



## THE MUNGA EQUIPE

### **The MUNGA Equipe Race Rules (Updated 31<sup>st</sup> August 2021) 2021**

#### **1. Introduction and the DPA:**

These rules serve as a guideline for both riders and the Race Director and Commissaire. For the riders, they should use these rules to develop a good understanding of the criteria through which fairness is applied. For the Race Director and Commissaire, these rules will inform and guide their thinking into making a fair decision when dealing with rule infringes and contraventions. The Race Director will use a **Dual Principle Approach (DPA)** in deciding what is a fair decision. The two principles in the DPA are the letter of the law and the spirit or motivation behind the contravention. The following describes what these two principles are about:

1. The letter of the law: This is the actual rules document that break down the various rules and contracts and consequent penalties. So what does the rule specifically say and what is its intention?
2. The spirit or motivation of the offence: This means what was motivating the individual when he broke a rule? Was it a complete accident, or was he intentionally trying to obtain an

unfair advantage?

In using the DPA, the Race Director will look at both aspects. Obviously the first will be easy to determine as the rules document lays out the law so to speak. The second one is harder to determine but the Race Director, along with the Commissaire and any other person that the Race Director deems relevant in the specific case, will assess what motivated the rider when he broke a rule. Using both principles, the Race Director will then make a call whether the infraction has been unfair to other competitors or not, and whether the rider in question has gained an advantage. The ultimate objective is to make a fair decision. The rules are subservient to the principle of fairness.

In addition, the Munga Equipe is a semi-supported race and as such, there are some unique elements to the Race. This means the parameters and rules need to be clearly defined, appreciated and understood by all riders. It is the rider's responsibility to make sure he is familiar with and understands all of the Rules and the implications thereof, as well as the DPA. If a rider is unclear about any of the Rules, the onus is on the rider to contact the Race organizer and seek clarity.

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3. **Context:**

- 3.1. These Rules are specific to and particular to the Race and are to be read together with the Terms and Conditions and the Indemnity, signed by the rider on registration.
- 3.2. The Rules are the complete set of Rules applicable to the Race.
- 3.3. Failure of a rider to comply with any of the Rules may result in a penalty, which may include, in the discretion of the Race organizer and CSA Commissaire , a warning and/or disqualification.
- 3.4. It is the Race organizer's right to amend and update the Rules as and when deemed necessary. The version of the Rules in force at the start of the Race is the version applicable to the Race for its entire duration.
- 3.5. The interpretation of any Rule by the Chief Commissaire appointed

by the CSA and the Race organizer acting jointly, will be final and binding on all Race participants.

#### 4. **Terms and definitions:**

For the purposes of the Rules, the following terms shall have the meanings set out below:

- 4.1. **"Bicycle"** means a vehicle with two wheels of equal diameter. The front wheel shall be steerable; the rear wheel shall be driven through a system comprising pedals and a chain. (UCI)
- 4.2. **"CSA"** means Cycling South Africa.
- 4.3. **"Cut-off Time"** means 5 (five) days after the Race start, being a total of 120 (one hundred and twenty) hours. The Cut-off Time for the 2021 Race will be at 6am on the 6<sup>th</sup> December 2021.
- 4.4. **"Race"** means the Munga Equipe single stage mountain bicycle race.
- 4.5. **"Rules"** means the rules in force at the start of the Race.
- 4.6. Unless it appears otherwise from the context, words importing any one gender shall include the other and words importing the singular shall include the plural and *vice versa*.
- 4.7. Where figures are referred to in numerals and in words, if there is a conflict between the two, the words shall prevail.
- 4.8. The headings of clauses are used for reference purposes only and are not in any way to be deemed to explain, modify, amplify or aid in the interpretation of these Rules.

#### 5. **Prize money:**

There is no prize money in the Munga Equipe. Teams will race for the

privilege of winning the Baton Rouge.

6. **Race Categories:**

6.1. There is only one race category in Munga Equipe, and that is the Team Category. Teams can be made up of a minimum of two riders and a maximum of five riders. They can be mixed teams of males and females.

7. **Riders and Teams:**

7.1. All riders that take part in the Race agree to be bound by the Rules and the Terms and Conditions of the Race. Riders who do not agree to the aforesaid may not participate in the Race.

7.2. Riders may only enter the race as part of a team of two to five riders.

7.3. In order for a team to be classified as finishing the Race, the full team, whether that is two, three, four or five riders, must each complete the full distance of their respective legs, as well as ride the final leg, from RV5 to the finish all together as a team, and cross the finish line within the cut-off period.

7.4. Only teams that finish the Race are eligible for the Baton Rouge.

7.5. Teams may cross the finish line on foot provided that they have their complete bicycles with them, which includes both wheels.

7.6. Riders may carry clothing, bicycle equipment, sports products and nutrition ("**equipment**") with them, provided it is legal. The Race organizer reserves the right to confiscate equipment that they, in their sole discretion, deem to be illegal or inappropriate for a Race of this nature.

- 7.7. Each rider must use his physical power to power his bicycle forward.
- 7.8. Riders may not use any motorized form of power to move them forward along the Race route.
- 7.9. Every rider has to sign out at the race village where he will hand over his team baton to his team mate.
- 7.10. Every rider has to sign in at either the start of the race, or the race village where they will receive their team mates baton.
- 7.11. No towing of any form is allowed.
- 7.12. A rider may not give his bicycle frame to another rider.
- 7.13. Riders can stop for as long as they choose at their final race village, in other words, the race village where they are handing over their baton, as long as they are at RV5 in time to receive the final rider and proceed to the finish as a complete team. \*Please see addendum document with suggested logistical plan.
- 7.14. The Race cut off is 120 (one hundred and twenty) hours i.e. 5 (five) days after the start gun goes off for the Race. Those riders that are still out in the field after the cut off time will be collected together with their bicycles and equipment in sweeper vehicles and transported to the next race station along the route. From this race station transportation will be at the riders own cost.
- 7.15. The minimum age of a rider is eighteen years old on or before the date on which the Race begins.
- 7.16. The Race organizers shall implement cut-off points along the route which points must be reached by the riders within specific times. It is the Race Directors discretion whether or not he wants to enforce these cut-offs. These cut-offs and times shall be as follows:

- 7.16.1. 6am Thursday at Race Village 1 at Vanderkloof Dam
- 7.16.2. 6am Friday at Race Village 2 at Britstown
- 7.16.3. 6am Saturday at Race Village 3 at Loxton
- 7.16.4. 6am Sunday at Race Village 4 at Sutherland
- 7.16.5. 3am Monday at Race Village 5 at Ceres

## 8. **Registration:**

- 8.1. Race registration will take place at the start venue at a specific time and place as revealed in the Race Prep documents sent to riders.
- 8.2. The exact location will be publically revealed at the discretion of the race organiser, but no later than one week before the start of the race.
- 8.3. Riders must report for registration at the published time in possession of a photo ID and a valid CSA racing license or their national federation equivalent.

## 9. **Rider identification and markings:**

- 9.1. Rider identification and marking will be at the discretion of the Race Director. If he decides riders need to wear such, then the following will apply:
- 9.2. All riders must display their race numbers on the front of their bicycles at all times.
- 9.3. A rider found without a number will be given a warning.
- 9.4. A rider is allowed two number warnings.
- 9.5. A third number warning will result in a disqualification of the rider.

9.6. Riders can use any sponsor logos on their clothing or bicycle as long as it does not cover their Race number.

10. **Timing:**

10.1. Once the Race starts the Race clock begins and will not stop until the Cut-off Time five days (120 hours) later.

10.2. Each rider will carry a working tracker for the duration of the Race. These will be loaded with AAA batteries that should be sufficient for the duration of the race. If a tracker shows low levels, the Race Village lead will swap out the devices batteries.

10.3. No rider may swop a tracker with another rider under any circumstance whatsoever, except with his team mate at the race village.

10.4. Each rider is allowed to carry only one tracker.

10.5. Each team will only be allocated one tracker.

10.6. When a rider gets to his final race village, he must hand over his tracker to his team mate. This is critical, as the next rider can only leave the race village once they are in possession of the team tracker.

11. **Race start:**

11.1. The Race start chute will open one hour before the start of the Race unless communicated otherwise.

11.2. There is no staggered or seeded start. All riders will start in the same chute and batch at the same time.

11.3. The start chute will close twenty minutes before the Race start.

- 11.4. Riders must enter the start chute with their own bicycles.
- 11.5. No rider is allowed to start late without approval of the Race organizer.
- 11.6. Any rider who cannot make the start must report to the Race organizer immediately.

12. **Race route:**

- 12.1. All riders have to follow the designated Race route and may not deviate therefrom in any circumstances whatsoever.
- 12.2. If a rider inadvertently leaves the Race route, he has to return to the Race route at the same point at which he left it.
- 12.3. No rider shall trespass at any time on land which is not open to the public.
- 12.4. Riders may backtrack if they choose provided they are considerate of other riders.
- 12.5. Any walking, running or riding which is carried out without the intention of directly re-joining the route, or any other activity in breach of the Rules, which takes place outside of the marked route, is not permitted.
- 12.6. The Race route will be made available to the riders in GPS format at a time decided on by the race director.
- 12.7. Parts of the race route may be marked.
- 12.8. The Race route and distance may vary from the published distance or route and no rider shall have any claim against the Race organizer arising therefrom.

12.9. No short cuts are permitted.

12.10. Riders still in the race may never be in, on or attached, in any form or manner, to a motorized vehicle. The exception is once you have reached your race village and handed over your baton, you may climb into your team vehicle and drive to RV5 for the final leg.

12.11. The Race organizer has the right to change the route at any time if it is deemed necessary.

12.12. Parts of the Race will take place on public roads.

12.13. These roads will not be closed to public traffic and as such, normal traffic regulations must be observed at all times during the Race. This means riding on the left hand side of the road and obeying all the rules of the road.

12.14. The instructions of marshals along the route must be strictly adhered to at all times. Failure to do so may result in a warning or a disqualification

### 13. **Bicycles:**

13.1. Riders may use any type of mountain bicycle provided it is in good working order and race ready prior to the start of the Race.

13.2. Riders may not use a tandem mountain bicycle.

13.3. Riders may use a cyclo-cross bicycle.

13.4. Riders may only use one bicycle on their respective leg of the race. The bicycle on which the rider starts the leg is the same bicycle on which the rider is to finish the leg. However, a team may use the same bicycle for all riders. In other words, if it is logistically easier for the team to only use one bicycle, a rider may hand over his

bicycle to his team mate once he signs out at a race village.

- 13.5. For purposes of the Race, a bicycle constitutes the frame. Riders may replace any part of the bicycle other than the frame. This includes wheels, rims and brakes.
- 13.6. Riders may use any form of GPS or bicycle computer.
- 13.7. All bicycles must at all times be marked with official Race boards.
- 13.8. Bicycles are only allowed to be propelled by a chainset and the rider's physical power. No other form of assistance is permitted, including but not limited to a motor, a windsock or otherwise.
- 13.9. It is the rider's responsibility to ensure his bicycle is adequately marked with the appropriate boards. No unmarked bicycle will be allowed onto the start line.
- 13.10. Each rider is responsible for the maintenance and repair of his own bicycle for the duration of the Race but is allowed to make use of the Bike Stations and mechanics at all Race Villages.

#### 14. **Clothing:**

- 14.1. All riders must ride the entire leg with a helmet. Helmets may only be removed once the rider has dismounted his bicycle.
- 14.2. A helmet must comply with the international 'ANSI' standards.
- 14.3. It is the rider's responsibility to make sure his helmet is compliant with 'ANSI' standards.
- 14.4. A rider found during the Race outside of the stations or water-points on his bicycle without a helmet will be disqualified.

14.5. Helmets must be securely fastened with a chin strap at all times when a rider is mounted on their bicycle.

15. **Compulsory equipment:**

Note\*: The nature of the Munga Equipe race makes it impractical to always enforce rules 15.1 to 15.6. Thus, expect a random, compulsory equipment check somewhere along the route. If a rider chooses to leave something behind or loses an item on the checklist during the race, it is the riders responsibility to either go without it or replace it. In the opinion of the Race Director, such a rider will be at a disadvantage. However, by entering the Munga Equipe, the rider declares he is an adult and we will treat him as such. Lastly, the baton is crucial. Lose this and it's an instant DQ from the Baton Rouge!

15.1. Every rider has to carry a space blanket.

15.2. Every rider must have the capacity to carry at least 2.5 litres of water.

15.3. Every rider must carry a fully charged mobile phone.

15.4. Every rider must carry a tracker.

15.5. Every rider must carry a working light on the front as well as the rear of his bicycle.

15.6. Every rider must carry a working GPS unit.

15.7. Every rider has to carry a baton. This has to be handed over to the next rider once he signs our at a RV.\*

15.8. Once a complete team leaves RV5 for the finish, all the above items are still individually compulsory.

\*Note: if a rider withdraws from a section, the team vehicle has to ensure the team's baton is taken to the next RV so that the team is still in contention as per rule 24.4.

**16. Start times and seeding:**

- 16.1. The start time for the Race will be confirmed at the Race briefing, but will likely be 6am, so a full six hours before the Munga race.
- 16.2. There is no seeding and all competitors will start at the same time together.
- 16.3. Any rider that misses the Race start can start later but no later than one hour after the official start time and only with approval of the Race organizer.
- 16.4. Once a rider reaches a race village and signs in, there is no minimum wait time for his team mate to depart. They can start as soon as they have taken possession of your team tracker and baton.

**17. Checkpoints:**

- 17.1. There are five race villages along the route. These will also serve as checkpoints.
- 17.2. It is compulsory for each rider to sign out at their final race village checkpoint.
- 17.3. It is compulsory for each rider to sign in at their race village checkpoint before taking possession of the team tracker and baton.
- 17.4. If a rider is not planning to stop at a checkpoint, he must still sign in and out. In other words, a team of two, three or four riders

where one rider is riding more than one leg.

17.5. Aside from the five race village checkpoints, hidden checkpoints may also form part of the Race.

17.6. The location of these hidden checkpoints will not be published but the Rules applying to the five official race villages will apply to the hidden checkpoints *mutatis mutandis*.

**18. Nutrition and hydration:**

18.1. The five race villages will provide adequate food and drinks to the riders.

18.2. These five villages will be situated approximately 175 to 220 kms apart.

18.3. The Race organizer reserves the right to change the location and distance of these five race villages.

18.4. In addition to the above five villages, the Race will have ten official water points along the route.

18.5. These water points will be situated approximately 60 to 90kms from either another waterpoint or race village.

18.6. Only liquids and race type snacks will be available at these points. No excessive use of water other than for drinking will be permitted at these water points.

18.7. It is the rider's responsibility to ensure they carry enough food and water between these checkpoints and water stations.

**19. Support (including food, water and mechanical):**

19.1. Each of the five race villages will have food and drinks available 24 hours a day after the start of the Race. This support will end at the

cut off time for each race village.

- 19.2. Each village will have sleep and shower facilities available 24 hours a day from the start of the Race.
- 19.3. Each village will have a mechanical bay available 24 hours a day from the start of the Race.
- 19.4. Riders may not receive any kind of pre-arranged assistance or support along the route, including at any of the five race villages. This includes water bottles and snacks.
- 19.5. For purposes of these Rules, "**pre-arranged**" means that a rider has arranged to receive something along the route that no other competitor would have access to.
- 19.6. In the five race villages, riders may receive Race-supplied support only.
- 19.7. Riders will have access to bike mechanics and mechanical supplies in the five race villages.
- 19.8. Riders may carry whatever mechanical spares they feel they need in order to carry out their own repairs on route outside of the race village.
- 19.9. Other than the five race villages, the route may also run through towns. Riders may, within the ambit of these Rules, use what is commercially available in these towns.
- 19.10. Riders may buy food and drink in these towns.
- 19.11. Riders may sleep in these towns.
- 19.12. Riders may use any commercial bicycle shop in these towns.
- 19.13. Riders may not receive any physical help or support from friends

or family in these towns.

19.14. Riders may receive emotional and psychological support in the form of encouragement from friends and family in these towns and in the five towns where the Race Villages are located. **\*Note: no family member or friend will have access to the actual Race Village guesthouse or hotel etc, nor will they have access to any of the Water Points.** We cannot stop them from coming into the towns where the RVs are located, but they will not be allowed to enter the RV station itself. Any rider friend or family member found inside the RVs or WPS will be kindly asked to leave and their corresponding rider will receive a time penalty. The exception to this is the team vehicle. A rider may only access the team vehicle once they have signed out at the race village.

19.15. Riders may receive any form of assistance from any other rider in the Race both in and out of the race villages and anywhere along the route.

19.16. Riders may not exchange bicycles with other riders, except as per rule 13.4.

20. **Drafting:**

Note\*: The same ethos applies here as in Rule 15. You are racing with adults. If someone is drafting you and you have an issue with him, first try and resolve it with the rider in question. Failing that, please report it to a marshal, Race Village lead or the Race Director or Commissaire.

**20.1. Drafting of a competitor is only allowed up to race village 1, and from race village 5 to the finish. From RV1 to RV5 no drafting is allowed.**

20.2. Drafting is defined as a position five meters or closer behind another rider.

20.3. A breach of this Rule will constitute a warning.

20.4. A rider will be allowed only one warning.

20.5. If a rider breaches this rule for a second time, the rider's team will no longer be eligible for the Baton Rouge, or a top ten finish, but may continue the race.

20.6. No rider will be allowed to draft behind any vehicle of any sort at any time during the Race.

## 21. **Licensing:**

21.1. The Race is a CSA sanctioned event. As such, all riders must be a member of CSA for the calendar year in which the Race takes place.

21.2. Riders have the option of purchasing a day license for every day of participation in the Race. The cost of this is R35 per day so R175 for five days - \*As of June 2020.

21.3. For the licensing process and relevant fees, see the following CSA link: <http://csams.cyclingsa.com/about.aspx>.

## 22. **Medical:**

22.1. The Race is not simply an ordinary mountain bicycle race, it is arguably one of the toughest races in the world and will place enormous physiological and mental stress on each rider's body. As such, the Race medical team reserves the right to withdraw any rider from the Race if, in their opinion, it is deemed necessary.

22.2. A rider who has withdrawn from the Race will have no claim

whatsoever against the Race organizer, its affiliates or any of its sub-contractors arising therefrom.

- 22.3. It is the rider's responsibility to make sure he is in good health and adequately trained for the Race.
- 22.4. All riders must have completed a Race medical form and have it signed by a licensed medical practitioner no sooner than six months prior to Race registration. A rider may not participate in the Race if this form has not been signed thereby confirming that he is sufficiently well adapted and prepared for a Race of this nature.
- 22.5. It is the riders responsibility to carry at all times the pre-supplied 1<sup>st</sup> Aid kit, and be knowledgeable in its effective use.
- 22.6. Safety is your responsibility. Do not expect to see medical support on route between the Race Villages. Medical support will be based primarily at the Race Villages and will respond to trauma on route as soon as is possible.

### 23. **Tracking:**

- 23.1. Every rider has to carry a Munga issued tracking device.
- 23.2. It is the rider's responsibility to ensure his tracking device is always on and in working order.
- 23.3. A rider has to hand over their tracker to their team mate when signing out at a race village.

23.4. If a rider loses their tracking device they will be liable for the replacement cost. Approximately R1500.

#### 24. **Race withdrawal:**

24.1. If a rider elects to withdraw from the Race due to medical reasons and is unable to continue to a race village, the rider must notify either the Race organizer or someone from the medical team and a vehicle will be dispatched to collect the rider and transport him to the nearest Race Village down route (in the direction of the race finish). This vehicle will only carry the rider requiring medical attention.

24.2. If a rider wishes to withdraw from the Race for reasons other than medical, he can only make this decision at a Race station.

24.3. If a rider withdraws from the race, his team will no longer be eligible for the Baton Rouge, but they may continue to race.

24.3.1. The withdrawn rider may elect to join the team from RV5 to the finish, but the team will still not be eligible for the Baton Rouge. This rider will have to make use of the team vehicle for transport to RV5.

24.4. In the event that all teams in Munga Equipe have a rider withdrawing, the Baton Rouge will be awarded to the fastest team to reach the finish line. Thus it is imperative that each team still has their baton.

#### 25. **Team Vehicles**

25.1 Teams are allowed only one (1) team vehicle.

25.2 Team vehicles are not allowed on the race route and will be given a separate gps file to the race villages. \*

25.3 Team vehicles are only allowed three types of occupants:

25.3.1 The team manager (1 person)

25.3.2 The riders on the way to the next race village (still in the race)

25.3.3 Withdrawn riders ( rider who is out of the race)

25.4 Team vehicles are not allowed to carry any friends or family for the riders.

\*This is mainly due to dust and safety for the riders. The exception to this is if a rider withdraws and has to be collected by the team vehicle. In this instance, the team vehicle has to make its way back to the tar road by the shortest route possible, once the withdrawn rider has been collected.

## 26. **Team Mangers**

26.1 Each team is allowed one team manager.

26.2 This person must also be the team vehicle driver.

26.3 Team managers are only allowed to engage with riders in race villages, in other words, riders who have just signed out, or are about to sign in and start their leg.

## 27. **Protests and complaints:**

27.1. If a rider has any complaint or protest, he must submit the complaint or protest after he has signed out at the race village,

and provided he is not in breach of any of the Rules.

27.2. Riders have one hour to submit a complaint or protest after the Cut-off Time, and it has to be done in writing.

27.3. In all matters relating to the Rules, complaints and protests, or interpreting any of the above-mentioned aspects, the chief Commissaire's decision is final and binding.

28. **Disqualification:**

28.1. A rider may at any time (during or after the Race) be disqualified for any of the following reasons:

28.1.1. a rider using any power other than his own physical power to move his bicycle forward along the route;

28.1.2. a rider climbing into a vehicle and at some point continuing to Race;

28.1.3. a rider failing to sign in or out of one of the five race village checkpoints;

28.1.4. a rider physically towing another rider;

28.1.5. a rider being younger than the minimum stipulated Race age;

28.1.6. a rider failing to adequately display his bicycle number or their Race number;

28.1.7. a rider found off the Race route and behaving in a manner that the Race organizer deems to be contrary to the spirit of the Race;

28.1.8. a rider found taking a short cut;

- 28.1.9. a rider found taking down or defacing route markings;
- 28.1.10. a rider found to be ignoring or contravening the traffic regulations on public roads;
- 28.1.11. a rider found to be using a different bicycle frame to that on which he started the Race;
- 28.1.12. a rider found without a helmet outside of one of the five Race stations and on their bicycle;
- 28.1.13. a rider found without one of the compulsory pieces of equipment;
- 28.1.14. a rider who starts the Race later than one hour after the official Race start and does not have approval to do so;
- 28.1.15. a rider receiving prearranged support anywhere along the route or in the Race stations;
- 28.1.16. a rider caught drafting a competing rider for a second time between RV1 and RV5;
- 28.1.17. a rider found without a working tracker;
- 28.1.18. a rider found littering;
- 28.1.19. a rider behaving in a way that the Race organizer and/or chief Commissaire deem to be inappropriate, contrary to the spirit of the Race or otherwise in bad faith.
- 28.1.20. It is the Race Directors sole discretion to disqualify a rider. As such, after assessing the evidence and applying the DPA, he may decide not to disqualify the rider.

## 29. **Environmental considerations**

In the spirit of mountain biking it is incumbent on each rider to respect the environment. As such, each rider must also adhere to the following rules:

- 29.1. No littering of any form will be tolerated, including but not limited to dropping food packaging, bottles and mountain bicycle spares;
- 29.2. Smoking is not allowed anywhere along the route;
- 29.3. No rider is allowed to wilfully damage any plant or bush.

## 30. **Doping:**

- 30.1. The Race attempts to conform to the World Anti-Doping Agency Code and as such adopts a zero tolerance policy towards doping in all its forms.
- 30.2. For the WADA code and more information, please see the following WADA link: <https://www.wada-ama.org/en/resources/the-code/2009-world-anti-doping-code#.VAAoj7ySz18>
- 30.3. The Race organizer reserves the right to test all participants as and when it deems appropriate and no rider shall object thereto.
- 30.4. Any Rider caught doping, will be banned from The Munga Race for life.

## 31: **Addendum: Equipe logistical plan:**

This is a suggested plan to help with your team logistics, and while you do

not have to stick to this precisely, we encourage you to understand the complexities involved so that your team does not inadvertently break the rules.

**Plan A:** Requires that you have your own team vehicle capable of carrying 4 (four) riders and 4 (four) bicycles.

- The team vehicle departs Bloemfontein 2 (two days) before the start of the race and heads down the race route dropping off all the team riders and their bicycles at their respective race villages, leaving rider 1 at the start. So rider 2 gets dropped at RV1, rider 3 at RV2, rider 4 at RV3 and rider 5 at RV4.
- The team vehicle then returns to RV1 the day before race day.
- All five riders are now in position at their respective race villages waiting for the race to start.
- At the start of the race, rider 1 heads to RV1 where he hands over his baton to rider 2. Rider 2 sets out for RV2 while rider 1 has a quick sleep, shower and meal. Rider 1 climbs into the team vehicle and heads to RV2. This process is repeated until all five riders are at RV5.
- All five riders set out from RV5 for the finish and ride as one team.
- The team vehicle heads to the finish line.

**Plan B:** In addition to a team vehicle, you make use of a bicycle transport solution provided by Joggie Bicycle transport and Pickfords. This option may suit a team that does not have access to a vehicle that can carry 4 (four) bicycles.

- - **Option 1 - Pickfords:** Two days before the race, a truck will leave Bloemfontein with your bikes packed in bike boxes and clearly marked with the intended race village destination.
  - The truck will make its way down the race route dropping off your bike boxes at RV1 to RV4.
  - Once the race starts and your team vehicle has dropped off

your riders, they must then assemble their bikes while waiting for their turn.

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- **Option 2 – Joggie Bicycle Transport:** If you don't want the hassle of assembling your bikes at the race village, you can use Joggie Bicycles.
  - Two days before the race, a truck will leave Bloemfontein with your assembled bikes clearly marked with the intended race village destination.
  - The truck will make its way down the race route dropping off your bikes at RV1 to RV4.
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- When a rider gets to the race village and hands over his baton, he will climb into the team vehicle but leave his bike at the race village.
  - Once the race starts a truck will depart from Bloemfontein and collect the bikes (Joggie Bicycles) and bike boxes (Pickfords) along the way dropping all the bikes at RV5 for the final leg. All bike boxes will be taken to the finish line.

\*Note: Accommodation and food prior to race start is not included in your entry fee, but the race villages will give all riders and Equipe team leaders a discounted rate. You are also welcome to use any other accommodation in the race village towns.