

MR PRICE CYCLE CLUB

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October '10 Newsletter

Volume 18, Oct '10

Engen Dynamic Cycle Challenge 22 Aug '10

It was a brilliant day for cycling when we lined up at the start line in front of Moses Madiba Stadium. The Mr Price team was represented by Werner Moolman, Mark Davel, Gwyn Pine, Iven Scharein and me. The field was not too big with 26 cyclists lining up for the VA race. **Cont pg 2...**

Harties Challenge 25 Sept '10

We pitched up at the Harties challenge with half a team that was represented by Werner Moolman, Gwyn Pine and me. It was a rather small field when we lined up in the start pins for the start with no other recognised teams present. There were a couple of familiar individual riders though. **Cont page 3...**

CSA Membership & Licensing Policy 2011



All riders taking part in CSA sanctioned events are required to be a Member of CSA for the year in which the race takes place, or to have a valid day license for every day of participation. Membership or a day license is a race entry requirement and is thus a prerequisite to enter a race. **Cont pg 3...**

Mr Price Mountain Biking with EMBA

EMBA have put together a number of GUIDE rides which a member can go join. There are temporary licenses at EMBA as well as Mr. Price Cycle Club in possession of a number of their own temporary licenses. For temporary licenses please contact Corrine on dusart@iafrica.com or on the office phone number during office hours. **Cont pg 6...**

Nutrition—Oatmeal for breakfast

If you have a long day ahead, there's only one option for breakfast – oatmeal. **Oatmeal** is quite simply the perfect breakfast for a long day. With a big bowl of oatmeal, such as cinnamon raisin oatmeal, you can go all day. **Cont pg 7...**

Mr Price Club Awards Evening (11 December 2010) & END OF YEAR FUNCTION—WHO'S YOUR DADDY

The ever-popular "Gee Jays" get together once again, by public demand for their annual jaunt on the boards with a show entitled "**Who's Your Daddy**"

Come and join **Gary McKenzie, Grant Bell, John Didlick and Jonothan Didlick** as they laugh, joke and sing a few songs as well as and pay tribute to the music of the '60's & '70's. **Cont pg 8...**



Newsletter Spotlight

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We knew a tough day in the saddle was ahead as we had quite a bit of climbing to do. When we discussed tactics the morning before the race I understood it that the plan was to get as much of the team as we can to the top of M19, trying to get a break and have a team time trial from there. As usually things did not go according to plan during the race but this time it was for the better.

It was 6h06 and off we went. Gwyn must have missed the race briefing because he was off the front of the bunch even before we turned right into Battery Beach Road, which is only like 100 metres or so from the start line. Werner, Iven and Mark were at the front of the bunch and I rolled to the front to join them. As we turned left into Snell Parade Martin Atterbury (Bring it On) went off the front of the bunch to cross over to Gwyn. I asked Werner if I should follow and he told me I should, so I got on Martin's wheel and he pulled me to Gwyn.

Now usually in my reports I can write what was happening in the bunch, in this case I can't.

As we reached Gwyn I rolled to the front and Gwyn and I started rotating with Martin sitting our wheel. We turned left into Athlone drive, right onto the M4 north and left into Riverside Road. Martin was at a disadvantage because it was him against two Mr Price riders, but he was not getting a free ride and he started working with us after Gwyn had a chat to him. Looking behind us there was no sight of the bunch, they weren't chasing. We worked together to the bottom of the M19 where I went to the front and led the three of us up the climb. Martin could not maintain our pace and dropped off at about half way up, I kept going making sure Gwyn was in contact. Leon Grobler managed us better than Johan Bruyneel would have and he gave us time gaps, asking us if we were alright and telling us what was happening behind us.



At the top of M19 we had about a 2min30 sec gap on the bunch. Gwyn is a specialist when it comes to time trialling and the next part of the route was his kind of riding. We kept on rotating taking turns on the front. We went through Pinetown, down the M7 heading to the Bluff. It was nice seeing familiar faces, next to the road and riding, cheering us on. We turned left into Bluff Road, where the next session of climbing started, then right into Lighthouse Road which becomes Marine Drive and then right into Badulla Drive. I was still feeling strong and Gwyn was looking on form, although he said he was digging on the hills a bit. Gwyn asked me here how many races I have won this year. My answer was that I have not won a race ever. Then Gwyn said that I am going to today. I was in doubt if we were going to stay away but it motivated me to keep going and so we did.

We caught up with the leading tandems on Himalayas Road, apparently the driver of the winning tandem took them on a bit of a scenic route. The stoker on that specific tandem looked like he was scared to death!

From there we went on to the R102 South Coast road, turned left into Prospecton Road which becomes Andrew Zondo Road and where our last big climb (or rather kick) for the day was, did a loop through that area and then back down Andrew Zondo, right into South Coast Road and entered the M4 Northbound. Leon was motivating us all the way and was giving us heads up on what was ahead on the route and happening behind us. I was pulling on most of the hills and then Gwyn and I rotated on the other sections. On the M4 Leon told us that we had this race in the bag and that Werner and the team was controlling the bunch behind us.

With 15km to go both Gwyn and I were taking strain. The route led us left into Margaret Mncadi Ave and then left into Samora Machel Street (Aliwal) which becomes Masabalala Yengwa Ave. Gwyn assured me the race was mine calling me a Lion. Well, I was about to roar of pain! I never in my life would have thought I would be so glad to see Moses Madiba Stadium. We cruised over the finish line with me in first and Gwyn in second. How was that for a 100 km break!

In the bunch, attack after attack followed on the M4. Werner, Iven, Michael Adey (Mr Price club rider) and Andrew Reeves (Bring it on) got a lead on the bunch and contested the bunch sprint. Andrew finished in 3rd, with Michael in 4th and Iven in 5th which made up the podium for the day.

Thanks for the win Gwyn! What a great route and race it was! I am looking forward to this one next year.

Emile Fouche

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At 6h40 the gun sounded and we were off. I was sitting on the front of the bunch at an easy pace until a Cycle lab rider rolled through and I was just sitting second wheel or staying near the front. Going through Magaliesburg on the R24 Werner went to the front and made the pace hard, we hit some traffic there that interfered with our race a bit. Luckily we were close to the front when we hit the hill going passed Magalies. I rolled to the front and just kept going, nobody was sitting my wheel, I was in a solo break!

We turned left heading to the R563, looking over my shoulder I could see two riders crossing the gap and I was happy to see the red booties on one of those two riders, it was Werner! When they caught me the three of us started rolling through, working nicely together. The third rider with us in the break was Carl Lotter from North Cliff cycles.

The route took us on the R512 near Hartebeespoort dam and then to the R560 heading back to the Bekker School where we started. We worked together until about 20km from the finish when Werner told me just to hang back and not roll through. When he got a chance he told me to attack on the next kick and about 3km later I did, riding solo again. Werner's plan was to get a gap on Carl and bridge to me so that we can roll to the finish. I looked back every now and again but they were still together every time I looked. Eventually I started taking strain, got in a zone and just put my head down and pedalled. Later I learned that it was in this time when I did not look back when Werner got a gap on Carl, but I did not notice it.

Carl caught Werner and Werner decided to just sit his wheel as Carl was in a bit of a predicament. If he did not catch me, I would win the race. If he did, Werner would attack and that is how it played out at the 10km mark. We got to a bit of a kick and my legs told me that is enough. As Werner attacked Carl and went passed me he told me to stay on Carl's wheel and so I did.

For the last 10km Carl pulled me to the finish, Werner had the win in the bag. As we went around the last corner of the race and I could see the finish line I attacked Carl with the last bit of energy that was left in my legs. I was expecting him to be on my wheel, but when I looked back, he wasn't, I had a 10 second gap and rolled over the finish line in 2nd place.

Lionel Scholtz and Gwyn rolled over the finish line ahead of the bunch in 4th and 5th place.

Well done to Myles Musschenbroek from the Mr Price junior team who won the Junior Category

It was a good day at the office for the Mr Price KZN.
 Emile Fouche

CSA Licensing & Membership Policy 2011

2011 Licensing Process

Steps

1. Everyone must join CSA as a member
2. Once you are a member, you can upgrade to a full racing license
3. Or - You can take a day license for every day you race

Fees

1. CSA Membership R75.00
2. CSA Racing License R350.00
3. Day License R35.00

CSA Membership

Membership will be available through the CSA web site (www.cyclingsa.com) or affiliated online entry companies (when you enter a race like the Cycle Tour). If membership is taken through an online entry company, you will still have to complete certain details on the CSA website, but this will not stop you entering the race that you want to do.

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CSA Licensing & Membership Policy 2011 cont

CSA require all members to be a member of an affiliate (province) and a club. These options are all available on the CSA site. The system opens on 01 November.

Membership will entitle riders to race, be seeded and participate in CSA sanctioned events. Exceptions are detailed under Racing License Section.

CSA Racing License (UCI License)

A Racing license can only be bought once you are a member of CSA. This can only be done through the CSA web site (www.cyclingsa.com). If you join as a member on the CSA site, this process can be done at the same time. Otherwise you can upgrade to this option at any time. A license card will be issued and posted to you.

A racing license allows a rider to represent South Africa and participate in UCI sanctioned events. SA Championship events and SA Colors require a racing license. CSA points will only be given to riders with a full racing license.

Racing Licenses are for all riders 16 years and older. Youth Riders and younger can race and get all the racing license benefits as a CSA Member.

CSA Licensing System

CSA have developed a new online data management system that will be fast, efficient and easy to use. It will be available for 01 November to Riders and 15 October to clubs and affiliates. This system will be on the CSA web site (www.cyclingsa.com).

The system will also have the following features:

National Seeding System

National Points system

Online Entry System for CSA events (such as SA Championship events)

National Calendar and race information system

A rider communication system

A National Results system

Connectivity to all affiliated online entry companies and timing systems

Cape Argus Pick n Pay Cycle Tour

CSA requires all riders riding in sanctioned events to be licensed and the Cycle Tour are sanctioned license sellers for CSA. When entering the Cycle Tour there are various membership and licensing options available to you. From a CSA perspective you need to have one of the following to complete your entry.

1. A membership of CSA for 2011
2. A day license

Should you choose a membership of CSA this will be valid for the whole of 2011 and allow you to do any other race. Should you chose a day license, this is only valid for the cycle tour.

When the 2011 CSA license system goes live for riders on 01 November 2010, you will be able to upgrade your CSA Membership that you bought from the cycle tour to a full racing license should you wish to do so. You will also be able to join the club of your choice.

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CSA Licensing & Membership Policy 2011 cont

Questions and Answers

Q: Once I have bought a CSA Membership through a race like the Cycle Tour, how do I get a full racing license?

A: In 2011 all riders need to become a Member of CSA first. Once you are a member, you can then get a full racing license on the CSA Web Site. This process will open on 01 November.

Q: What about Junior licenses?

A: There are no Junior licenses. All riders over the age of 16 require a full racing license should they wish to compete in Nationals, UCI events or get National Colors. Youth riders (U16) are only required to become members and will receive all the benefits of a full racing license.

Q: Do I still need to join a club.

A: Yes, when the CSA system opens on 01 November, you will need to add your club and affiliate (province) details.

Q: Why is the cycle tour charging me for a license?

A: It is the responsibility of all race organizers to make sure that all competing riders are licensed, either as a member of CSA or with a day license. CSA will accredit online entry companies to sell membership to riders at the point of entry, so as to make riders lives easier. The online entry company will then provide this information to CSA, so that you do not get charged again at another race.

Q: What about the old Cyclo Sport License?

A: CSA have decided to do away with this license. The process is now very simple. You join CSA as a member. Should you wish to have a full racing license, then you can upgrade to this option.

Q: Can I get a full racing license without becoming a member.

A : No. However after 01 November, if you chose to take out your membership on the CSA site, you can upgrade to a full racing license at the same time, merely by ticking a box.

Q: How do I register my club?

A: On 15 October the system will be open for club and affiliate registration. The process will be fast and simple and CSA staff will help you if so needed. You will be able to load your fees, or portions thereof, and permissions to suit your club needs. You will also be able to load all club details and benefits.

Q: Who is the service provider and where do I find the system?

A: The system will be on the CSA web site (www.cyclingsa.com) and is owned and administered by CSA.

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Mr Price Club League Scoring System Rules

Effective date: 27 August 2010

These amended rules apply from the effective date. Prior events will be scored in terms of the previous rule versions.

1. Points are awarded for overall placing only if a rider contests the overall prize money for the event i.e. the rider races in the Elite category or the race only has one start group. Only events with 100 or more finishers will be taken into account for overall placing.
2. Points are awarded for placing in the respective age categories as determined by the event. This means that where an event recognizes 5 year age categories (e.g. 35-39 etc) by way of the start groups and in terms of prizes, then points are awarded accordingly. If the event recognizes 10 year age categories (e.g. 30-39 etc), then points are awarded accordingly. If riders choose to ride in a different age category (riding down) then the chosen category is used to determine the rider's score.
3. Where an event has one start group for a number of different age categories, points will be allocated for the position achieved in that start group. If the results of the event clearly differentiate the various age categories within that start group (with the age groups being in line with the rest of the event i.e. either 5 year or 10 year age groupings) or the event awards prizes for the various age categories, points will be allocated according to the age categories indicated in the results. We will not calculate or create age categories from the results – the results must clearly indicate this.
4. At stage race events scoring will be based on the placing in the final classification only. Points will not be awarded per stage.
5. The scoring system uses different scores for local and national races. The national scoring system will be used for Category "A" and "T" events on the official CSA calendar and the local scoring system will be used for any other event category.
6. Where men and ladies ride together in a start group, gender will be separated for the purposes of scoring.
7. The shorter distance events held alongside the main event will not be considered for points unless that shorter distance event is the official event for a specific age category as determined by the race organisers. These events will not qualify for overall placing scores.
8. Where a national event has 5 or fewer finishers in a particular category, the local scoring system will be used for that category and the national scoring system will be used for categories with more than 5 finishers in the same event.
9. Where there are 3 or less finishers in a category, no points will be awarded for the category.
10. The 10 best scores will be taken into account for the total score of each rider. Where a rider participates in 10 or fewer events, all the rider's scores will be taken into account.
11. Points are awarded for events in all the disciplines i.e. road, MTB and track. Only events on the official Cycling South Africa calendar will qualify for inclusion.
12. It is the responsibility of every rider to check that the scores allocated are correct. Any discrepancies must be reported immediately.

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5 Reasons why Oatmeal is the perfect breakfast for a long day



If you have a long day ahead, there's only one option for breakfast – oatmeal. **Oatmeal** is quite simply the perfect breakfast for a long day.

With a big bowl of oatmeal, such as cinnamon raisin oatmeal, you can go all day.

Here's why it's so great:

1) Oatmeal is natural and nearly unprocessed.

Oatmeal is healthy and natural for one basic reason – it's made almost entirely of oats, which are very healthy grains. And even better, the oats are nearly unprocessed. That's what really sets oatmeal apart from cereals that come out of a box.

(Those cereals are usually just white flour plus some added nutrients to make it *appear* healthy, when in actuality most nutrients were already stripped out of the ingredients during the processing.)

2) Oatmeal keeps you full.

Oatmeal keeps you full longer than most other foods. Since the oats are whole grain, there's plenty of fiber, which helps you feel satiated. Oatmeal "sticks to your gut" as they say.

So if breakfast could end up being your only real meal of the day, choose oatmeal!

3) You can get 1,000 high-energy calories in one bowl.

You can get 1,000 calories in one bowl (if the bowl is big enough.) If you need to fuel for, or refuel from, a huge ride, this is the ticket. And a lot the calories are from carbs, so you should get tons of energy and feel great on your next ride.

4) Oatmeal is packed with protein, fiber, and tons of good nutrients.

While there are lots of carbs, oatmeal also contains protein, fiber, and other important nutrients. Among others, one beneficial nutrient is that soluble fiber which may reduce LDL cholesterol (the bad one) without lowering HDL cholesterol (the good one.)

5) Oatmeal makes a great conduit for fruit.

Besides oatmeal, fruit is also great for breakfast. And oatmeal just happens to taste great with fruit mixed in!

Flavor your oatmeal with blueberries, strawberries, bananas, or peaches for a great breakfast where you also get potent antioxidants and nutrients from the fruit.

So what are you waiting for, go have some oatmeal!

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Mr Price Club Awards Evening (11 December 2010) & END OF YEAR FUNCTION

When: 11 December 2010
Where: Heritage Theatre Hillcrest
Time: 18h00 for 18h30...til late
Booking: Corrine 031 767 4448
Cost: R225.00 pp for a 2 course meal (EXCLUDES DRINKS AND DESERTS). Includes live show by "The Gee Jays" Tables can be booked for 8, 10 or 12 people. Tickets are LIMITED, MAX 200 people.



Who's Your Daddy...

The ever-popular "Gee Jays" get together once again, by public demand for their annual jaunt on the boards with a show entitled "*Who's Your Daddy*"

Come and join **Gary McKenzie, Grant Bell, John Didlick and Jonothan Didlick** as they laugh, joke and sing a few songs as well as and pay tribute to the music of the '60's& '70's.

Adding a little eye candy for the ladies is John's son Jonothan, who's fast becoming a seasoned professional at home on the stage. He also bears the brunt of most of the jokes...

The show has the usual, zany looks at life and comic sketches you've come to expect from "The Gee Jays". It also showcases other songs like "*Sweet Caroline, You've Lost That Loving Feeling*" and "*Whiter Shade of Pale*" to "*Crocodile Rock*", "*Runaway*", "*Sugar*", "*Piano Man*" and of course "*Y.M.C.A.*".

"..it's time we got seriously funny again.." says McKenzie. Bring your open mind and your laughing tackle, because the pokes and prods at life in general are bound to have you in stitches.

The Gee Jays are backed, once again by Durban's finest musicians, and Heritage Thetare regulars, Dawn Selby (keyboards), Barry Thomson (guitar), Mally Sewell (drums) and Jason Andrew (bass).

CASH IS KING—FIRST COME FIRST SERVED

Deposit into the club account—Reference: Your name & Xmas Party

BANK ACCOUNT DETAILS:
 MR PRICE CYCLE CLUB KZN
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Boep Idols Menu Cont...

Menu

Act I

Melenzane Parmegano

Grilled Eggplant Layered with Mozzarella Cheese and Baked in a Tomato Sugo Served with an Italian Side Salad

Hearty Minestrone Soup

Served with Fresh Ciabatta

Cajun Chicken Salad

Grilled Chicken served on a Fresh Green Salad with a Cajun Dressing

The Main Attraction

Act II

Marinated Half Baby Chicken

Served with Herbed Mashed Potato and Seasonal Vegetables

Grilled Line Fish

Topped with a Brown Butter

Sauce Accompanied by Spicy Rice and Seasonal Vegetables

Braised Lamb Shank

Served with Herbed Mashed Potato, Seasonal Vegetables and a Mint Red Wine Reduction

Vegetarian Lasagne

Served with a Light Greek Salad