



THE MUNGA GRIT
HALF AIN'T EASY

The MUNGA GRIT
Race Rules



The MUNGA GRIT Race Rules

Introduction and the DPA:

*Note: We have tried to keep these rules as similar as we can to the MUNGA MTB race as the flavour and spirit of both events are the same. Knowing one, you should know the other!

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 infringements 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 constructs 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. 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 Grit 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 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 organiser and seek clarity.





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1 Context:

- 1.1 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.
- 1.2 The Rules are the complete set of Rules applicable to the Race.
- 1.3 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 organiser and Commissaire, a warning and/or disqualification.
- 1.4 It is the Race organisers 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.
- 1.5 The interpretation of any Rule by the Chief Commissaire and the Race organiser acting jointly, will be final and binding on all Race participants.

2 Terms and definitions:

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

- 2.1 “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)
- 2.2 “Cut-off Time” means 50 (fifty) hours for the entire distance of the event after the Race start. The Cut-off Time for the Race will be at 2pm on the Sunday. Please also refer to the Race Prep Document closer to the event as there are more detailed cut-off times specified at various point throughout the Race
- 2.3 “Race” means the Munga Grit single stage mountain bicycle race.
- 2.4 “Rules” means the rules in force at the start of the Race.
- 2.5 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.
- 2.6 Where figures are referred to in numerals and in words, if there is a conflict between the two, the words shall prevail.
- 2.7 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.





3 Race Categories:

3.1 The Race is only open to single entries and has two categories, namely: Male & Female.

4 Prize money:

There is currently no prize money for The Munga Grit event. Should this change participants will be notified.

5 Riders and Teams:

- 5.1 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.
- 5.2 Riders may only enter the race as a single participant but may ride in groups if they choose to.
- 5.3 In order for a rider to be classified as finishing the Race, he must complete the full distance and cross the finish line within the cut- off period.
- 5.4 Only riders that finish the Race are eligible for prize money.
- 5.5 Riders may cross the finish line on foot provided that they have their complete bicycles with them, which includes both wheels.
- 5.6 Riders may carry clothing, bicycle equipment, sports products and nutrition ("equipment") with them, provided it is legal. The Race organiser reserves the right to confiscate equipment that they, in their sole discretion, deem to be illegal or inappropriate for a Race of this nature.
- 5.7 Each rider must use his physical power to power his bicycle forward.
- 5.8 Riders may not use any motorised form of power to move them forward along the Race route.
- 5.9 Every rider has to sign in at both race stations situated at the individual Race Villages.
- 5.10 Every rider has to sign out at both race stations situated at the individual Race Villages.
- 5.11 No towing of any form is allowed.
- 5.12 A rider may not give his bicycle frame to another rider.





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- 5.13 Riders can stop for as long as they choose at the two race stations. Should a rider choose to sleep at any of the stations, facilities will be available for him to do so.
 - 5.14 The Race cut off is 50 (fifty) hours i.e. 2 (two) days and 2 (two) hours 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.
 - 5.15 The minimum age of a rider is eighteen years old on or before the date on which the Race begins.
 - 5.16 Race organisers 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.

6 Registration:

- 6.1 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.
- 6.2 The exact location will be publicly revealed at the discretion of the race organiser, but no later than one week before the start of the race.
- 6.3 Riders must report for registration at the published time in possession of a photo ID.

7 Rider identification and markings:

- 7.1 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:
- 7.2 All riders must display their race numbers on the front of their bicycles at all times.
- 7.3 A rider found without a number will be given a warning.
- 7.4 A rider is allowed two number warnings.
- 7.5 A third number warning will result in a disqualification of the rider.
- 7.6 Riders can use any sponsor logos on their clothing or bicycle as long as it does not cover their Race number.





8 Timing:

- 8.1 Once the Race starts the Race clock begins and will not stop until the Cut-off Time 50 hours later.
- 8.2 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.
- 8.3 No rider may swap a tracker with another rider under any circumstance whatsoever.
- 8.4 Each rider is allowed to carry only one tracker.
- 8.5 Each rider will sign for his tracker at registration and it is his responsibility to return it or pay for its replacement at R1700.

9 Race start:

- 9.1 The Race start chute will open 45 minutes before the start of the Race unless communicated otherwise.
- 9.2 There is no staggered or seeded start. All riders will start in the same chute and batch at the same time.
- 9.3 The start chute will close twenty minutes before the Race start.
- 9.4 Riders must enter the start chute with their own bicycles.
- 9.5 No rider is allowed to start late without approval of the Race organiser.
- 9.6 Any rider who cannot make the start must report to the Race organiser immediately.

10 Race route:

- 10.1 All riders have to follow the designated Race route and may not deviate therefrom in any circumstances whatsoever.
- 10.2 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. Failure to do so is certain to incur a time penalty unless the Race Director deems the deviation to be self-penalising.

Note: there are certain circumstances where a rider that has missed a turn-off will not be told to return the way he has come, and will instead be given a time penalty. This will mostly have to do with dangerous pieces of road, and forcing the rider to return back along that road would be intentionally exposing the rider to the very risk we are trying to avoid.





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- 10.3 No rider shall trespass at any time on land which is not open to the public.
 - 10.4 Riders may backtrack if they choose provided they are considerate of other riders.
 - 10.5 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.
 - 10.6 The Race route will be made available to the riders in GPS format at a time decided on by the race director.
 - 10.7 Parts of the race route may be marked.
 - 10.8 The Race route and distance may vary from the published distance or route and no rider shall have any claim against the Race organiser arising therefrom.
 - 10.9 No short cuts are permitted.
 - 10.10 Riders may never be in, on or attached, in any form or manner, to a motorised vehicle.
 - 10.11 The Race organiser has the right to change the route at any time if it is deemed necessary.
 - 10.12 Parts of the Race will take place on public roads.
 - 10.13 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.
 - 10.14 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

11 Bicycles:

- 11.1 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.
- 11.2 Riders may not use a tandem mountain bicycle.
- 11.3 Riders may use a cyclo-cross bicycle.
- 11.4 Riders may use a gravel bicycle.
- 11.5 Riders may only use one bicycle. The bicycle on which the rider starts the Race is the same bicycle on which the rider is to finish the Race.
- 11.6 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.
- 11.7 Riders may use any form of GPS or bicycle computer.
- 11.8 All bicycles must at all times be marked with official Race boards.
- 11.9 Bicycles are only allowed to be propelled by a chain-set and the rider's physical power. No other form of assistance is permitted, including but not limited to a motor, a windsock or otherwise. Riders may also use a belt-drive set-up if they choose, provide the specific details of said set-up have been made available to the race director.





11.10 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.

11.11 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.

12 Clothing:

12.1 All riders must ride the entire route with a helmet. Helmets may only be removed once the rider has dismounted his bicycle.

12.2 A helmet must comply with the international 'ANSI' standards.

12.3 It is the rider's responsibility to make sure his helmet is compliant with 'ANSI' standards.

12.4 A rider found during the Race outside of the stations or water- points on his bicycle without a helmet will be disqualified.

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

13 Compulsory equipment:

Note*: The nature of the Munga Grit race makes it impractical to always enforce rules 13.1 to 13.6. Thus, compulsory equipment will be checked at a random and undisclosed location during the race. 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 Grit, the rider declares he is an adult and we will treat him as such. If a rider is found to be without one of the following items at the random checkpoint, he will incur a time penalty of a minimum of 30 minutes. This will be served immediately.

13.1 Every rider has to carry a space blanket.

13.2 Every rider must have the capacity to carry at least 1.5 litres of water.

13.3 Every rider must carry a fully charged mobile phone.

13.4 Every rider must carry a tracker (supplied by the race at registration).

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

13.6 Every rider must carry a working GPS unit.





14 Start times and seeding:

- 14.1 The start time for the Race will be confirmed at the Race briefing.
- 14.2 There is no seeding and all competitors will start at the same time together.
- 14.3 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 organiser.

15 Checkpoints:

- 15.1 There are two Race Villages along the route. These will also serve as checkpoints.
- 15.2 It is compulsory for all riders to sign in at every Race Village checkpoint.
- 15.3 It is compulsory to sign out at every Race Village checkpoint.
- 15.4 If a rider is not planning to stop at a Race Village, he must still sign in and out.
- 15.5 Aside from the two Race Village checkpoints, hidden checkpoints may also form part of the Race.
- 15.6 The location of these hidden checkpoints will not be published but the Rules applying to the two official Race Villages will apply to the hidden checkpoints mutatis mutandis.

16 Nutrition and hydration:

- 16.1 The two Race Villages will provide adequate food and drinks to the riders.
- 16.2 These two stations will be situated at approximately the 224km and 299km mark.
- 16.3 The Race organiser reserves the right to change the location and distance of these two Race Villages.
- 16.4 In addition to the above two stations, the Race will have four official water points along the route.
- 16.5 These water points will be situated approximately 75 to 130kms from either another waterpoint or race village.
- 16.6 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.
- 16.7 It is the rider's responsibility to ensure they carry enough food and water between these checkpoints and water stations.
- 16.8 In addition to the official water-points, there will be a JoJo tank with water only roughly halfway between water-points and race villages.





17 Support (including food, water and mechanical):

- 17.1 Each of the two Race Villages will have food and drinks available 24 hours a day after the start of the Race.
- 17.2 Each station will have sleep and shower facilities available 24 hours a day from the start of the Race.
- 17.3 Each station will have a mechanical bay available 24 hours a day from the start of the Race.
- 17.4 Riders may not receive any kind of pre-arranged assistance or support along the route, including at any of the two Race stations. This includes water bottles and snacks.
- 17.5 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.
- 17.6 In the two Race stations, riders may receive Race-supplied support only.
- 17.7 Riders will have access to bike mechanics and mechanical supplies in the two Race stations.
- 17.8 Riders may carry whatever mechanical spares they feel they need in order to carry out their own repairs on route outside of the Race stations.
- 17.9 Other than the two Race stations, the route may also run through towns. Riders may, within the ambit of these Rules, use what is commercially available in these towns.
- 17.10 Riders may buy food and drink in these towns.
- 17.11 Riders may sleep in these towns.
- 17.12 Riders may use any commercial bicycle shop in these towns.
- 17.13 Riders may not receive any physical help or support from friends or family in these towns.
- 17.14 Rider family and friends are not allowed on the race route! We cannot stop them from coming into the towns where the RVs are located, but they will not be allowed to enter the RV 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.
- 17.15 Riders may receive any form of assistance from any other rider in the Race both in and out of the Race stations and anywhere along the route.
- 17.16 Riders may not exchange bicycles.

18 Drafting:

- 18.1 Drafting of another rider is allowed at all times. Any rider may draft any other rider at any point during the race.
- 18.2 No rider will be allowed to draft behind any vehicle of any sort at any time during the Race.





19 Licensing:

19.1 The Race is a CSA sanctioned event. As such, each rider needs a CSA license or he can purchase a temporary day license at registration for a cost of R50.

20 Medical:

20.1 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.

20.2 A rider who has withdrawn from the Race will have no claim whatsoever against the Race organiser, its affiliates or any of its sub-contractors arising therefrom.

20.3 It is the rider's responsibility to make sure he is in good health and adequately trained for the Race.

20.4 All riders must have completed a Race medical form and have it signed by a licensed medical practitioner 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.

20.5 It is the riders responsibility to carry at all times the pre-supplied 1st Aid kit, and be knowledgeable in its effective use.

20.6 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. The implication of this is that if you get bitten by a snake, for example, or have a heart attach somewhere on route, you could die! Let this sink in.

21 Tracking:

21.1 Every rider has to carry a Munga Grit issued tracking device.

21.2 A rider will not be permitted to continue past a Race station without their tracking device, and should obtain a replacement unit from the Race Village if they have lost their unit

21.3 The tracker is not a pre-requisite for determining the legitimacy of the rider's route or time, as a tracker could stop working or be lost, and cannot be held against the rider, as this will be against the spirit of the Munga. Please note that the tracking devices are there firstly to assist Race Official and support staff to identify where riders are, should they require assistance. secondly to provide family and friends the ability to follow their rider and enhance the enjoyment and participation in the Munga events. The tracking system can however be used to track back and see the riders route history if deemed necessary by the Race Director or Race Officials for any reason and be used in their decision making.

21.4 Riders that have lost their tracking unit will be held liable for the cost of replacement of the unit, and will be invoiced accordingly (currently ZAR1,700.00)





22 Race withdrawal

22.1 A rider can withdraw from the race based on the following reasons:

22.1.1 Medical reasons

If a rider has to withdraw from the race due to medical reasons, they need to inform the Medical team, and race officials (if medically still able to do so). The Medical team will transport the rider to next Race Village in the direction of the race finish unless the medical condition of the patient requires them to get to a hospital. Patient transport will be for the riders own account. This vehicle will only carry the rider requiring medical attention

22.1.2 Mechanical reasons

Riders that have to withdraw due to mechanical reasons, need to inform race officials of there decision. If this withdrawal is not at a Race Village, the Race Sweep vehicle(s) will endeavour to collect this rider as soon as possible. If there are multiple riders withdrawing at the same time, preference will be given to those still out on route to get them to a place of safety (nearest Water Point or Race Village). If adverse weather conditions are prevalent on the day, please take note that demand could exceed supply, and riders need to patient while endeavour is made to attend to all the riders timeously. Please ensure that your tracker is handed to the Race Village lead, before leaving, else you will be liable for the cost of a lost tracker (see Section 21)

22.1.3 Voluntary withdrawal

Should a rider decide for any other reason than Medical or Mechanical reasons, the rider can only do so at a Race Station and must inform the race officials of his/her decision. Please ensure that your tracker is handed to the Race Village lead, before leaving, else you will be liable for the cost of a lost tracker (see Section 21).

22.2 Please note that riders that have withdrawn from the race for afore mentioned reasons, need to make their own arrangements from the Race Village to get back to the start/finish (or home). The race sweep and official vehicles need to be available to attend to riders still out on the course during the event and can therefore not afford to be unavailable by taking riders back to the start/finish. We ask that riders take note of the Race Village locations and ensure that they have contingencies in place should it be necessary.

***Note:** Should alternatives be available for repatriation of riders at the time of the event, this will be communicated.*





23 Protests and complaints

- 23.1 If a rider has any complaint or protest, he must submit the complaint or protest after he has crossed the finish line and provided he is not in breach of any of the Rules.
- 23.2 Riders have one hour to submit a complaint or protest after the Cut-off Time, and it has to be done in writing.
- 23.3 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.





24 Disqualification

- 24.1 A rider may at any time (during or after the Race) be disqualified for any of the following reasons:
- 24.1.1 a rider using any power other than his own physical power to move his bicycle forward along the route;
 - 24.1.2 a rider climbing into a vehicle and at some point continuing to Race;
 - 24.1.3 a rider failing to sign in or out of one of the two Race station checkpoints;
 - 24.1.4 a rider physically towing another rider;
 - 24.1.5 a rider being younger than the minimum stipulated Race age;
 - 24.1.6 a rider failing to adequately display his bicycle number or their Race number;
 - 24.1.7 a rider found off the Race route and behaving in a manner that the Race organiser deems to be contrary to the spirit of the Race;
 - 24.1.8 a rider found taking a short cut;
 - 24.1.9 a rider found taking down or defacing route markings;
 - 24.1.10 a rider found to be ignoring or contravening the traffic regulations on public roads;
 - 24.1.11 a rider found to be using a different bicycle frame to that on which he started the Race;
 - 24.1.12 a rider found without a helmet outside of one of the two Race stations and on their bicycle;
 - 24.1.13 a rider found without one of the compulsory pieces of equipment;
 - 24.1.14 a rider who starts the Race later than one hour after the official Race start and does not have approval to do so;
 - 24.1.15 a rider receiving prearranged support anywhere along the route or in the Race stations;
 - 24.1.16 a rider found without a tracker;
 - 24.1.17 a rider found littering;
 - 24.1.18 a rider behaving in a way that the Race organiser and/ or chief Commissaire deem to be inappropriate, contrary to the spirit of the Race or otherwise in bad faith.
 - 24.1.19 It is the Race Directors sole discretion to disqualify a rider depending on the outcome of a DPA assessment.





25 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:

- 25.1 No littering of any form will be tolerated, including but not limited to dropping food packaging, bottles and mountain bicycle spares; and could lead to time penalties or disqualification.
- 25.2 Smoking is not allowed anywhere along the route;
- 25.3 No rider is allowed to wilfully damage any plant or bush.

26 Left or abandoned gear and equipment

- 26.1 Any piece of gear or equipment that is left at a water-point or race village by a rider will be donated to the development cycling clubs. The rider leaving this piece of gear or equipment behind will have no claim against the Munga.

27 Refund, roll over and substitution policy:

- 27.1 Refunds: As per the terms and conditions when you entered the race, the Munga has a zero refund policy.
- 27.2 Roll overs: Any roll over to the following Munga Grit race will carry an admin fee of 20% and is for the same event only.
- 27.3 Substitutions: Any substitution will carry an admin fee of 10% of the entry fee and is for the same event only.

28 Doping:

- 28.1 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.
- 28.2 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>
- 28.3 The Race organiser reserves the right to test any participant as and when it deems appropriate and no rider shall object thereto.
- 28.4 Any Rider caught doping, will be banned from The Munga and Munga Grit Races for life.

