routes available at your own leisure. Grab a drink, pack a picnic or scoff a burger or three before venturing out to get another dose of our forest single track. There are few requirements for the add-on other than being in a group of two or more, and doing the rides in the same direction as the race. Do not interfere with the guys still racing and be aware that whilst the route markers will still be up, the routes will be unmarshalled for the Add-On riders.

Spur Intermediate ride: 19.9km

This ride is aimed at the recreational mountain biker, and does not have any severe sections in the route. The snakes will race it in about an hour or so, but for 80% of the field, it is an awesome ride that you can savour at your own pace. Racing is not for everyone. The ride combines farm roads with pine forest single track and manicured farmland scenery. Even in very wet conditions, the soils are fairly well drained and should not pose too much of a problem. Being less than 20km, a day licence is not a requirement, but ROAG registration is a requisite for all riders of all races.

Supa Quick Fun ride: 10km

We have chosen the flattest 10km route in the area but will try to spice the route up with some single track sections to give you a taste of the cool stuff. Being a part of the SINGLE TRACK MINDED Primary School League brought to you by B-MAX, means that there will be category prizes and heaps of giveaways. Hey, if you already have hair on your chest you are not going to be eligible for a prize here, but anyone is welcome to ride this gentle course.

Build it Crash and Dash: 1km

We have decided to have the kiddies 1km ride around the school fields at 12h00, just before prize giving so that everyone can support the youngsters. Perhaps we can get the main race winners to lead-out the Crash and Dash?

Race Websites

SUBARU MTB CLASSIC— <http://www.roag.co.za/enter-an-event/mtb/subaru-mtb-classic.aspx>

WARTBURG CLASSIC— <http://www.wartburg.co.za/index.php/mtb-classic/2010-race-details>

DRAK MTB XPERIENCE—<http://www.drakmtbxperience.co.za/>

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Nutrition—The lowdown on Carbo-loading

Few people realise that carbohydrate is the best-proven performance-enhancing substance – and it's legal!

How does it work?

Carbohydrates are the main fuel source during hard training and racing. Fat is also a fuel source, but is only utilised at low intensities. At race pace, you predominantly use carbohydrate as fuel as it yields energy at a much faster rate than fat.

Unfortunately, unlike fat, your body can only store a small amount of carbohydrate in your liver and muscles – these limited stores can become depleted within ~90 min. of hard exercise, and as soon as these stores start running low, fatigue sets in (known as "hitting the wall").

Therefore, by replacing your carbohydrate stores on a daily basis, especially during/after training and racing, you can maintain and/or spare your bodily carbohydrate stores, thereby delaying fatigue and improving your performance.

What should your training diet look like?

Carbohydrates should form the bulk of your meals/snacks to ensure refuelling of your carbohydrate stores on a daily basis:

- e.g. bread/ pasta/ rice/ couscous/ potato/ vegetables/ fruit/ low-fat milk/ yoghurt or drinking yoghurt; add some concentrated carbohydrates to help boost your carbohydrate intake for optimal carbo-loading, e.g. jam/ syrup/ honey/ energy drinks/ cooldrinks (avoid caffeine & alcohol as they increase urine production = dehydrate you)/ jelly tots/ jelly babies/ marshmallows/ fruit juice. People who do not like the sweetness of these concentrated carbohydrates, or simply struggle to eat enough carbohydrates, can include "plain or neutral" glucose polymer powder (Refuel, Fastfuel) to their meals and/or drinks which will also help to boost their carbohydrate intake.
- Drink plenty of fluids leading up to the race. The colour of your urine should always be light/pale yellow.

Optimise your training capacity

A sufficient amount of carbohydrates during training is as crucial to your overall performance as is sufficient carbohydrates during racing.

Concentrated carbohydrates (high-GI foods) are the food items of choice during and/or immediately after training or races as it is easy to eat (not very filling) and provide energy at a fast rate. It can be in liquid or solid form, depending on individual preference and comfort. Most people find drinking easier than eating during exercise. In this way, you can meet both your energy and fluid demands at the same time.

During a long race, you might feel hungry, then, eating solid forms of carbohydrates is fine – as long as they are easily digestible like potatoes (with a little bit of salt if you like), bananas etc. And don't forget to still keep on drinking. Remember to practise what you're going to eat/drink during the Argus beforehand, for example during long cycling sessions and/or minor races.

Exercise and competition

During exercise and competition, one should aim for a carbohydrate intake of 30-60g per hour; and 400-600ml fluid per hour of hard training or competition, depending on body size, pace, weather conditions and most importantly, what you feel comfortable with.

Refuel your carbohydrate stores as soon as possible after exercise / racing. ~1-2 x 50g carbohydrate portions should be ingested within 2 hours post-exercise for optimal recovery. If you don't feel hungry at the time, then drink your carbohydrate energy drink, followed by a carbohydrate-rich meal or snack as soon as possible thereafter.

An additional benefit of taking a sufficient amount of carbohydrate before, during and after hard training and racing, is that it helps to give your immune system a boost and decreases your risk of infections.

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The lowdown on Carbo-loading cont

The following portions each provide ~50g of carbohydrate:

- 500ml Refuel / FastFuel / Soft drink
- 800ml Isostar / Game
- 750ml Energade
- 650ml Powerade
- 1 jam or banana sandwich/roll
- 3 medium potatoes
- 9 jelly babies
- 3 pieces of fruit
- 3 ½ tablespoons of raisins

What about protein?

The main function of protein for an athlete is to help build and repair damaged muscle. Active people do need more protein than sedentary people, but there is a cut-off limit beyond which more protein doesn't have any extra benefit!

Most people (active or inactive) eat much more protein than they need. Only a very small percentage of athletes might need to use a protein supplement, e.g. those with a poor appetite, athletes on energy-restricted diets, or strict vegetarians.

Exciting new research show that adding a small amount of protein to your post-exercise recovery snack will increase the rate of muscle repair, and enhance the rate of carbohydrate refuelling. In general, you will have a faster recovery!

Examples of post-exercise snacks providing 50g carbohydrates + ~10g protein:

- 300ml low-fat sweetened yoghurt or drinking yoghurt
- chicken in pita bread
- 15g biltong + 500-1000ml sports drink
- cereal + low-fat milk
- 200ml low-fat yoghurt + low-fat Granola or Nutrigrain or Safari fruit bar
- 250-300ml liquid meal supplement, eg. Sustagen Sport, Build-Up
- 250-350ml low-fat milkshake.

Lastly, while eating sufficient amounts of carbohydrate and protein, aim to keep your fat intake low (note: not completely fat free). A low fat intake, combined with a balanced diet and regular exercise, helps to keep your body fat down. Excess body fat is detrimental to your health, as well as your performance as it's a dead weight that slows you down, tires you out much quicker and increases your risk of injuries.

REMEMBER: starving yourself is not conducive to successful weight loss or performance

KEEP THE RUBBER DOWN